COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Minutes of a Meeting of the South Lakeland Local Committee held at the County Offices, Kendal on Monday 8 July 2002 at 10.30am.

PRESENT

Mrs A Parker (Chair)

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<tr>
<th>County Council</th>
<th>District Council</th>
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<tr>
<td>Mr R K Bingham</td>
<td>Rev R Barker</td>
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<td>Mr J Bland</td>
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<td>Mr A D Bobbett</td>
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<td>Mr D T Clarke</td>
<td>Parish Council</td>
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<td>Mr T Clare</td>
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<td>Mrs P M Halfpenny</td>
<td>Mrs M Stainton</td>
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<td>Mr P C Jackson</td>
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<td>Mr M G Jowett</td>
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<td>Mrs W A Kolbe</td>
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<td>Mr L Lishman</td>
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<td>Mr R Mein</td>
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<td>Mr J Nicholson</td>
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<td>Mr O H Pearson</td>
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<td>Mr I Stewart</td>
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<td>Mrs J E Stocker</td>
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<td>Mr R J Webster</td>
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23. APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr C Hodgson and Mr L Short

The Chair reported that the District Council had appointed Reverend R Barker and Mr C Hodgson to the Committee in place of Mr S Collins and Mr T Curwen.

Reverend Barker was welcomed to his first meeting of the Committee.

24. DECLARATIONS OF INTEREST

Mr A D Bobbett declared a personal interest in respect of Agenda Item 10 (1) – Better Ways to School – South Lakeland District as a Governor of Queen Katherine School (Minute 33(1) refers).
Mr M G Jowett declared a personal interest in respect of Agenda Item 11 – Kendal Traffic Package – Phase 1 (Minute 32 refers).

Mr L Lishman declared a personal interest in respect of Agenda Item 10 (1) - Better Ways to School – South Lakeland District as a Governor of Castle Park School (Minute 33(1) refers).

25. ADMISSION OF PRESS AND PUBLIC

RESOLVED, that the press and public be admitted to the meeting for all items of business.

26. PUBLIC PARTICIPATION

There were no public questions, deputations or petitions relating to the business of the Committee on this occasion.

27. MINUTES

The Minutes of the Meeting of the Committee held on 12 June 2002 were confirmed, as circulated, and thereupon signed by the Chairman.

(1) On Minute 9 (c) – Economic Initiatives – Applications for Financial Support - the Area Support Manager advised that he had approached the unsuccessful applicants with a view to reformulating their applications and would report back on the outcome to the next meeting of the Local Committee.

(2) On Minute 14 – Transport Capital Programme 2002/03 – the Area Engineer agreed to report back on progress in delivering the programme for South Lakeland.

(3) On Minute 18 – South Cumbria Gateway Centre – the Area Support Manager reported on progress with the initiative since the last meeting of the Committee. He also advised that the decision to allocate funding towards the cost of a feasibility study had been the subject of a call-in. At its meeting on 3 July 2002 the Overview and Scrutiny Committee had confirmed that the decision of the Local Committee had been correct. Members noted however that any future decision to progress the development lay with the Cabinet given the significant planning and highway considerations in the Local Transport Plan.

28. LIFE LONG LEARNING WORKING GROUP

The Committee received the notes of a meeting of the Life Long Learning Working Group held on 19 June 2002.
(1) On Note 4 – Early Years Grant Applications - it was

RESOLVