



To: Chair and Members of the Furness Locality Board

# Agenda

Dear Member

## **FURNESS LOCALITY BOARD**

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

Date: Wednesday, 17 April 2024  
Time: 6.00 pm  
Venue: Drawing Room, Barrow Town Hall, Barrow-in-Furness,

**Linda Jones**  
Chief Legal and Monitoring Officer  
Westmorland and Furness Council

Enquiries and requests for supporting papers to: **Katie Pepper**  
Direct Line: **01229 876314**  
Email: **Katie.Pepper@westmorlandandfurness.gov.uk**

## **MEMBERSHIP**

Cllr T Assouad	Cllr K Hamilton
Cllr T Biggins	Cllr A Husband
Cllr D Brook (Vice-Chair)	Cllr B McEwan
Cllr A Burns	Cllr B Morgan
Cllr T Callister (Chair)	Cllr J Murphy
Cllr D Cassidy	Cllr N Phillips
Cllr F Cassidy	Cllr B Shirley
Cllr A Coles	Cllr D Taylor
Cllr D Edwards	Cllr R Worthington
Cllr L Hall	

## **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/mgCommitteeDetails.aspx?ID=269>

## **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 19<sup>th</sup> March, 2024 (copy enclosed).

**(Pages 5 - 12)**

### **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. Urgent Items**

To consider any urgent items of business.

### **7. Presentation - Westmorland and Furness Local Plan**

To receive a presentation from the Interim Senior Manager - Planning Policy.

**(Pages 13 - 44)**

**8. 20mph Prioritisation**

To receive a report from the Traffic Management Manager.

**(Pages 45 - 72)**

**9. Traffic Regulation Order 20mph Speed Limit Trent Vale North Walney**

To receive a report on the Traffic Regulation Order 20mph Speed Limit Trent Vale North Walney.

**(Pages 73 - 86)**

**10. Traffic Regulation Order - Preston Street**

To receive a report on the Traffic Regulation Order - Preston Street.

**(Pages 87 - 100)**

**11. Safe and Strong Communities**

To receive a report from the Senior Manager - Safe & Strong Communities.

**(Pages 101 - 148)**

## WESTMORLAND AND FURNESS COUNCIL FURNESS LOCALITY BOARD

Minutes of a Meeting of the **Furness Locality Board** held on Tuesday, 19 March 2024 at 6.00 pm at Drawing Room - Barrow Town Hall

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### **PRESENT:**

Cllr T Assouad  
Cllr T Biggins  
Cllr D Brook (Vice-Chair)  
Cllr A Burns  
Cllr T Callister (Chair)  
Cllr F Cassidy  
Cllr D Edwards  
Cllr L Hall  
Cllr K Hamilton  
Cllr A Husband  
Cllr B McEwan  
Cllr B Morgan  
Cllr N Phillips  
Cllr B Shirley  
Cllr D Taylor  
Cllr R Worthington

### **Officers in attendance:**

Alison Meadows (Senior Manager - Safe & Strong Communities)  
Emma Haughin (Senior Lawyer)  
Katie Pepper (Democratic and Electoral Services Officer)

### **Also in attendance:**

Nick Perie (Cumbria Association of Local Councils)

## **PART I ITEMS CONSIDERED IN THE PRESENCE OF THE PUBLIC AND PRESS**

### **42. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors D Cassidy and Murphy.

### **43. DECLARATIONS OF INTEREST/DISPENSATIONS**

Councillor Shirley declared an interest stating he was Manager of Dalton United Football Club.

### **44. EXCLUSION OF PRESS AND PUBLIC**

That the press and public not be excluded during the consideration of any items on the agenda.

#### **45. MINUTES OF THE PREVIOUS MEETING**

The minutes of the meeting held on 10<sup>th</sup> January, 2023 were agreed as a correct record.

#### **46. PUBLIC PARTICIPATION**

RESOLVED: - To note that no questions, representations, deputations or petitions had been received in respect of the meeting.

#### **47. URGENT ITEMS**

Councillor Phillips raised an urgent item.

He informed the Committee of the planned tree felling at Infield Park and stated that this would have a great impact on the neighbourhood as well as the wildlife.

There were concerns about the lack of consultation with residents and it had been agreed that the felling would be paused and further consultations would be held.

RESOLVED: - The Committee noted the information.

#### **48. SAFE AND STRONG COMMUNITIES**

The Senior Manager – Safe & Strong Communities presented the report.

The Safe and Strong Communities report brought together information from across Thriving Communities. The report included updates from thematic workstreams, in line with priorities, highlight issues, actions and risks and provided an update on the devolved budget positions.

In the report there were recommendations to agree grant awards from 2023/24 devolved budgets.

#### **Thematic Working Groups**

Since the Locality Board report on 10th January 2024 all four thematic working groups had been meeting weekly. The thematic working groups included Furness Locality Board Members who had elected to sit on the working groups and key external partners who could provide the technical expertise as required.

The Furness Locality Board Plan had been agreed and the priorities for Furness Locality Board were:

Health & Wellbeing – supporting everyone to start well, live well and age well.

Poverty Proofing – supporting their disadvantaged communities to access and increase opportunities.

### **Community Working Group**

The working group had developed an action plan to look at delivering on priorities that were emerging. These were:

- Website and staffing to support the Furness for You Know Your Neighbourhood Project.
- Anti-social behaviour in town centre and the Locality Board supported matched funding towards the National Lottery Million Hours Funding Bid.
- Mapping of ward assets now completed.
- BEATS programme – Exercise on Referral – Barrow Forward.

### **Priority Wards Working Group**

The working group has developed an action plan to look at delivering on priorities that are emerging such as:

- Health Plan to address health inequalities to support the action plan.
- Get Ready for Winter – Two events to be held in Central & Hindpool wards joint third sector and statutory partners to provide residents with practical and holistic support.
- Football Foundation Playzone – Expression of Interest approved to look at proposal of developing a playzone in the priority wards. Furness Locality Board at its meeting on 18th October 2023 agreed that the Strong Connected and Communities Fund would be considered through the Priority Wards Thematic Working Group.

### **Infrastructure, Environment & Connectivity**

The Infrastructure, Environment & Connectivity Working Group had developed an action plan to look with key updates and schemes.

In addition to the various highways and sustainable travel and transport schemes being discussed the working group was also looking more strategically at wider assets for Furness to be a destination area and to inform the Local Plan.

## **Education, Skills & Economy**

The working group had developed an action plan to look at supporting on priorities that had been emerging. These were:

- Welfare and transition across Primary and Secondary Schools.
- Data evaluation around senior school qualifications, further education retention and young people not in education, employment or training.
- Long-term sick.
- Benefits system.

## **Informal Briefing Sessions**

In addition to the Locality Board meetings and thematic working groups it was agreed there would be informal briefing sessions to receive timely updates and presentations. There were further informal briefing sessions planned with key partners and directorates.

Below is the list since January's Locality Board meeting.

- Update on assets/major projects Furness area.
- Housing Revenue Account
- Parking Reports
- Winter Maintenance/Gritting,
- Active Cumbria presentation attached as Appendix 2.
- Barrow Citizens Advice Bureau

## **Devolved Communities Budget**

The Furness Locality Board budget allocations were detailed in the following table.



Locality Board Priorities	£33,200
Furness Community Grants Fund	£30,000
0-19 Services	£47,596
11-19 Universal Services	£25,042
Strong & Connected Communities Fund	£100,000
Local Sustainable Travel & Transport Fund	£230,400
DWP Household Support Fund	£80,800
Money Advice Service	£57,060
Highways Revenue	£512,000
<b>Community Budget Total</b>	<b>£1,116,098</b>

The Committee discussed the report.

A councillor asked in the 10p swims would also be taking place in Dalton?

Alison Meadows confirmed that this would be reported at the April Furness Locality Board.

It was asked if the Committee could have assurance that they would continue working with Spring Mount.

Alison Meadows advised that they worked closely with Spring Mount and they were keen to support them in Salthouse Pavilion.

In relation to recommendation 2.11, a question was raised as to whether this programme was being monitored so it could be reported back to the Committee.

The Committee were advised that 10p Swimming scheme was being monitored and it would be put as a key project on the action plan.

Relating to recommendation 2.7, it was asked if the Locality Board could look into setting up a Furness Football Foundation.

Additionally in relation to recommendation 2.7, a question was asked if this was to improve the facilities at the park which had been closed as well as looking at additional areas.

The Chair stated they would get an update on the situation and circulate the response.

It was moved by Councillor Hamilton and seconded by Councillor McEwan and;

RESOLVED: -

- i) To note the status of the Furness Locality Board discretionary budgets and the commitments and expenditure to date;

- ii) To note the updates included in this report including the thematic working groups, partnerships and grant recommendations;
- iii) To agree to allocate Spring Mount £15,043.00 for the family meal and life skills project from the DWP Household Support Fund budget;
- iv) To agree to allocate Barrow & District Disability Association £5,951.00 for Café activities from DWP Household Support Funding;
- v) To agree to allocate Barrow & District Disability Association £44.00 for Café activities from Priorities Funding;
- vi) To agree to allocate Active Cumbria £59,891.00 for the Football Foundation Playzone from the Strong Connected and Communities Fund budget;
- vii) To agree to allocate Cumbria CVS £32,039 for the Furness for You website staffing costs for one year from the Strong Connected and Communities Fund budget;
- viii) To consider funding a second year for Furness for You Website staffing subject to availability of devolved annual budget allocations to the Locality Board;
- ix) To agree to allocate Furness Media Company £8,070 for the website design, development hosting and costs for two years from Strong Connected and Communities Fund budget;
- x) To agree to allocate Barrow Forward £3,100 for 10p swimming at Barrow Leisure Centre from Priorities Funding;
- xi) To agree to allocate Barrow Forward £3,500 for food to support 10p swimming at Barrow Leisure Centre from DWP Funding;
- xii) To agree to allocate Barrow Forward £11,112 for Fit and Fed swimming sessions at Barrow Leisure Centre from Priorities Funding;
- xiii) To agree to allocate Barrow Forward £20,606.25 for Fit and Fed food provision at Barrow Leisure Centre from DWP Household Support Funding;
- xiv) To agree to allocate £6,740.00 towards Rampside footpath improvements from Sustainable Travel and Transport funding;
- xv) To agree to allocate £2,831 towards replace/repair wooden footpath signs from Sustainable Travel and Transport funding;
- xvi) To agree to allocate £1,000 towards improvements to footpath 602024 from Sustainable Travel and Transport funding;
- xvii) To allocate £1,500 to clear Rating Lane Culvert under footpath 601057 from Sustainable Travel and Transport funding;

- xviii) To agree to allocate £9,120 to replace fencing at Elliscales from Sustainable Travel and Transport funding;
- xix) To agree to validate the Dalton Borderlands two Project Initiation Documents to be worked up and taken forward to develop into business cases.

The meeting ended at 6.35 pm

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<b>Report Title</b>	Presentation – Westmorland and Furness Local Plan
<b>Meeting</b>	Furness Locality Board
<b>Meeting Date</b>	17 <sup>th</sup> April 2024
<b>Report Author</b>	Dan Hudson
<b>Lead Cabinet Member(s)</b>	Councillor Virginia Taylor
<b>Wards Affected</b>	All
<b>PUBLIC.</b>	
<b>Appendices (if any)</b>	None

**1. Executive Summary**

1.1 This item is an informal presentation on the Westmorland and Furness Local Plan to be delivered by Dan Hudson – Interim Senior Manager, Planning Policy

**2. Recommendations**

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

2.1 Note the presentation

**3. Information: the Rationale & Evidence for the Recommendations**

3.1 This item is an informal presentation on the Westmorland and Furness Local Plan to be delivered by Dan Hudson – Interim Senior Manager, Planning Policy

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

4.1 The Local Plan is the spatial expression of the Council Plan and will be important to the delivery of all plan priorities

**5. Consultation Outcomes**

5.1 Not applicable – this is an information item

**6. Alternative Options Considered**

6.1 Not applicable – this is an information item

**7. Reasons for the Recommendations**

7.1 Not applicable – this is an information item

## **8. Climate and Biodiversity Implications**

8.1 The Local Plan will be an important means of delivering on climate change and biodiversity objectives as well as ensuring that development is resilient to the impacts of climate change.

## **9. Legal and Governance Implications**

9.1 Not applicable – this is an information item

## **10. Human Resources Implications**

10.1 Not applicable – this is an information item

## **11. Financial Implications**

11.1 Not applicable – this is an information item

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

12.1 The plan will be subject to full equality and diversity impact assessment

## **13. Risk Implications**

13.1 Not applicable – this is an information item

## **14. Background Documents**

14.1 None – slides to follow



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## Equality Impact Assessment (EqIA)

### **Proforma**

# 1 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 the **armed forces community**.

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.
- **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.



## 2 Equality Impact Assessment – Screening

### 1) Decision/Policy/Service/Function

State title and whether it is a decision/policy/service/function.

### 2) Background and summary of Equality Advice

State the purpose/ relevance of the decision/policy/strategy/function to equality and highlight any equality impacts

### 3) Consultation

List any relevant consultations and consultees (completed and pending):

### 4) Equality screening

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

Equality protected characteristic	Impact Y/N	Describe impact (if Yes)	Measures to address impact (if Yes)	Full EqIA needed Y/N
Race				
Religion or belief				
Sex				
Sexual orientation				
Care Experience				
People in rural areas				
Socio-economic status				
Armed-forces personnel/veterans				
General (other considerations)				

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

Yes

No

# 3 Full Equality Impact Assessment template

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

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	

### 3.2 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.

### 3.3 Section 3: Assessment of impact

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

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 status					
Armed-forces personnel/veterans					

### 3.4 Section 4: Action Planning

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

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*Add rows as necessary.*

### 3.5 Section 5. 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"/>
Complete the 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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### 3.6 Section 6. Review

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







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# Equality Impact Assessments (EqIA)

## Guidance Notes

<b>Version:</b>	1.1
<b>Last Updated:</b>	Amended November 2023
<b>Last update by:</b>	Ellie Greenwood

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# Equality Impact Assessments - Guidance Notes

These guidance notes explain what an Equality Impact Assessment (EqIA) is and why, when and how we need to do one. Please use these notes when completing your EqIA.

An EqIA is a tool to assess whether a decision, policy, service or function pays 'due regard' to the Public Sector Equality Duty, which requires public bodies to:

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

## 1.0 Introduction

### Equality Act 2010 and the Public Sector Equality Duty

The Equality Act 2010 offers protection from different types of discrimination, harassment and victimisation on the grounds of a range of people's characteristics. These 'protected characteristics' are:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

The council also considers:

- care experience
- People in rural areas

- Socio-economic status
- Armed forces personnel/ veterans

By integrating consideration of equality and good relations into our day-to-day business we can demonstrate that we are paying “due regard” to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

This is known as the Public Sector Equality Duty and applies to public authorities.

Having “due regard” involves having due regard in particular to the need to:

- Remove or minimise disadvantages suffered by people due to their protected characteristics
- Take steps to meet the needs of persons from protected groups where these are different from the needs of other people
- Encourage persons from protected groups to participate in public life or in other activities where their participation is disproportionately low

There are different types of discrimination:

- Direct - where a person from a protected group is discriminated against
- Indirect - where a situation or practice may lead to discrimination
- By association - where a person suffers discrimination because they are associated with an individual who has a protected characteristic

### Care Experience

Care Experience refers to any person who is/has experience of child protection or children’s social services at any point in their lives. This includes current children in care, current care leavers and adults aged over 24 who no longer receive support from children’s social care.

### Rurality

Rurality tests whether a decision/policy/service/function consider whether there is likely to be a different impact in rural areas because of differing circumstances or needs. Access to services and transport are two important considerations for example.

## Socio-economic status

Socio-economic status tests whether a decision/policy/service/function consider whether there is likely to be a differential impact on people from a particular income group, especially if lower income households are more likely to be adversely impacted.

## Armed forces personnel/veterans

The Armed Forces Duty requires councils to consider the needs of Armed Forces Personnel/Veterans in relation to School Admissions, Public Health and Housing. By including them as a locally adopted protected characteristics the Duty will be extended to cover all functions of the Council.

## 2.0 What is an Equality Impact Assessment (EqIA)?

An EqIA is an assessment tool to test for 'due regard' to the Public Sector Equality Duty.

An EqIA helps test the activities of the council by identifying any unmet needs and making sure that we do not discriminate. It includes looking for opportunities to promote equality, as well as for negative or adverse impacts that can be removed or reduced.

## 3.0 What is the scope of an EqIA?

The Public Sector Equality Duty applies to all activities carried out by the council.

The table below sets out the scope of an EqIA in terms of decisions, policies, services and functions.

	Scope
Decisions	All executive decisions by Members and Officers including non-key decisions
Policies	<ul style="list-style-type: none"><li>The Authority's Constitution and Policy Framework – including the Council Plan, Mid-Term Financial Plan and Workforce Plan.</li></ul>

	<ul style="list-style-type: none"> <li>• Key strategic documents that are not in the Policy Framework</li> <li>• Changes to existing policy</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Key service changes</li> <li>• Service operational systems, policies and procedures</li> <li>• Grants, contracts, partnerships or other arrangements for the external provision of services</li> </ul>
Functions	<ul style="list-style-type: none"> <li>• Support functions including employment, finance, IT</li> <li>• Central functions such as policy, performance, communications and procurement</li> <li>• All other function areas of the Council</li> </ul>

## 4.0 What are the requirements of EqIA?

**Requirements:** To meet the test of 'due regard' an EqIA must be:

- An integral part of any decision or policy making process.
- Completed by an officer with a technical knowledge of the decision, policy, service or function.
- Transparent and publicly available i.e. on committee agendas where an EqIA is informing a decision.
- Able to demonstrate due thought when considering whether there is an impact on a particular protected characteristic.
- Able to evidence based on service data, public statistics, consultation, research or expert policy advice – if required.

## 5.0 Stage 1 of the EqIA process: Screening EqIAs

There are two stages to the EqIA process – Screening EqIAs, which is a preliminary step, and a Full EqIA which is only required if the Screening EqIA points to evidence of substantial impacts on one or more protected characteristic.

**Screening EqIA:** This is a high level EqIA that tests the relevance of the Public Sector Equality Duty to any decision, policy, service or function. The aim is to check for actual/potential impacts on a particular protected characteristic and if there is impact to determine:

- Whether the impact can be addressed by a change to policy that can be carried out immediately; in which case the Screening EqIA should set out the change required without needing a Full EqIA;
- Whether there is evidence of substantial impact that requires a full EqIA.

**Each Screening EqIA should be completed using the Screening EqIA template.**

In deciding whether there is evidence or potential evidence of substantial impact the following checklist can be applied. Does the decision, policy, service or function:

- Have an impact on the public?



- Will it have an impact on service users, communities or employees or partners? Consider this in terms of the numbers of people affected and the likely extent of the impact.
- Does it potentially affect different groups of people differently?
- Does it involve changes to accessibility – i.e. physical access, access to information?
- Does it include making decisions based on someone’s individual characteristics, circumstances or needs?
- Is there a history or long - established pattern of unequal outcomes? (and do I have enough evidence to prove otherwise?)
- Is it likely to have a significant impact on someone’s life or wellbeing?

Screening EqlAs apply to:

- All executive decisions;
- Major policy, financial or service changes;
- Overall services

A Full EqlA not required?

- Where there has been no change to policies, services or functions
- Where a relevant Screening EqlA has not identified any impacts.
- Where the Screening EqlA has identified impacts that can be easily resolved.

## **6.0 Stage 2 of the EqlA process: Full EqlA (where required)**

A Full EqlA is carried out where there is a reasonable concern that a decision, policy, service or function may have a substantial impact on one or more protected characteristics. The steps of a Full EqlA are as follows:

- Step 1: About the decision, policy, service or function
- Step 2: Gathering information
- Step 3: Assessing the impacts
- Step 4: Action planning
- Step 5: Review

## Each Full EqIA should be carried out and recorded using the Full EqIA template

The steps below relate to the sections on the EIA template:

### Step 1 About the Decision, Policy, Service or Function

Identify the aims and objectives including who is affected; the purpose and beneficiaries; how it fits with the council's corporate priorities and strategic actions.

### Step 2 Gathering relevant information, evidence, data and research

If you are making changes to an existing policy or service, you should use data collected about its previous performance which shows whether uptake or satisfaction has been higher or lower for any particular group and if there have been any particular positive or negative effects. You can also use data from other sources.

If it is a new policy or service, where you do not have any specific information about it and its impacts on different groups, you can use information from other sources.

You can use both qualitative and quantitative data. It is important that your EIA is evidence based.

#### Example sources of information:

- Consultation and focus group data with residents and customers - this can be information from previous consultations or a consultation can be carried out as part of the EqIA.
- Targeted engagement with organisations representing people who share a protected characteristic.
- Websites that hold publicly available information such as the Cumbria Intelligence Observatory [www.cumbriaobservatory.org.uk](http://www.cumbriaobservatory.org.uk)
- Benchmarking data with other similar organisations or comparable local authorities
- Relevant think tanks that specialise in policy advocacy for people who share a protected characteristic (see Appendix)
- Complaints and compliments-customer satisfaction and staff surveys
- Service monitoring/take up information
- Regional and national research including academic research
- Central government or national data; information from the most recent Census

- Feedback and anecdotal evidence from frontline employees and partner organisations

### Gaps in data and knowledge

There may be little or no actual data available, especially in relation to religion and belief, sexual orientation, marriage and civil partnerships, and gender re-assignment. Practically, this may not be possible to source immediately and it may be necessary to make a decision about how and when you will be able to carry out work to improve your knowledge about a specific community or group, e.g. by carrying out focused consultation with a specific community. This can form part of your EqIA action plan.

### **Step 3 Assessing the Impacts: Understanding the effects of the decision, policy, service or function**

Take each one of the protected characteristic groups and predict the likely impact on people from these groups.

#### **What do we mean by impacts?**

1. A positive impact - where the impact could be beneficial to one or more equality target groups. This benefit may be differential, where the positive impact on one particular group of individuals or equality target group is likely to be greater than on another.
2. A negative or adverse impact - where the impact could disadvantage one or more equality target group. This disadvantage may be differential, in other words the negative impact on one particular group of individuals or equality target group is likely to be greater than on another.

#### **You are also looking for:**

- Differential impact - people experiencing the same service differently is OK as long as it meets their needs. Ask yourself “Does this affect different groups of people differently?”
- Unmet needs or requirements – and whether these can be proportionally addressed.
- Unlawful discrimination.

#### **Promoting equality**

EIA's should also highlight opportunities for promoting equality. The following are practical ways to show that opportunities for promoting equality were considered:

- Ways to remove or minimise disadvantages suffered by some groups
- Ways to meet the needs of people with protected characteristics where these are different from the needs of other people
- Ways to encourage people from protected groups to participate in public life or other activities if their participation is disproportionately low.
- Ways to promote good relations between people who share a protected characteristic and those who do not.

### **Step 4 Action Planning - Identify actions to prevent inequality and promote equality**

Actions should be ‘SMART’ - specific, measurable, accountable (with named responsibilities), realistic and with defined timescales.

When considering whether there is mitigating action which could be taken, you may wish to consider the following questions for example:

- Are there different ways of delivering the service?
- Could the service be promoted better with groups who are under-represented in your service?
- Could procedures be improved to make it easier for customers to access and use your services?
- Providing information in different formats;
- Speak to service users and staff or analyse previous comments/complaints/suggestions
- Find out what other authorities have done about this issue
- Form a working group in your department to share ideas and expertise
- Ask other partners

### Step 5 Outcome of your EIA

Based on the information collected and the likely impacts identified, what is the outcome of your EIA? Tick the appropriate box on the template.

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

### Step 6 Review

It is important to monitor the impacts that your EqIA has highlighted and to evaluate whether the actions in the EqIA action plan have been implemented and are effective.

Where actions have not been effective, they should be revisited and revised accordingly. It is a good idea to review your EqIA 12 months after the function that was originally being assessed has become implemented.

It is good practice to build the findings of your EqIA into service plans, objectives and targets.

## 7.0 Who is responsible for carrying out an EqIA?

- Your EIA is owned at service level with officers from within the service that is being analysed taking responsibility for the data gathering, the analysis, the authoring and the action planning. These officers will have the relevant expertise, knowledge and experience of their service.
- It is the responsibility of the service to use the outcome of the EIA to help to shape the service/inform the policy appropriately. The lead person would usually be the named officer on the relevant report being taken through the decision-making process.

## 8.0 Further information, help and advice

Please contact the policy and performance team, currently:

[ellie.greenwood@westmorlandandfurness.gov.uk](mailto:ellie.greenwood@westmorlandandfurness.gov.uk)

## 9.0 Rural proofing:

The term 'rural proofing' is used to define a systematic approach which identifies any notable rural differentials likely to impact on service effectiveness and outcomes. The objective is to ensure equitable outcomes for service users who live in rural areas.

Rural settlements in England are usually defined for statistical purposes as those with a population of less than 10,000. This includes small towns, villages, hamlets and isolated farms or dwellings. However, it is recognised that somewhat larger towns often play an important role as service and employment centres for their rural hinterland.

- **Demographics:** There are proportionately more elderly people and fewer younger people in rural populations compared with urban ones.
- **Access to services:** The combination of distance, transport links and low population density in rural areas can lead to challenges in accessing and providing services.
- **Service infrastructure:** Lower levels of infrastructure such as low broadband speeds and variable mobile coverage can be a barrier for rural businesses and limit the growth in rural productivity.
- **Employment:** The variety of employment opportunities, the availability of people with the right skills, and access to training can be lower in rural areas.

Rural residents should not be beyond a certain distance to services, should not bear a cost for rural dwelling, and should have easy access to services.

Principles of rural proofing (ACRE):

- Demonstrate leadership by producing a comprehensive rural strategy
- Ensure fair funding which takes proper account of rural costs
- Invest in rural infrastructure that is fit for the future
- Adapt and mitigate for climate change
- Create the conditions for a prosperous rural economy
- Design services so they meet rural needs
- Deliver services as locally as possible
- Support the key contribution of the voluntary and community sector
- Devolve decision-making powers closer to communities

### **1) Will your decision affect any other services in a rural area?**

Think about all the services the Council provides, plus services offered by public and private bodies such as health authorities and transport providers.

- Consider if you could work together with others to provide a better service all-round.
- Could there be alternative shared funding available?
- Could you integrate the services and cut overheads?
- Could your service help support other rural services such as the village Post Office, village shop or pub?

### **2) Could you deliver the policy or service you are suggesting through existing service outlets?**

Think about the different outlets there are: fire stations, mobile libraries, the local pub, health centres etc.

- Talk to the County Council's Neighbourhood Development Officer who could be a source of valuable local knowledge.
- Discuss the options for jointly delivering a package of services with partners.
- Look at cutting overheads and finding joint funding.

- Consider how you could help support vulnerable rural services such as Post Offices and village shops.
- Think how you are going to deliver your services to isolated users.
- If you need to set up a new network of provision, how much will it cost?
- Will the provision cover the whole area?

### **3) Will there be an extra cost to delivering your policy or service to rural areas?**

Think about the additional miles providers may need to travel, or how people will get to the service you are trying to offer.

- Consider developing a 'sparsity factor' to address this.
- Look at the potential for joint provision to share costs.
- If national funding allocation fails to recognise this issue talk to your Corporate Director and the Policy Unit to see if the Council can lobby on the issue nationally and regionally.

### **4) Will your decision affect travel needs or the cost of travel for rural communities?**

Think about how far you might be asking people to travel and whether or not the road or rail network can support this.

- Look at the possibility of providing a mobile service, offering internet access or co-ordinating transport provision.

### **5) Does your policy rely on communication of information to clients?**

Think about the various ways that information can be shared with people.

- Look at the cost implications of getting the message out to isolated areas.
- Consider using existing networks such as Post Offices, village halls, parish and town councils to reduce costs in rural areas.

### **6) Will you deliver your policy or service through a third-party?**

Think about where such organisations are based and if delivering services in a rural area will be a problem for them.

- Consider if the organisation shares our commitment to thinking rural, or perhaps set them specific targets for delivery in rural areas.
- Some organisations can access extra funds for especially innovative projects.



- Consider whether or not rural organisations have the capacity to deliver the service and consider appropriate support for capacity building before implementation.

### **7) Does your policy or service rely on an infrastructure that may put rural communities at a disadvantage - is the framework there in rural areas?**

Think about what already exists in these areas in terms of information systems, utilities etc; and consider the realities of what this will mean for your decision.

- Could there be an impact on the availability of or access to infrastructure in rural areas (e.g., transport, broadband and mobile)?
- Use the planning system to encourage provision and encourage demand to make the service viable.
- Provide alternative means of accessing the service.

### **8) Will your decision have an impact on rural businesses and the economy?**

- Can extra employment be generated for local people through the policy?

### **9) Will your decision target disadvantaged residents?**

Think about where those classed as disadvantaged live and how disadvantage is defined.

- Will your policy or service pick up those classed as disadvantaged living in rural areas?
- You may need to use smaller area statistics to demonstrate need.
- Think about targeting population groups rather than geographical areas if possible.

### **References:**

[Rural and community development charity for Cumbria - Action with Communities in Cumbria, Penrith, Cumbria \(cumbriaaction.org.uk\)](http://cumbriaaction.org.uk)

[Rural proofing \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

[The-Rural-Coalition-A-Better-Future.pdf \(acre.org.uk\)](http://acre.org.uk)

## 10.0 Socio economic status

Socio-economic disadvantage means living on a low income compared to others in Westmorland and Furness, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services.

When making decisions the council must reduce inequalities of outcome, which result from socio-economic disadvantage.

Consider these additional groups and the impact your proposal may or may not have on them:

- Single parents and vulnerable families.
  - Pensioners.
  - Looked after children.
  - Homeless people.
  - Students.
  - Single adult households.
  - People living in the most deprived areas in Westmorland and Furness.
  - People with low literacy and numeracy.
  - People who have experienced the asylum system.
  - People misusing substances.
  - People of all ages leaving a care setting.
  - People involved in the criminal justice system.
- a. What evidence do you have about socio-economic disadvantage and inequalities of outcome relating to this decision?
- b. Have you engaged with those affected by the decision?
- c. How can the proposal be improved so it reduces inequalities of outcome as a result of socio economic disadvantage?

# Glossary: Definitions of Protected Characteristics

**Age:** This refers to a person having a particular age or being within an age group.

**Disability:** A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Includes: Physical/sensory disability; Mental Health; Learning disability.

**Sex:** This refers to a person being either male or female.

**Gender reassignment:** This means proposing to undergo, undergoing or having undergone a process to reassign your sex. A person does not need to have undergone medical treatment or surgery in order to be protected from gender reassignment discrimination. Transgender: Anyone whose gender identity is not the same as the sex recorded on their original birth certificate. Gender identity is a term used by some to describe someone's sense of their gender.

**Marriage and civil partnership:** Marriage is a union between a man and a woman or between a same-sex couple. Same-sex and heterosexual couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).

**Pregnancy and maternity:** Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

**Race:** It refers to a group of people defined by their colour, nationality (including citizenship), ethnic or national origins. Includes, Asian, Black and White minority ethnic groups inc. Eastern Europeans, Irish people and Gypsy Travellers.

**Religion or belief:** "Religion" means any religion, including a reference to a lack of religion. "Belief" includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect your life choices or the way

you live for it to be included in the definition. The category includes, Christianity, Islam, Judaism, Hinduism, Buddhism, and non-religious beliefs such as Humanism.

**Sexual orientation:** This is whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

**Rurality:** Differential impact on people in rural areas (see section 10 above).

**Socio-economic status:** Differential impact on people due to household or personal income (see section 11 above).

[Protected characteristics | Equality and Human Rights Commission  
\(equalityhumanrights.com\)](https://www.equalityhumanrights.com)

<b>Report Title</b>	20mph Prioritisation
<b>Meeting</b>	Furness Locality Board
<b>Meeting Date</b>	17 <sup>th</sup> April 2024
<b>Report Authors</b>	Victoria Upton, Traffic Management Manager Steph Davis-Johnston, Road Safety Coordinator
<b>Lead Cabinet Member(s)</b>	Cllr Peter Thornton, Cabinet Member for Highways and Assets
<b>Wards Affected</b>	All wards, Westmorland and Furness
<b>Public. Part Exempt, or Fully Exempt</b>	Public
<b>Appendices (if any)</b>	<b>Appendix 1</b> – Application pack <b>Appendix 2</b> – Locations based on applications received. <b>Appendix 3</b> – Proposed scheme list (2024/25)

## 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, Furness 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 that the 5 schemes for Furness Locality listed in Appendix 3 attached, consisting of 5 areas for Barrow town, are approved to be progressed to design, consultation, then legal Traffic Regulation Order process and delivery for the first-year of the project in 2024/2025.

Members should note that the Locality Boards for Eden and South Lakeland 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 12<sup>th</sup> 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 and appropriate existing environments and speeds, 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 Board 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 Orders) will be agreed for only TROs in each respective area i.e. Furness Locality Board will only approve TROs in the Furness 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 4<sup>th</sup> December 2023. Town and Parish Councils were invited to make an application by Friday 16<sup>th</sup> 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 7<sup>th</sup> 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.
- 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: (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. Endorsing the proposed approach to implementing 20mph speed limits which better reflects local requirements and aspirations. Developing 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 Supported by local community, Furness Locality Board may choose to introduce 20mph in an area where there are benefits to a lower speed limit and where there is local support. 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. [EJH 30/03/2024]
- 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.”* (KB – 28.3.2024)

## **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.

(P Cameron 8.4.24)

**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 12<sup>th</sup> September 2023.

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>		
<b>Total score:</b>		

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## **Appendix 2**

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

<b><u>Eden</u></b>	
<b><u>Applicant</u></b>	<b><u>Location</u></b>
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



<b><u>Eden (continued)</u></b>	
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

<b><u>South Lakeland</u></b>	
<b><u>Applicant</u></b>	<b><u>Location</u></b>
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

<b><u>South Lakeland (continued)</u></b>	
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**

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

<b><u>Eden</u></b>	
<b><u>Applicant</u></b>	<b><u>Location</u></b>
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

<b><u>South Lakeland</u></b>	
<b><u>Applicant</u></b>	<b><u>Location</u></b>
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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<b>Report Title</b>	Traffic Regulation Order 20mph Speed Limit Trent Vale North Walney
<b>Meeting</b>	Furness Locality Board
<b>Meeting Date</b>	17 April 2024
<b>Report Author</b>	Melanie Thexton
<b>Lead Cabinet Member(s)</b>	Cllr Peter Thornton – Cabinet Member – Highways and Assets
<b>Wards Affected</b>	Walney Island
<b>Public. Part Exempt, or Fully Exempt</b>	Public
<b>Appendices (if any)</b>	Appendix 1 Location Plan Appendix 2 Site Notice Appendix 3 Statement of Reasons Appendix 4 Consultation responses received

## 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 concerning 20mph in North Walney to support the North Walney cycling scheme. 2 representations were received during the 21-day period of statutory advertisement and consultation. The report seeks a resolution on the proposed introduction of the Order and recommends the Order be made and introduced as advertised.

## 2. Recommendations

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

- 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 9.2 of this Report, that the WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS BARROW-IN-FURNESS AND SURROUNDING AREA)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) ORDER 20>< (“the Order”), be brought into operation as advertised

## 3. Information: the Rationale & Evidence for the Recommendations

3.1 Background and details of the proposal are listed below, and further detail can be found within the appendices to this report;

3.2 There is a proposed project in place which aims to develop and deliver a 2.32km LTN 1/20 (Local Transport Note) complaint cycling, walking, and wheeling route on North Walney, Barrow-in-Furness. Commencing at Earnse Bay, the route follows West Shore Road and Trent Vale before going through Vickerstown Park and re-joining the highway at the Jubilee Bridge junction with Walney Promenade.

To facilitate a 0.31km section of 'quiet street' approach on Trent Vale the existing restricted road with a speed limit of 30mph, by virtue of the presence of a system of street lighting, is proposed to be reduced to 20mph. The aim is in slowing vehicular traffic where there is likely to be cyclists in the road.

The Order is proposed to include to include the connecting roads in introducing a reduced speed limit from the current restricted road 30mph to 20mph to slow vehicular traffic within this whole residential area.

The roads are Trent Vale, Thames Road, Tyne Road, Mersey Road, Tees Gardens, Tweed Rise, Medway Road, Southport Drive and Maryport Avenue as shown in Appendix 1.

3.3 A copy of the Notice which summarises the proposals is attached as Appendix 2 of this report.

3.4 A copy of the Councils Statement of Reasons for making the Order is attached as Appendix 3 of this report.

3.5 The statutory consultation and advertisement period for 21-days, of the proposed Order took place between the 1<sup>st</sup> December and 22<sup>nd</sup> December 2023.

3.6 Two 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 of this report.

#### **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**

- 5.1 There were 2 representations received to the statutory advertisement and consultation of the Order - see Appendix 4 for full details.
- 5.2 Barrow Town Councillor for North Walney made representation in support of the 20mph scheme in the area and therefore in support of the recommendation at 2.1 of this report.
- 5.3 A resident of Thames Road objected on the grounds that the money should be spent on maintenance of local roads rather than on the cycling scheme. The funding for this project is not taking away from existing revenue budgets for maintenance and is additional funding specifically for this cycling project. The funding can only be used for this improvement for North Walney. Therefore, it is considered that this objection should not be upheld.
- 5.4 It is concluded having considered the 2 responses received and bearing in mind the large amount of engagement and consultation undertaken in the North Walney area on this project through inception and design, that the 20mph speed limit Order is recommended to be implemented as advertised.

## **6. Alternative Options Considered**

- 6.1 Prior to the scheme including a Traffic Regulation Order for 20mph, there was consideration of the route, use of the highway and design of the scheme. The route had no alternative option but to use Trent Vale which currently has a 30mph speed limit by way of the system of street lighting. There are no alternatives to consider taking the route off Trent Vale or segregating cyclists from vehicles. Therefore the 'quiet street' with a 20mph speed limit proposal was the option progressed.

## **7. Reasons for the Recommendations**

- 7.1 Having considered the two responses received and bearing in mind the large amount of engagement and consultation undertaken in the North Walney area on this project through inception and design, that the 20mph speed limit Order is recommended to be implemented as advertised.

## **8. Climate and Biodiversity Implications**

- 8.1 The proposal for a 20mph speed limit is part of a wider scheme creating a safe environment for walking and cycling. The scheme provides a link across North Walney Island from Jubilee Bridge to Earnse Bay and is part of the wider Local Cycling and Walking Infrastructure Plan (LCWIP). The premise for the scheme is to encourage greater uptake of walking and cycling for

everyday life reducing car dependence and use. This has implications for encouraging reduced car use, cleaner air, and healthier lives.

## **9. Legal and Governance Implications**

9.1 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.

9.2 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.

9.3 Pursuant to Paragraph 15.12.2 (d) of the Constitution, Locality Boards are empowered to 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. [KB 13.03.24]

## **10. Human Resources Health Wellbeing and Safety Implications**

10.1 There are no human resources implications for consideration in connection with the Order proposals or decision whether to make the Order.

## **11. Financial Implications**

11.1 The cost of installation of the traffic signs and road markings for the new speed limit restriction will be approximately £6,000. This is to be funded through the North Walney Cycling and Walking Scheme award from the

Active Travel Funding Tranche 3 (ATF3) for Local Authority Transport allocations from the Department for Transport (DfT).

- 11.2 Members are asked to note that should the Order be approved and implemented that there will be ongoing maintenance costs to be met from revenue budgets in future years.

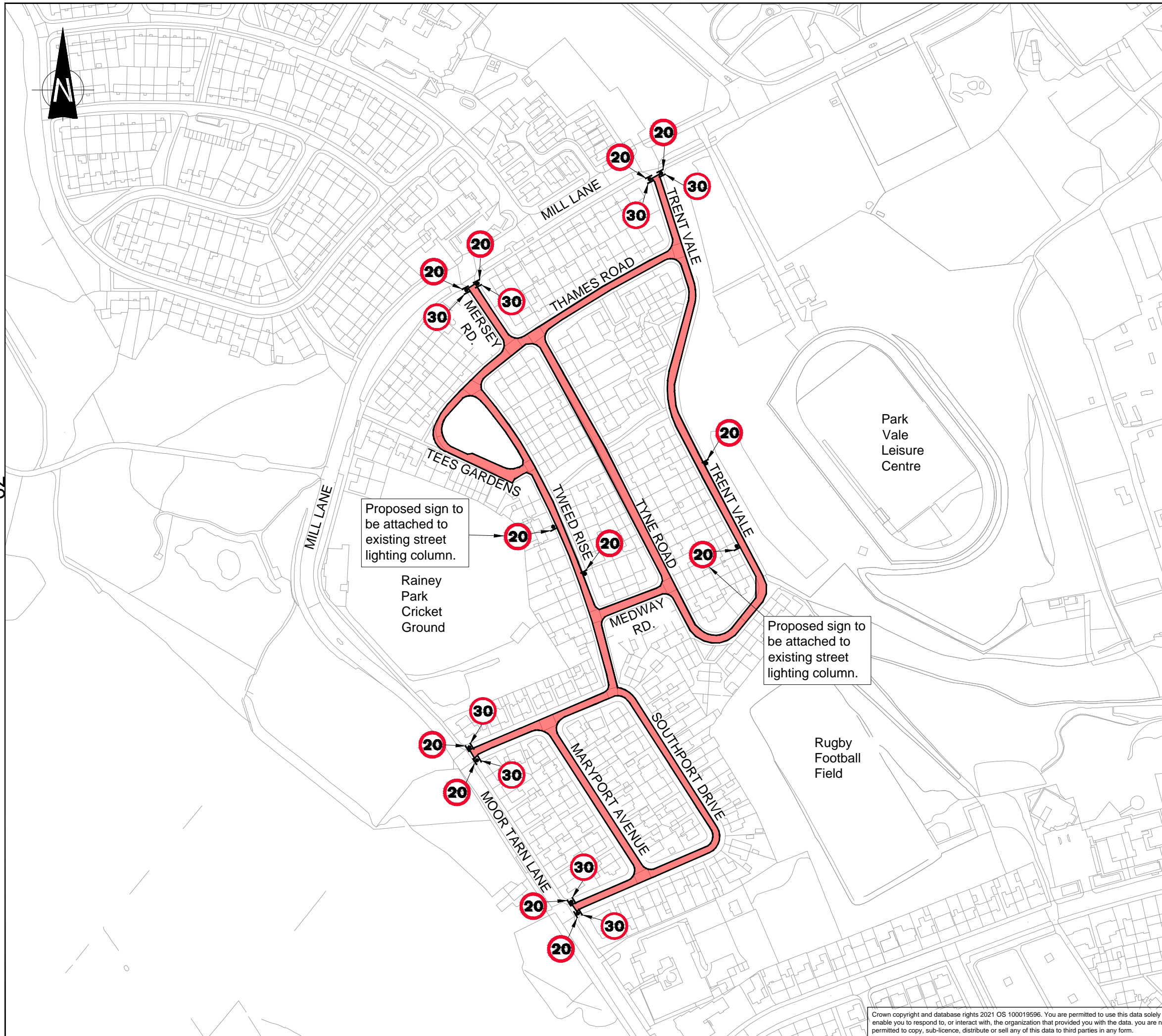
**12. Equality and Diversity Implications (please ensure these are compliant with the EIA Guidance)**

- 12.1 There are not considered to be any equality or diversity implications as a result of these restrictions or this decision.

**13. Background Documents**

- 13.1 The statutory requirements of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been followed and the Order will be signed in accordance with the Traffic Sign Regulations and General Directions 2016.
- 13.2 Full details on the background to this Order referred to within this report can be found in the Appendices.

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Proposed sign to be attached to existing street lighting column.

Rainey Park Cricket Ground

Proposed sign to be attached to existing street lighting column.

Rugby Football Field

**KEY**

-  Proposed extent of restricted roads 30mph to be reduced to 20mph speed limit
-  Proposed Sign Post
-  Proposed 20mph Limit Sign Face (Diagram no. 670)
-  Proposed 30mph Limit Sign Face (Diagram no. 670)

**NOTES**

1. All units are in metres unless otherwise stated.
2. Do not scale from this drawing.
3. O.S. mapping illustrated is indicative and subject to discrepancies.
4. Proposed design illustrated is indicative and subject to final detail design proposals.

P01	19/05/2023	AA	FIRST ISSUE	MB	DW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



1st Floor, Exchange Station, Tithebarn Street, Liverpool L2 2QP

CLIENT:  Westmorland & Furness Council

ARCHITECT: 

PROJECT: ATF3 NORTH WALNEY CYCLING AND WALKING SCHEME

TITLE: TRENT VALE, TYNE ROAD, SOUTHPORT DRIVE, MARYPORT AVE, TEES GARDENS TWEED RISE AND MEDWAY ROAD  
TRO PLAN - 20mph LIMIT

SCALE @ A3:	CHECKED:	APPROVED:
1:2500	MB	DW

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70105391	AA	AA	19/05/2023

DRAWING No:	REV:
70105391-WSP-GEN-SK-CH0009	P01

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WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS BARROW-IN-FURNESS AND SURROUNDING AREA)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) ORDER 2023

1. Westmorland and Furness Council hereby give notice that it proposes to make the above Order under Section 84 of the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to consolidate the provisions of The County of Cumbria (Various Roads in the Borough of Barrow-in-Furness) (Consolidation and Provision of Speed Limits) Order 2023 and the following proposals, into one concise order.
3. The proposal is to replace the existing 30 mph speed limits (by virtue of the presence of street lights), with a 20 mph speed limit, on the following roads in Barrow-in-Furness: -

Trent Vale, Thames Road, Tyne Road, Mersey Road, Tees Gardens, Tweed Rise, Medway Road, Southport Drive and Maryport Avenue.

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

4. 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) Barrow Library, Ramsden Square, Barrow-in-Furness, LA14 1LL;
  - (ii) At the offices of the undersigned;
  - (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](mailto:TROconsultation@westmorlandandfurness.gov.uk).
5. If you wish to comment or make representations in relation to the proposals, you should write to the Traffic Management Team, Westmorland and Furness Highways Depot, Bouthwood Road, Sowerby Woods Industrial Estate, Barrow-in-Furness, LA14 4RD or by email to [TROconsultation@westmorlandandfurness.gov.uk](mailto:TROconsultation@westmorlandandfurness.gov.uk) by **22 December 2023, marking your correspondence with reference NorthWalney20mphTRO.**

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

Dated 1 December 2023

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WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS BARROW-IN-FURNESS AND SURROUNDING AREA)(CONSOLIDATION AND PROVISION OF SPEED LIMITS) ORDER 20><

**Statement of Reasons**

Westmorland and Furness Council considers that it is expedient to propose to make the above Order for the following reasons set out in Section 1(1) of the Road Traffic Regulation Act 1984: -

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

in relation to the following proposal, as shown on the plan: -

**Trent Vale, Thames Road, Tyne Road, Mersey Road, Tees Gardens, Tweed Rise, Medway Road, Southport Drive and Maryport Avenue 20mph Limit**

There is a proposed project in place which aims to develop and deliver a 2.32km LTN 1/20 compliant cycling, walking and wheeling route on North Walney, Barrow-in-Furness. Commencing at Earnse Bay, the route follows West Shore Road and Trent Vale before going through Vickerstown Park and re-joining the highway at the Jubilee Bridge junction with Walney Promenade.

To facilitate a 0.31km section of 'quiet street' approach on Trent Vale the existing 30 mph speed limit (by virtue of the presence of a system of street lighting), is proposed to be reduced to 20mph, with the aim of slowing vehicular traffic where there is likely to be cyclists in the road.

The Order also proposes to include the connecting roads which are also subject to an existing 30 mph speed limit (by virtue of the presence of a system of street lighting) by reduced the speed limit to 20mph to slow vehicular traffic within this residential area also.

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## Appendix 4

### **Consultation Summary**

#### **RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS**

### **Statutory Consultees**

1. Barrow Town Councillor for Walney North - Kay Hyland.

I would like to add my support to the introduction of a 20mph speed limit in the area of Tyne Road, Thames Road, Southport Drive, Maryport Avenue, Tees Gardens, Trent Vale, Mersey Road, Tweed Rise and Medway Road.

All of these roads are narrow and always have parked vehicles on both sides of the road making it difficult for pedestrians to cross the road safely. It is a highly populated residential area which includes many children and elderly people. There is no need for traffic to travel at the current maximum speed limit of 30mph until they join the main road. Reducing the speed limit to 20mph will make it safer for all pedestrians and cyclists and in the event of a collision, make it far more unlikely that there would be a fatality.

2. Resident

Hi

I live on Thames road walney and I object to the proposal

And to why is

This money should be spent on improving the roads pot holes and resurfacing and stop damaging cars tyres and suspensions.. It will end up like the roads around the town bridge and bridge road where the bike line is just full of dirt.. Also Trent Vale you can only get 1 car up that street at best..

Just another waste of money like the bike lane on bridge road from someone who probably doesn't live in the Barrow area.

Thanks

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<b>Report Title</b>	<b>Traffic Regulation Order – Preston Street</b>
<b>Meeting</b>	Furness Locality Board
<b>Meeting Date</b>	17 April 2024
<b>Report Author</b>	Mo. Dooz
<b>Lead Cabinet Member(s)</b>	Cllr Peter Thornton – Cabinet Member – Highways and Assets
<b>Wards Affected</b>	Hindpool
<b>Public. Part Exempt, or Fully Exempt</b>	Public
<b>Appendices (if any)</b>	Appendix 1 Location Plan Appendix 2 Site Notice Appendix 3 Statement of Reasons Appendix 4 Consultation responses received

## 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 concerning new parking arrangements on Preston Street, Barrow-in-Furness.
- 1.2 Full details of the proposals which were advertised are shown in the plans attached as Appendix 1.
- 1.3 A copy of the Notice which summarises the proposals is attached as Appendix 2 of this report.
- 1.4 A copy of the Councils Statement of Reasons for making the Order is attached as Appendix 3 of this report.
- 1.5 One representation 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 of this report.
- 1.6 This report seeks a resolution on the proposed introduction of the Order.

## 2. Recommendations

- 2.1 Having taken into consideration representation 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 9.2 of this Report, that the WESTMORLAND AND FURNESS COUNCIL (VARIOUS\_ ROADS, BARROW-IN- FURNESS) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20>< (“the Order”), be brought into operation as advertised.

### **3. Information: the Rationale & Evidence for the Recommendations**

#### **3.1 Background.**

Background and details of the proposals are listed below, and further detail can be found within the appendices to this report.

- 3.1.1 Preston Street currently has a number of “Loading Only Parking Place, Monday – Saturday, 8 am – 6 pm” restrictions. These parking bays were designated many years ago, but today motorists are abusing the use.
- 3.1.2 It is therefore proposed to replace those at the rear of the Cross Keys Hotel, Portland Walk, Cavendish Street with “No Waiting At Any Time” (double yellow lines).
- 3.1.3 Implementing a no-waiting at any time restriction would help to reduce congestion and improve the area's amenities.
- 3.1.4 The “Loading Only Parking Place, Monday – Saturday, 8am – 6pm” restriction on that part of Back Portland Walk/Preston Street, Barrow-in-Furness (behind no.s 5A, 6 and 7 Portland Walk and 21 Preston Street) WILL BE RETAINED.
- 3.2 A copy of the Notice which summarises the proposals is attached as Appendix 2 of this report.
- 3.3 A copy of the Council's Statement of Reasons for making the Order is attached as Appendix 3 of this report.
- 3.4 The statutory consultation and advertisement period commenced on 8<sup>th</sup> March 2024 and concluded on 29 March 2024.
- 3.5 One representation was received in relation to the statutory advertisement and consultation. A summary is provided as part of this report which is attached as Appendix 4 of this report.

### **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**

- 5.1 There was 1 representation received to the statutory advertisement and consultation of the Order - see Appendix 4 for full details.
- 5.2 A Portland Walk business owner supports the proposed parking restriction, stating that deliveries and refuse collection are constantly interrupted by the cars parking here. Thus, we are extremely happy to see the implementation of a no parking area behind my shop”
- 5.3 Based on one support response and no objections received, it is recommended that the Order is implemented as advertised.

## **6. Alternative Options Considered**

- 6.1 Prior to proposing No Waiting At Any Time (double yellow lines) in replace of the Loading Only Parking Places, consideration was given for loading bays near the Cross Keys Hotel with no parking at any time restriction (double yellow lines) and to implement parking restriction from Monday to Saturday between 8am to 6pm (single yellow lines) on the north-west Side of Preston Street, behind the shops that face Dalton Street.
- 6.2 The only alternative option that was available would be replacing of the loading only bays with single yellow lines (no waiting or parking during the times shown on nearby signs). After consulting with our parking team, it was determined that replacing loading only with single yellow lines was inappropriate due to the high rate of vandalism of parking signs. With single yellow lines normally, parking is allowed between certain times. Signs on the road show the times parking is restricted, therefore single yellow lines must be accompanied by a sign until parking officers can enforce the restrictions. As a result, the proposal to replace the loading only bays with No Waiting At Any Time (doubled yellow lines) was progressed.

## **7. Reasons for the Recommendations**

- 7.1 Having considered the response received and bearing in mind the large amount of engagement and consultation undertaken around the Preston Street area on this project through inception and design, that to replace the “Loading Only” parking place, Monday-Saturday, 8am-6pm” restriction with “No Waiting At Any Time” restriction Order is recommended to be implemented as advertised.

## **8. Climate and Biodiversity Implications**

- 8.1 The proposal for replacement of Loading only Bay with “No Waiting At Any Time” is part of creating a safe environment for business and residents within Preston Street rear of William Street, Cavendish Street and Portland Walk. The scheme would help to reduce congestion and improve the area’s amenities.

- 8.2 The new parking arrangement would allow improved parking regulation enforcement on Preston Street, aiming to reduce the occurrence of any parking obstructions.

## **9. Legal and Governance Implications**

- 9.1 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) (b) and (f) 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,

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

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

- 9.2 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.

- 9.3 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.”* (KB – 3.4.2024)

## **10. Human Resources Health Wellbeing and Safety Implications**

- 10.1 There are no human resources implications for consideration in connection with the Order proposals or decision whether to make the Order.

## **11. Financial Implications**

- 11.1 The estimated £2,500 cost of the Order would be met from the Annual Review of Signs and Lines allocation within the Furness Locality Board Budget. Members are

asked to note that if it is decided not to agree the recommendations to this report, any costs already incurred with preparing and consulting on the Order would still need to be met from this budget.

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

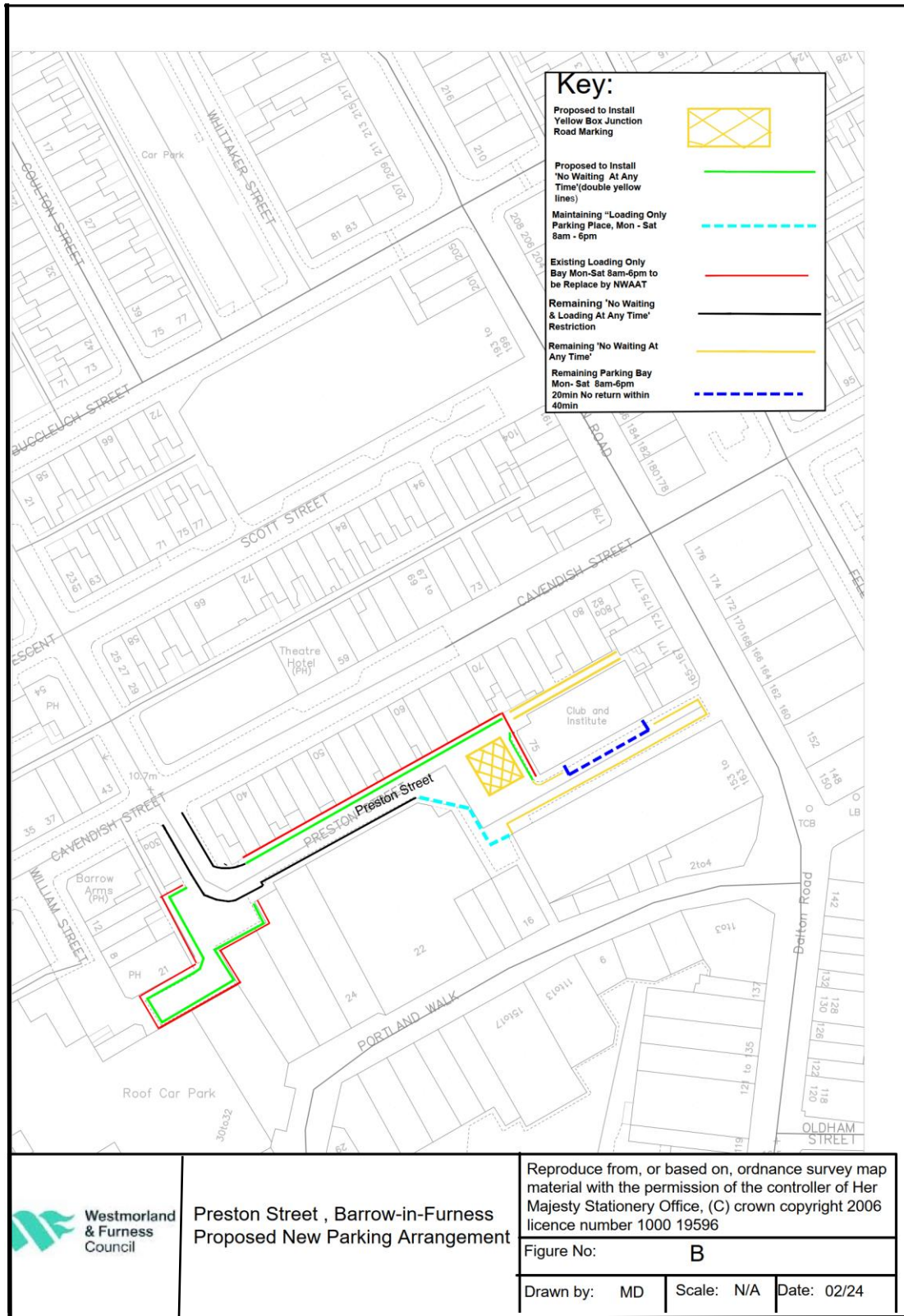
- 12.1 There are not considered to be any equality or diversity implications as a result of these restrictions or this decision.

**13. Background Documents**

- 13.1 The statutory requirements of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been followed and the Order will be signed in accordance with the Traffic Sign Regulations and General Directions 2016.
- 13.2 Full details on the background to this Order referred to within this report can be found in the Appendices.

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# Appendix 1: Preston Street TRO - Plan of Proposal



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## Appendix 2 Preston Street TRO- Legal Notice

### WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS, BARROW-IN-FURNESS) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 2023

1. Westmorland and Furness Council hereby give notice that it proposes to make the above Order under Sections 1(1), 2(1) to (4), 19, 32, 35, 35A, 38, 45, 46, 47, 49, 51, 53 and 64 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
2. The effect of the proposed Order will be to: -
  - (a) Consolidate the restrictions and provisions of The County of Cumbria (Various Roads, Barrow-in-Furness) (Consolidation of Traffic Regulations) Order 2023; and
  - (b) Replace the “Loading Only Parking Place, Monday – Saturday, 8am – 6 pm” restriction at the rear of the Cross Keys Hotel, Portland Walk, Cavendish Street, Barrow-in-Furness that are facing onto Preston Street with “No Waiting At Any Time” restrictions, BUT maintaining the “Loading Only Parking Place, Monday – Saturday, 8am – 6pm” restrictions on part of Back Portland Walk/Preston Street, Barrow-in-Furness (behind no.s 5A, 6 and 7 Portland Walk and 21 Preston Street).

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:-
  - a) Barrow Library, Ramsden Square, Barrow-in-Furness, LA14 1LL;
  - b) At the offices of the undersigned;
  - c) 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 [TrafficTeam.Barrow@westmorlandandfurness.gov.uk](mailto:TrafficTeam.Barrow@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 Highways Depot, Bouthwood Road, SowerbyWoods Industrial Estate, Barrow-in-Furness, LA14 4RD or by email to [TrafficTeam.Barrow@westmorlandandfurness.gov.uk](mailto:TrafficTeam.Barrow@westmorlandandfurness.gov.uk) by **29 March 2024, marking your correspondence with reference, “Improve Parking Arrangement on Preston Street”**.

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

Dated: 8 March 2024

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## Appendix 3: Statement of Reasons

WESTMORLAND AND FURNESS COUNCIL (VARIOUS ROADS, BARROW-IN-FURNESS) (CONSOLIDATION AND PROVISION OF TRAFFIC REGULATIONS) ORDER 20><

### Statement of Reasons

#### **Replacement of “Loading Only Parking Place, Monday-Saturday, 8am- 6pm” restriction with “No Waiting At Any Time” restrictions**

Residents and local members have complained about motorists obstructing access to the buildings from the rear and obstructing emergency and refuse collection, particularly around the Cross Keys Hotel.

Westmorland & Furness Council therefore proposes to replace certain parts of the “Loading Only Parking Place, Monday-Saturday, 8am-6pm” restriction which is marked at rear of the Cross Keys Hotel, Portland Walk, Cavendish Street that are facing Preston Street, Barrow-in-Furness with 'No Waiting At Any Time' restrictions for the following reasons set out in Section 1(1) of the Road Traffic Regulation Act 1984: -

- (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,
- (b) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- (f) for preserving or improving the amenities of the area through which the road runs

Implementing a no-waiting at any time restriction would help to reduce congestion and improve the area's amenities.

NB: The “Loading Only Parking Place, Monday – Saturday, 8am – 6pm” restriction on that part of Back Portland Walk/Preston Street, Barrow-in-Furness (behind no.s 5A, 6 and 7 Portland Walk and 21 Preston Street) WILL BE RETAINED.

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## Appendix 4: Preston Street TRO – Consultation Responses

### Consultation Summary

### RESPONSE TO CONSULTATION, ADVERTISING OBJECTIONS DISCUSSION AND RECOMMENDATIONS

#### Statutory Consultees

##### 1. Resident

To whom it may concern,

I run a business on Portland Walk so consider myself a stakeholder in this proposal.

I would very much welcome the introduction of a no parking zone in the area behind my shop. Cars parking in this area are a constant problem for us, preventing deliveries and refuse collection.

I would though point out that cars are likely to park in the loading bays, again causing issues.

As I am contacting you on this issue I would like to take the opportunity to ask a question regarding this area.

My shop on Portland walk has a warehouse upstairs which we use to supply our other shops from. This means we have a van at the back of the shop for large parts of the day being loaded and unloaded or even waiting to be loaded. Would these new restrictions result in us receiving a parking fine?

Best regards,

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<b>Report Title</b>	Safe and Strong Communities
<b>Meeting</b>	Furness Locality Board
<b>Meeting Date</b>	17 <sup>th</sup> April 2024
<b>Report Author</b>	Alison Meadows, Senior Manager - Safe & Strong Communities
<b>Lead Cabinet Member(s)</b>	Councillor Virginia Taylor - Sustainable Communities & Localities
<b>Wards Affected</b>	All Furness
<b>PUBLIC. PART EXEMPT, OR FULLY EXEMPT</b>	Public
<b>Appendices (if any)</b>	Appendix 1 - Furness Locality Board Summary Financial Statement

**1. Executive Summary**

- 1.1 The Safe and Strong Communities report brings together information from across Thriving Communities. It presents the 2024/25 devolved budget with recommendations to agree budget allocations, mechanisms for awarding grants and agree grant recommendations from 2024/25 within the devolved budget.
- 1.2 The report includes updates from thematic workstreams, in line with priorities, highlight issues, actions and risks and provide an update on the devolved budget positions.

**2. Recommendations**

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

- 2.1 For the reasons set out in this report, it is recommended that Furness Locality Board:
- 2.2 Note the status of the Furness Locality Board discretionary budgets and the commitments and expenditure to date as in Appendix 1.
- 2.3 Note the updates included in this report including the thematic working groups, partnerships and grant recommendations as outlined.
- 2.4 Allocate £30,000 to Community Grants budget with £20,000 coming from General Provisions Funding and £10,000 coming from 0-19s budget.
- 2.5 Agree the mechanism for awarding Community Grants as described in paragraph 3.5.

- 2.6 Agree the allocation of £47,596 to 0-19s Budget.
- 2.7 Agree the mechanism for awarding 0-19 Grants as described in paragraph 3.5.
- 2.8 Agree the mechanism for awarding 11-19 Universal Service Grants as described in paragraph 3.5.
- 2.9 Agree the mechanism for awarding the DWP (Department of Work and Pensions) Household Support Fund as described in paragraph 3.5.
- 2.10 Agree the mechanism for awarding the Community Planning (Growth Bid) Funding as described in paragraph 3.21.
- 2.11 Agree that decisions on budget allocations and grants from the General Budget, Community Grants, 0-19 Budget, 11-19 Universal Service Grant and the Household Support Fund of up to £5,000 are delegated to the Senior Manager, Safe and Strong Communities, with the agreement of the Chair and Vice Chair of Furness Locality Board and relevant ward member(s). Any approvals for amounts above £5,000 will be brought as a recommendation to the Furness Locality Board for a decision.
- 2.12 Agree the mechanism for awarding the Sustainable, Travel and Transport Fund which is delegated to the Director of Thriving Places with the Chair of the Locality Board for the relevant schemes as outlined in paragraph 3.24.
- 2.13 Agree to allocate Dalton Leisure Centre £4,500 for children's 10p swimming at Dalton Leisure Centre from Priorities Funding as outlined in the report in paragraphs 3.16 to 3.18.
- 2.14 Agree to allocate Dalton Leisure Centre £3,150 for food to support children's 10p swimming at Dalton Leisure Centre from DWP Funding as outlined in the report in paragraphs 3.16 to 3.18.
- 2.15 Agree to allocate Barrow Citizens Advice Bureau £57,060 towards Money Advice Service as outlined in the report in paragraphs 3.29 to 3.32.
- 2.16 Agree to nominate one member to sit on the UKSPF Cultural grants panel as outlined in paragraphs 3.33 to 3.36.

### **3.0 Information: the Rationale & Evidence for the Recommendations**

#### **Thematic Working Groups**

- 3.1 Since the Locality Board report on 19<sup>th</sup> March 2024 all four thematic working groups are meeting weekly. The thematic working groups include Furness Locality Board Members who had elected to sit on the working groups and key external partners who can provide the technical expertise as required.

The Furness Locality Board Plan has been agreed and the priorities for Furness Locality Board are:

**Health & Wellbeing** – supporting everyone to start well, live well and age well.

**Poverty Proofing** – supporting our disadvantaged communities to access and increase opportunities.

3.2 At the meeting of 13<sup>th</sup> February 2024, Cabinet agreed to delegate a further one-off funding this comprised £100,000 for Community Planning (Growth Bid) Funding to Furness Locality Board.

3.3 Cabinet at its meeting on 12<sup>th</sup> September 2023 approved the community grants scheme and criteria. The community grants are to support constituted non-profit making organisations to apply for grants up to £5,000 that benefit the local area and meet local priorities.

### **Community Working Group**

3.4 The working group has developed an action plan to look at delivering on priorities that are emerging. These are:

- Website and staffing to support the Furness for You Know Your Neighbourhood Project.
- Anti-social behaviour in town centre.
- A key priority for the working group is addressing social isolation with data and community intelligence evidence North Walney and Hawcoat wards experiencing the highest levels.

3.5 It is recommended that grant requests from Community Grants, 0-19s, 11-19s and DWP Household Support Fund are considered through Community Thematic Working Group. This is due to its cross-cutting areas from children and young people to adults including our 3<sup>rd</sup> sector partners. In addition, many of the funding applications are likely to be Furness wide and this working group has wide geographical representation of elected members as there would be a minimum of one elected member per ward on the working group. This would be in line with the recommendation under 2.9.

### **Community Grants**

3.6 Cabinet at its meeting on 12<sup>th</sup> September 2023 approved the community grants scheme and criteria. The community grants are to support constituted non-profit making organisations to apply for grants up to £5k that benefit the local area and meet local priorities.

- 3.7 Grants from this fund are awarded to groups who are involved in community-based projects and initiatives that will benefit the local area. The Community Grants Fund is intended to invest in communities to bring about a positive and lasting change for the benefit of the whole community. Projects and/or initiatives will be assessed on their ability to contribute to the achievement of the Westmorland and Furness Council Plan and locally identified community priorities.

### **0-19s Grants**

- 3.8 Activities improve outcomes for children and young people.

Providing access to play, recreational, leisure or outdoor activities, access to care or educational activities.

Providing access to safe and enjoyable places for children and young people to go.

Providing access to holiday, weekend or out of school activities.

Enabling children and young people's involvement and participation e.g. forum, youth council, engagement, empowerment, decision-making.

Supporting children and young people to take part in volunteering or community action.

- 3.9 As part of the Furness Locality Board evaluation and in line with the Locality Board plan; it is proposed that a Looking Back to Look Forward workshop is held. This would enable members to look at projects, priorities, and how funding was targeted in 2023/24. This would then inform 2024/25 projects, priorities and would follow on from the Community Power Session held with New Local.

- 3.10 Through the Community Working Group it has been agreed that an update is provided on the community and 0-19 grants that have been awarded in terms of beneficiaries, additional funding drawn down. This will be fed back through the Community Working Group and part of the Locality Board report in July 2024.

### **11-19 Universal Services Grants**

- 3.11 Universal Services budget is available to provide universal open access services for 11–19-year-olds. It is recommended that the same criteria is applied as the 0-19s grants budget.

### **Household Support Fund**

- 3.12 This enables the Locality Boards for discretionary spend within the HSF criteria to meet immediate needs and help those who are struggling to afford energy and water bills, food, and other related essentials. This targeted local support can be used to: support households with the cost of energy, e.g., insulation of hot water tanks, fitting draft excluding to doorways, or replacing inefficient lightbulbs or white goods. Support households with the cost of food and water bills, essential costs related to energy, food and water, and with wider essentials costs. Support housing costs where existing housing support



schemes do not meet this need. Support disabled people and those with caring responsibilities in their area.

3.13 Eligible spend includes:

Energy and water  
Food – whether in kind or through vouchers or cash  
Essentials linked to energy and water  
Wider essentials  
Advice services  
Housing costs, except for support that recipients can receive through other eligible support  
Reasonable administrative costs.

3.14 While there is no requirement for Local Authorities to carry out means testing, DWP will require assurances that this fund is being targeted in an evidenced way to ensure that it is reaching those most in need. DWP has stipulated that local authorities should provide support to a broad cross section of vulnerable households to prevent escalation of problems.

3.15 The fund will be distributed using the existing administration process by the Council's Area Teams who will undertake a rigorous and transparent process, carrying out all of the necessary due diligence to ensure the funding is being distributed to organisations who can evidence that the appropriate financial checks, required documentation and safeguards are in place.

3.16 The Locality Board is due to receive a further £50k Household Support Fund which will be in accordance with that which the relevant Director will sign off on the ODR. The Household Support Fund is to be expended within 6 months. Decisions will be taken by the Locality Board but in times when expediency is required, the Senior Manager, Safe and Strong Communities seeks delegated decision making for grants up to £5K in consultation with the Chair and Vice Chair.

The following grant is recommended for approval at the Locality Board.

The criteria for the DWP Household Support Fund is detailed below.

Energy and water  
Food – whether in kind or through vouchers or cash  
Essentials linked to energy and water  
Wider essentials  
Advice services  
Housing costs, except for support that recipients can receive through other eligible support  
Reasonable administrative costs.

Dalton Leisure Centre

3.17 Furness Locality Board has supported both Barrow and Dalton Leisure Centres with the 10p Swimming Initiative during February half-term. The

initiative was also supported across Westmorland and Furness Council through South Lakeland and Eden Locality Boards.

- 3.18 In the Furness locality the funding enabled children to swim for 10p and receive hot food/packed lunch after the swim. The feedback has been extremely positive with full uptake on places offered. People that would not normally access Leisure Centres have taken advantage of the offer. It can be demonstrated there has been an increase in social connections, physical activity and healthy eating.
- 3.19 Members have recently approved the same initiative for May half-term in Barrow Leisure Centre. Members are asked to consider repeating the initiative in May half-term providing the same offer of 10p swim and food in Dalton Leisure Centre. The cost would be the same as during February half-term £7,650 with £4,500 recommended from Priorities funding and £3,150 from DWP funding. This would allow opportunities to undertake further evaluation, additional benefits and opportunities.

### **Priority Wards Working Group**

- 3.20 The working group has developed an action plan to look at delivering on priorities that are emerging such as:
- Health Plan to address health inequalities to support the action plan.
  - Get Ready for Winter – Two events to be held in Central & Hindpool wards joint third-sector and statutory partners to provide residents with practical and holistic support.
  - Football Foundation Playzone – Expression of Interest approved to look at proposal of developing a playzone in the priority wards. Furness
  - The BeWell Events utilising the Harri Bus in supermarket car parks has evidenced the numbers of people who are socially isolated. The main wards of social isolation are North Walney and Hawcoat. This will be picked up through the Community Working Group.
- 3.21 The Community Planning (Growth Bid) Funding is to support priority improvements in communities, making a real and visible difference to the quality of life in local areas. The criteria is as follows:
- The fund is used to support the identified priorities as determined by the Locality Boards through their recent place planning work and captured in their Place Plans.
  - Provides additionality to the delegated funding to the Locality Boards by Council.
  - Supports communities to be strong, cohesive and resilient.
  - Supports communities and individuals at the 'pre-front door' to prevent, reduce and delay the need for commissioned services.

It is recommended that grant requests from the Community Planning (Growth Bid) Funding are considered through the Priority Wards Working Group.

Poverty proofing is a key priority of the Furness Locality Board. This would be in line with the recommendation under 2.10.

- 3.22 Grants up to £5,000 are delegated to the Senior Manager, Safe and Strong Communities, with the agreement of the Chair and Vice Chair of Furness Locality Board and relevant ward member(s). Any approvals for amounts above £5,000 will be brought as a recommendation to the Furness Locality Board for a decision.

### **Infrastructure, Environment & Connectivity**

- 3.23 The Infrastructure, Environment & Connectivity Working Group has developed an action plan to look with key updates and schemes.

In addition to the various highways and sustainable travel and transport schemes being discussed the working group is also looking more strategically at wider assets for Furness to be a destination area and to inform the Local Plan.

#### **Sustainable Travel & Transport Schemes**

- 3.24 The criteria for local Sustainable Travel and Transport Fund is to support the development of local sustainable travel and transport schemes, including footpaths and rights of way, cycling, school streets and community transport. The fund will help improve public health and the environment by reducing congestion, air pollution, carbon emissions and supporting healthier lifestyles.

It is recommended that schemes that meet the criteria for the local Sustainable Travel and Transport Fund are considered through the Infrastructure, Environment & Connectivity Working Group.

### **Education, Skills & Economy**

- 3.25 The working group has developed an action plan to look at supporting on priorities that are emerging. These are:
- Welfare and transition across Primary and Secondary Schools.
  - Data evaluation around senior school qualifications, further education retention and young people not in education, employment or training.
  - Long-term sick.
  - Benefits system.
- 3.26 The Working Group has received the above updates and will now look to identify key priorities to take forward.

### **Informal Briefing Sessions**

- 3.27 In addition to the Locality Board meetings and thematic working groups it was agreed there would be informal briefing sessions to receive timely updates

and presentations. There are further informal briefing sessions planned with key partners and directorates.

Below is the list since March Locality Board meeting.

- Update on Barrow Town Hall Customer Service.
- Update on Council Housing Stock Condition Survey Results Damp & Mould Standards.
- Update on Bus Service Improvement Plan.
- Update on Barrow Solar Farm
- Update on Waste Services
- Update on Team Barrow and Barrow Transformation Funding Announcement

### **Devolved Communities Budget**

3.28 The Furness Locality Board budget allocations are detailed in the following table.

The summary account statement for these figures can be seen at Appendix 1

General Provision including Growth Bid Funding	£153,200
0-19 Services	£57,596
11-19 Universal Services	£25,042
Money Advice Service	£57,060
<b>Community Budget Total</b>	<b>£292,898</b>

### **Money Advice Service**

- 3.29 Barrow Citizens Advice provides free, confidential, impartial, independent expert legal advice and support to all regardless of personal circumstance. Their mission is to help build the financial and personal resilience of people living in Barrow Borough district. Their holistic accredited services are delivered face to face, via telephone and email. Their work enables local residents to continue to access free, confidential, impartial legal advice delivered by a team of highly trained, paid advisers/caseworkers.
- 3.30 The service is available between 9am and 4pm, Monday to Friday with access via a dedicated free advice line, secure email and face to face. Their drop in sessions are held on Tuesday and Friday mornings and Thursday afternoons. Appointments (phone and face to face) are booked for ongoing complex matters.
- 3.31 The service helps 3000 individuals with between 15,000 and 20,000 separate issues each year. Their aim is always to support people to learn from their

experience and the advice they provide so they are better able to manage their problems in the future. Experience has shown that despite this approach a third will use the service repeatedly. This is indicative of the serious difficulties people face in navigating the benefits system and managing money. Based on evidence from the last 10 years they would expect to secure over £2.75 million income gains for those helped, with a similar amount of debt either written off or managed. The other main areas people seek advice about are housing problems, family and relationship issues, particularly child access, and employment problems.

- 3.32 Members recently received an informal briefing session from Barrow Citizens Advice Bureau. The Money Advice Service Grant will enable funding for a highly trained Money Advice Caseworker for the year.

### **UKSPF Cultural Grants Panel.**

- 3.33 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 is 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.
- 3.34 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.
- 3.35 A grants panel consisting of Council Officers and one member from each locality is required to make transparent decisions on grant applications. The first virtual panel meeting is scheduled for Summer 2024. It will depend on the number of applications whether both funds are considered in one panel meeting or there are two separate ones.
- 3.36 Members are asked to nominate one member to sit on the Panel which will look at Events and Festivals grant applications and Arts Culture and Heritage applications.

### **Dalton Borderlands Partnership**

- 3.37 The Borderlands Place Programme is a programme of investment to stimulate the repurposing and reinvention of towns and centres across the Borderlands

region to create places that are economically vibrant, resilient to change and that attract a working age population.

- 3.38 The Town Team has taken place following two working groups of Highstreet Enhancement and Active Travel. Additional businesses have joined the Highstreet Enhancement working group and are now representing the Town Team providing stronger business representation.
- 3.39 The Locality Board at its meeting on 19<sup>th</sup> March 2024 agreed to validate the two Project Initiation Documents to be worked up and taken forward to develop into business cases.

### **Town & Parish Councils**

- 3.40 In order to ensure a joined-up approach between the Furness Locality Board and the town and parish councils' regular meetings have been programmed in with the Parish Clerks, the Chair, Vice-Chair of the Locality Board and Area Manager. This enables updates to be provided to the Parish Clerks on the key priorities being taken forward as a Locality Board.
- 3.41 There have been three meetings where issues have been raised and able to be picked up to be addressed. A parish councillor has also attended and this would be undertaken on a rotating basis. There has also been HIAMS training undertaken with parish and town councillors following this being identified.

### **Furness Local Resilience Forum**

- 3.42 The Furness Local Resilience Forum is a multi-agency partnership that looks to work in partnership to improve the quality of life of local communities. It brings together the organisations supporting communities in the Furness locality through sharing information from relevant local partnerships and the work of organisations.
- 3.43 It identifies the support local communities need and seek how to support organisations to meet these needs and provides mechanisms to escalate issues through the appropriate channels/structures.
- 3.44 At recent meetings it has received a number of updates from organisations such as Furness for You and the Community Connector Role and Andy's Man Club.

### **Asylum & Refugees Partnership**

- 3.45 The Asylum & Refugees Partnership continues to meet to ensure that asylum seekers and refugees are supported with key areas of concern being addressed. As numbers of asylum seekers decreases in the hotels the focus is now to focus on support with dispersal.

#### **4.0 Link to Council Plan Priorities: (People, Climate, Communities, Economy and Culture, Customers, Workforce)**

4.1 The Westmorland and Furness vision, included in the Council Plan 2023 – 2027, determines that it will be ‘A great place to live, work and thrive’ and that the communities will be at the very heart of all that it does. The three Locality Boards provide a mechanism through which the council can ensure strong local leadership and effective local representation, to work closely with communities and partners to enable them to shape their areas and to thrive.

#### **5.0 Consultation Outcomes**

5.1 No consultation outcomes required.

#### **6.0 Alternative Options Considered**

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

#### **7.0 Reasons for the Recommendations**

7.1 Members choosing to agree the grant mechanisms enables processes to be in place to agree current and future recommendations in order projects can proceed and ensures Locality Board budgets are targeted to support.

#### **8.0 Climate and Biodiversity Implications**

8.1 No Climate and Biodiversity implications.

#### **9.0 Legal and Governance Implications**

9.1 In accordance with the Constitution, the Locality Board will undertake to allocate funding grants within the terms of a Community Grants Scheme developed by the Cabinet. To allocate discretionary budgets, make decisions and develop activities in supporting locality working, projects and activities within the terms of any scheme that may be developed by the Cabinet.

9.3 Cabinet guidance was agreed by Shadow Cabinet on 24 February 2023 which proposed guidance on the use of the Locality Boards revenue budget allocation and criteria. This included Highways revenue, general Budget, 0-19 Budget 11-19 Universal Services allocation and money advice.

9.4 The Locality Board is empowered in accordance with the Constitution to agree and keep under review the implementation of Local Sustainable Transport schemes for the area. Local Sustainable transport schemes could include footpaths and rights of way, cycling and walking improvements,

school streets, community transport support. The fund will help improve public health and the environment by reducing congestion, air pollution, carbon emissions and supporting healthier lifestyles.

9.5 The Director of Thriving Communities is responsible for poverty and food inclusion, community power and and grant programme commissioning under 3.23 of the Scheme of Delegation found in Part 2 Section 6 of the Constitution. The Director is responsible for agreeing the allocation of the Department of Work and Pensions (DWP) Household Support Fund (HSF), for Locality Boards to meet immediate needs and help those who are struggling to afford energy and water bills, food, and other related essentials.

9.6 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.

9.7 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.

9.8 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.

9.9 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.

## **10.0 Human Resources Implications**



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

### **11.0 Financial Implications**

11.1 The Locality Board budget is detailed in this report and Appendix 1.

11.2 Should recommendation 2.13 be agreed, £4,500 will be committed from the General Provision, leaving £148,700 available for future allocation.

11.3 Should recommendation 2.14 be agreed, £3,150 will be allocated from the DWP funding allocation of £50,000, leaving £46,850 available for future allocation.

11.4 The financial implications for Barrow Locality Board's share of the UK Shared Prosperity Fund of £100,000 and the Arts, Culture and Heritage funding of £200,000 will be reflected in future reports.

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

12.1 There are no equality and diversity implications resulting from this report.

### **13.0 Risk Implications**

13.1 If recommendations are not supported processes are not in place to enable grants to be committed to projects.

### **14.0 Background Documents**

14.1 This report has been compiled based on previous decisions by Westmorland and Furness Council as outlined in the report.



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## Equality Impact Assessment (EqIA)

### **Proforma**

# 1 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 the **armed forces community**.

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.
- **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.

## 2 Equality Impact Assessment – Screening

### 1) Decision/Policy/Service/Function

State title and whether it is a decision/policy/service/function.

### 2) Background and summary of Equality Advice

State the purpose/ relevance of the decision/policy/strategy/function to equality and highlight any equality impacts

### 3) Consultation

List any relevant consultations and consultees (completed and pending):

### 4) Equality screening

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

Equality protected characteristic	Impact Y/N	Describe impact (if Yes)	Measures to address impact (if Yes)	Full EqIA needed Y/N
Race				
Religion or belief				
Sex				
Sexual orientation				
Care Experience				
People in rural areas				
Socio-economic status				
Armed-forces personnel/veterans				
General (other considerations)				

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

Yes

No

# 3 Full Equality Impact Assessment template

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

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	

### 3.2 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.*

### 3.3 Section 3: Assessment of impact

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

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 status					
Armed-forces personnel/veterans					

### 3.4 Section 4: Action Planning

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

--	--	--	--	--	--

*Add rows as necessary.*

### 3.5 Section 5. 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"/>
Complete the 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"/>

### 3.6 Section 6. Review

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





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# Equality Impact Assessments (EqIA)

## Guidance Notes

<b>Version:</b>	1.1
<b>Last Updated:</b>	Amended November 2023
<b>Last update by:</b>	Ellie Greenwood

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# Equality Impact Assessments - Guidance Notes

These guidance notes explain what an Equality Impact Assessment (EqIA) is and why, when and how we need to do one. Please use these notes when completing your EqIA.

An EqIA is a tool to assess whether a decision, policy, service or function pays 'due regard' to the Public Sector Equality Duty, which requires public bodies to:

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

## 1.0 Introduction

### Equality Act 2010 and the Public Sector Equality Duty

The Equality Act 2010 offers protection from different types of discrimination, harassment and victimisation on the grounds of a range of people's characteristics. These 'protected characteristics' are:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

The council also considers:

- care experience
- People in rural areas

- Socio-economic status
- Armed forces personnel/ veterans

By integrating consideration of equality and good relations into our day-to-day business we can demonstrate that we are paying “due regard” to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

This is known as the Public Sector Equality Duty and applies to public authorities.

Having “due regard” involves having due regard in particular to the need to:

- Remove or minimise disadvantages suffered by people due to their protected characteristics
- Take steps to meet the needs of persons from protected groups where these are different from the needs of other people
- Encourage persons from protected groups to participate in public life or in other activities where their participation is disproportionately low

There are different types of discrimination:

- Direct - where a person from a protected group is discriminated against
- Indirect - where a situation or practice may lead to discrimination
- By association - where a person suffers discrimination because they are associated with an individual who has a protected characteristic

### Care Experience

Care Experience refers to any person who is/has experience of child protection or children’s social services at any point in their lives. This includes current children in care, current care leavers and adults aged over 24 who no longer receive support from children’s social care.

### Rurality

Rurality tests whether a decision/policy/service/function consider whether there is likely to be a different impact in rural areas because of differing circumstances or needs. Access to services and transport are two important considerations for example.



## Socio-economic status

Socio-economic status tests whether a decision/policy/service/function consider whether there is likely to be a differential impact on people from a particular income group, especially if lower income households are more likely to be adversely impacted.

## Armed forces personnel/veterans

The Armed Forces Duty requires councils to consider the needs of Armed Forces Personnel/Veterans in relation to School Admissions, Public Health and Housing. By including them as a locally adopted protected characteristics the Duty will be extended to cover all functions of the Council.

## 2.0 What is an Equality Impact Assessment (EqIA)?

An EqIA is an assessment tool to test for 'due regard' to the Public Sector Equality Duty.

An EqIA helps test the activities of the council by identifying any unmet needs and making sure that we do not discriminate. It includes looking for opportunities to promote equality, as well as for negative or adverse impacts that can be removed or reduced.

## 3.0 What is the scope of an EqIA?

The Public Sector Equality Duty applies to all activities carried out by the council.

The table below sets out the scope of an EqIA in terms of decisions, policies, services and functions.

	Scope
Decisions	All executive decisions by Members and Officers including non-key decisions
Policies	<ul style="list-style-type: none"><li>The Authority's Constitution and Policy Framework – including the Council Plan, Mid-Term Financial Plan and Workforce Plan.</li></ul>

	<ul style="list-style-type: none"> <li>• Key strategic documents that are not in the Policy Framework</li> <li>• Changes to existing policy</li> </ul>
Services	<ul style="list-style-type: none"> <li>• Key service changes</li> <li>• Service operational systems, policies and procedures</li> <li>• Grants, contracts, partnerships or other arrangements for the external provision of services</li> </ul>
Functions	<ul style="list-style-type: none"> <li>• Support functions including employment, finance, IT</li> <li>• Central functions such as policy, performance, communications and procurement</li> <li>• All other function areas of the Council</li> </ul>

## 4.0 What are the requirements of EqIA?

**Requirements:** To meet the test of 'due regard' an EqIA must be:

- An integral part of any decision or policy making process.
- Completed by an officer with a technical knowledge of the decision, policy, service or function.
- Transparent and publicly available i.e. on committee agendas where an EqIA is informing a decision.
- Able to demonstrate due thought when considering whether there is an impact on a particular protected characteristic.
- Able to evidence based on service data, public statistics, consultation, research or expert policy advice – if required.

## 5.0 Stage 1 of the EqIA process: Screening EqIAs

There are two stages to the EqIA process – Screening EqIAs, which is a preliminary step, and a Full EqIA which is only required if the Screening EqIA points to evidence of substantial impacts on one or more protected characteristic.

**Screening EqIA:** This is a high level EqIA that tests the relevance of the Public Sector Equality Duty to any decision, policy, service or function. The aim is to check for actual/potential impacts on a particular protected characteristic and if there is impact to determine:

- Whether the impact can be addressed by a change to policy that can be carried out immediately; in which case the Screening EqIA should set out the change required without needing a Full EqIA;
- Whether there is evidence of substantial impact that requires a full EqIA.

**Each Screening EqIA should be completed using the Screening EqIA template.**

In deciding whether there is evidence or potential evidence of substantial impact the following checklist can be applied. Does the decision, policy, service or function:

- Have an impact on the public?

- Will it have an impact on service users, communities or employees or partners? Consider this in terms of the numbers of people affected and the likely extent of the impact.
- Does it potentially affect different groups of people differently?
- Does it involve changes to accessibility – i.e. physical access, access to information?
- Does it include making decisions based on someone’s individual characteristics, circumstances or needs?
- Is there a history or long - established pattern of unequal outcomes? (and do I have enough evidence to prove otherwise?)
- Is it likely to have a significant impact on someone’s life or wellbeing?

Screening EqlAs apply to:

- All executive decisions;
- Major policy, financial or service changes;
- Overall services

A Full EqlA not required?

- Where there has been no change to policies, services or functions
- Where a relevant Screening EqlA has not identified any impacts.
- Where the Screening EqlA has identified impacts that can be easily resolved.

## **6.0 Stage 2 of the EqlA process: Full EqlA (where required)**

A Full EqlA is carried out where there is a reasonable concern that a decision, policy, service or function may have a substantial impact on one or more protected characteristics. The steps of a Full EqlA are as follows:

- Step 1: About the decision, policy, service or function
- Step 2: Gathering information
- Step 3: Assessing the impacts
- Step 4: Action planning
- Step 5: Review

## Each Full EqIA should be carried out and recorded using the Full EqIA template

The steps below relate to the sections on the EIA template:

### Step 1 About the Decision, Policy, Service or Function

Identify the aims and objectives including who is affected; the purpose and beneficiaries; how it fits with the council's corporate priorities and strategic actions.

### Step 2 Gathering relevant information, evidence, data and research

If you are making changes to an existing policy or service, you should use data collected about its previous performance which shows whether uptake or satisfaction has been higher or lower for any particular group and if there have been any particular positive or negative effects. You can also use data from other sources.

If it is a new policy or service, where you do not have any specific information about it and its impacts on different groups, you can use information from other sources.

You can use both qualitative and quantitative data. It is important that your EIA is evidence based.

#### Example sources of information:

- Consultation and focus group data with residents and customers - this can be information from previous consultations or a consultation can be carried out as part of the EqIA.
- Targeted engagement with organisations representing people who share a protected characteristic.
- Websites that hold publicly available information such as the Cumbria Intelligence Observatory [www.cumbriaobservatory.org.uk](http://www.cumbriaobservatory.org.uk)
- Benchmarking data with other similar organisations or comparable local authorities
- Relevant think tanks that specialise in policy advocacy for people who share a protected characteristic (see Appendix)
- Complaints and compliments-customer satisfaction and staff surveys
- Service monitoring/take up information
- Regional and national research including academic research
- Central government or national data; information from the most recent Census

- Feedback and anecdotal evidence from frontline employees and partner organisations

### Gaps in data and knowledge

There may be little or no actual data available, especially in relation to religion and belief, sexual orientation, marriage and civil partnerships, and gender re-assignment. Practically, this may not be possible to source immediately and it may be necessary to make a decision about how and when you will be able to carry out work to improve your knowledge about a specific community or group, e.g. by carrying out focused consultation with a specific community. This can form part of your EqIA action plan.

### **Step 3 Assessing the Impacts: Understanding the effects of the decision, policy, service or function**

Take each one of the protected characteristic groups and predict the likely impact on people from these groups.

#### **What do we mean by impacts?**

1. A positive impact - where the impact could be beneficial to one or more equality target groups. This benefit may be differential, where the positive impact on one particular group of individuals or equality target group is likely to be greater than on another.
2. A negative or adverse impact - where the impact could disadvantage one or more equality target group. This disadvantage may be differential, in other words the negative impact on one particular group of individuals or equality target group is likely to be greater than on another.

#### **You are also looking for:**

- Differential impact - people experiencing the same service differently is OK as long as it meets their needs. Ask yourself “Does this affect different groups of people differently?”
- Unmet needs or requirements – and whether these can be proportionally addressed.
- Unlawful discrimination.

#### **Promoting equality**

EIA's should also highlight opportunities for promoting equality. The following are practical ways to show that opportunities for promoting equality were considered:

- Ways to remove or minimise disadvantages suffered by some groups
- Ways to meet the needs of people with protected characteristics where these are different from the needs of other people
- Ways to encourage people from protected groups to participate in public life or other activities if their participation is disproportionately low.
- Ways to promote good relations between people who share a protected characteristic and those who do not.

### **Step 4 Action Planning - Identify actions to prevent inequality and promote equality**

Actions should be ‘SMART’ - specific, measurable, accountable (with named responsibilities), realistic and with defined timescales.

When considering whether there is mitigating action which could be taken, you may wish to consider the following questions for example:

- Are there different ways of delivering the service?
- Could the service be promoted better with groups who are under-represented in your service?
- Could procedures be improved to make it easier for customers to access and use your services?
- Providing information in different formats;
- Speak to service users and staff or analyse previous comments/complaints/suggestions
- Find out what other authorities have done about this issue
- Form a working group in your department to share ideas and expertise
- Ask other partners

### Step 5 Outcome of your EIA

Based on the information collected and the likely impacts identified, what is the outcome of your EIA? Tick the appropriate box on the template.

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

### Step 6 Review

It is important to monitor the impacts that your EqIA has highlighted and to evaluate whether the actions in the EqIA action plan have been implemented and are effective.

Where actions have not been effective, they should be revisited and revised accordingly. It is a good idea to review your EqIA 12 months after the function that was originally being assessed has become implemented.

It is good practice to build the findings of your EqIA into service plans, objectives and targets.



## 7.0 Who is responsible for carrying out an EqIA?

- Your EIA is owned at service level with officers from within the service that is being analysed taking responsibility for the data gathering, the analysis, the authoring and the action planning. These officers will have the relevant expertise, knowledge and experience of their service.
- It is the responsibility of the service to use the outcome of the EIA to help to shape the service/inform the policy appropriately. The lead person would usually be the named officer on the relevant report being taken through the decision-making process.

## 8.0 Further information, help and advice

Please contact the policy and performance team, currently:

[ellie.greenwood@westmorlandandfurness.gov.uk](mailto:ellie.greenwood@westmorlandandfurness.gov.uk)

## 9.0 Rural proofing:

The term 'rural proofing' is used to define a systematic approach which identifies any notable rural differentials likely to impact on service effectiveness and outcomes. The objective is to ensure equitable outcomes for service users who live in rural areas.

Rural settlements in England are usually defined for statistical purposes as those with a population of less than 10,000. This includes small towns, villages, hamlets and isolated farms or dwellings. However, it is recognised that somewhat larger towns often play an important role as service and employment centres for their rural hinterland.

- **Demographics:** There are proportionately more elderly people and fewer younger people in rural populations compared with urban ones.
- **Access to services:** The combination of distance, transport links and low population density in rural areas can lead to challenges in accessing and providing services.
- **Service infrastructure:** Lower levels of infrastructure such as low broadband speeds and variable mobile coverage can be a barrier for rural businesses and limit the growth in rural productivity.
- **Employment:** The variety of employment opportunities, the availability of people with the right skills, and access to training can be lower in rural areas.

Rural residents should not be beyond a certain distance to services, should not bear a cost for rural dwelling, and should have easy access to services.

Principles of rural proofing (ACRE):

- Demonstrate leadership by producing a comprehensive rural strategy
- Ensure fair funding which takes proper account of rural costs
- Invest in rural infrastructure that is fit for the future
- Adapt and mitigate for climate change
- Create the conditions for a prosperous rural economy
- Design services so they meet rural needs
- Deliver services as locally as possible
- Support the key contribution of the voluntary and community sector
- Devolve decision-making powers closer to communities

### **1) Will your decision affect any other services in a rural area?**

Think about all the services the Council provides, plus services offered by public and private bodies such as health authorities and transport providers.

- Consider if you could work together with others to provide a better service all-round.
- Could there be alternative shared funding available?
- Could you integrate the services and cut overheads?
- Could your service help support other rural services such as the village Post Office, village shop or pub?

### **2) Could you deliver the policy or service you are suggesting through existing service outlets?**

Think about the different outlets there are: fire stations, mobile libraries, the local pub, health centres etc.

- Talk to the County Council's Neighbourhood Development Officer who could be a source of valuable local knowledge.
- Discuss the options for jointly delivering a package of services with partners.
- Look at cutting overheads and finding joint funding.

- Consider how you could help support vulnerable rural services such as Post Offices and village shops.
- Think how you are going to deliver your services to isolated users.
- If you need to set up a new network of provision, how much will it cost?
- Will the provision cover the whole area?

### **3) Will there be an extra cost to delivering your policy or service to rural areas?**

Think about the additional miles providers may need to travel, or how people will get to the service you are trying to offer.

- Consider developing a 'sparsity factor' to address this.
- Look at the potential for joint provision to share costs.
- If national funding allocation fails to recognise this issue talk to your Corporate Director and the Policy Unit to see if the Council can lobby on the issue nationally and regionally.

### **4) Will your decision affect travel needs or the cost of travel for rural communities?**

Think about how far you might be asking people to travel and whether or not the road or rail network can support this.

- Look at the possibility of providing a mobile service, offering internet access or co-ordinating transport provision.

### **5) Does your policy rely on communication of information to clients?**

Think about the various ways that information can be shared with people.

- Look at the cost implications of getting the message out to isolated areas.
- Consider using existing networks such as Post Offices, village halls, parish and town councils to reduce costs in rural areas.

### **6) Will you deliver your policy or service through a third-party?**

Think about where such organisations are based and if delivering services in a rural area will be a problem for them.

- Consider if the organisation shares our commitment to thinking rural, or perhaps set them specific targets for delivery in rural areas.
- Some organisations can access extra funds for especially innovative projects.

- Consider whether or not rural organisations have the capacity to deliver the service and consider appropriate support for capacity building before implementation.

### **7) Does your policy or service rely on an infrastructure that may put rural communities at a disadvantage - is the framework there in rural areas?**

Think about what already exists in these areas in terms of information systems, utilities etc; and consider the realities of what this will mean for your decision.

- Could there be an impact on the availability of or access to infrastructure in rural areas (e.g., transport, broadband and mobile)?
- Use the planning system to encourage provision and encourage demand to make the service viable.
- Provide alternative means of accessing the service.

### **8) Will your decision have an impact on rural businesses and the economy?**

- Can extra employment be generated for local people through the policy?

### **9) Will your decision target disadvantaged residents?**

Think about where those classed as disadvantaged live and how disadvantage is defined.

- Will your policy or service pick up those classed as disadvantaged living in rural areas?
- You may need to use smaller area statistics to demonstrate need.
- Think about targeting population groups rather than geographical areas if possible.

### **References:**

[Rural and community development charity for Cumbria - Action with Communities in Cumbria, Penrith, Cumbria \(cumbriaaction.org.uk\)](http://cumbriaaction.org.uk)

[Rural proofing \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

[The-Rural-Coalition-A-Better-Future.pdf \(acre.org.uk\)](http://acre.org.uk)

## 10.0 Socio economic status

Socio-economic disadvantage means living on a low income compared to others in Westmorland and Furness, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services.

When making decisions the council must reduce inequalities of outcome, which result from socio-economic disadvantage.

Consider these additional groups and the impact your proposal may or may not have on them:

- Single parents and vulnerable families.
  - Pensioners.
  - Looked after children.
  - Homeless people.
  - Students.
  - Single adult households.
  - People living in the most deprived areas in Westmorland and Furness.
  - People with low literacy and numeracy.
  - People who have experienced the asylum system.
  - People misusing substances.
  - People of all ages leaving a care setting.
  - People involved in the criminal justice system.
- a. What evidence do you have about socio-economic disadvantage and inequalities of outcome relating to this decision?
- b. Have you engaged with those affected by the decision?
- c. How can the proposal be improved so it reduces inequalities of outcome as a result of socio economic disadvantage?

# Glossary: Definitions of Protected Characteristics

**Age:** This refers to a person having a particular age or being within an age group.

**Disability:** A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. Includes: Physical/sensory disability; Mental Health; Learning disability.

**Sex:** This refers to a person being either male or female.

**Gender reassignment:** This means proposing to undergo, undergoing or having undergone a process to reassign your sex. A person does not need to have undergone medical treatment or surgery in order to be protected from gender reassignment discrimination. Transgender: Anyone whose gender identity is not the same as the sex recorded on their original birth certificate. Gender identity is a term used by some to describe someone's sense of their gender.

**Marriage and civil partnership:** Marriage is a union between a man and a woman or between a same-sex couple. Same-sex and heterosexual couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).

**Pregnancy and maternity:** Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.

**Race:** It refers to a group of people defined by their colour, nationality (including citizenship), ethnic or national origins. Includes, Asian, Black and White minority ethnic groups inc. Eastern Europeans, Irish people and Gypsy Travellers.

**Religion or belief:** "Religion" means any religion, including a reference to a lack of religion. "Belief" includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect your life choices or the way

you live for it to be included in the definition. The category includes, Christianity, Islam, Judaism, Hinduism, Buddhism, and non-religious beliefs such as Humanism.

**Sexual orientation:** This is whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes.

**Rurality:** Differential impact on people in rural areas (see section 10 above).

**Socio-economic status:** Differential impact on people due to household or personal income (see section 11 above).

[Protected characteristics | Equality and Human Rights Commission  
\(equalityhumanrights.com\)](http://equalityhumanrights.com)

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Budget Sector	2023-24 Budget	Balance B/Fwd see note	2024/25 Growth Funding	Virement In	Virement Out	Total Budget 2024/25	Other Contribs	Spending Limit 2024/25	Remaining Commitments	Actual Expenditure	Projected Outturn	Unallocated Resources or (Variance)
	£	£	£	£	£	£	£	£	£	£	£	£
<b>Discretionary Budgets</b>												
General Provision	53,200	0	100,000	0	0	153,200	0	153,200	0	0	0	153,200
0-19 Services	57,596	0	0	0	0	57,596	0	57,596	0	0	0	57,596
11-19 Universal Services	25,042	0	0	0	0	25,042	0	25,042	0	0	0	25,042
Community Grants Fund	0	0	0	0	0	0	0	0	0	0	0	0
	<b>135,838</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>235,838</b>	<b>0</b>	<b>235,838</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235,838</b>
<b>Highways</b>	<b>512,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>512,000</b>	<b>0</b>	<b>512,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>512,000</b>
<b>Other Revenue Budgets</b>												
Money Advice Contract - CAB	57,060	0	0	0	0	57,060	0	57,060	0	0	0	57,060
	<b>57,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57,060</b>	<b>0</b>	<b>57,060</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57,060</b>
<b>LOCALITY BOARD TOTAL</b>	<b>704,898</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>804,898</b>	<b>0</b>	<b>804,898</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>804,898</b>

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Budget Sector	2023-24 Budget	Balance B/Fwd	2024/25 Growth Funding	Virement In	Virement Out	Total Budget 2024/25	Other Contribs	Spending Limit 2024/25	Committed Expenditure	Actual Expenditure to Date	Projected Outturn	Unallocated Resources or Variance
	£	£	£	£	£	£	£	£	£	£	£	£
<b>Discretionary Budgets</b>												
General Provision	43,393	0	100,000	0	0	143,393	0	143,393	0	0	0	143,393
0-19 Services	41,148	0	0	0	0	41,148	0	41,148	0	0	0	41,148
11-19 Universal Services	17,016	0	0	0	0	17,016	0	17,016	0	0	0	17,016
Community Grants Fund	0	0	0	0	0	0	0	0	0	0	0	0
	<b>101,557</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>201,557</b>	<b>0</b>	<b>201,557</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201,557</b>
<b>Highways</b>	<b>556,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>556,000</b>	<b>0</b>	<b>556,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>556,000</b>
<b>Other Revenue Budgets</b>												
Money Advice Contract - CAB	34,870	0	0	0	0	34,870	0	34,870	0	0	0	34,870
	<b>34,870</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,870</b>	<b>0</b>	<b>34,870</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,870</b>
<b>LOCALITY BOARD TOTAL</b>	<b>692,427</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>792,427</b>	<b>0</b>	<b>792,427</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>792,427</b>

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Budget Sector	2023-24 Budget	Balance B/Fwd	2024/25 Growth Funding	Virement In	Virement Out	Total Budget 2024/25	Other Contribs	Spending Limit 2024/25	Committed Expenditure	Actual Expenditure to Date	Projected Outturn	Unallocated Resources or Variance
	£	£	£	£	£	£	£	£	£	£	£	£
<b>Discretionary Budgets</b>												
General Provision	82,655	0	100,000	0	0	182,655	0	182,655	0	0	0	182,655
0-19 Services	76,355	0	0	0	0	76,355	0	76,355	0	0	0	76,355
11-19 Universal Services	32,428	0	0	0	0	32,428	0	32,428	0	0	0	32,428
Community Grants Fund	0	0	0	0	0	0	0	0	0	0	0	0
	<b>191,438</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>291,438</b>	<b>0</b>	<b>291,438</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>291,438</b>
<b>Highways</b>	<b>932,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>932,000</b>	<b>0</b>	<b>932,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>932,000</b>
<b>Other Revenue Budgets</b>												
Money Advice Contract - CAB	47,550	0	0	0	0	47,550	0	47,550	0	0	0	47,550
	<b>47,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47,550</b>	<b>0</b>	<b>47,550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47,550</b>
<b>LOCALITY BOARD TOTAL</b>	<b>1,170,988</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>1,270,988</b>	<b>0</b>	<b>1,270,988</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,270,988</b>

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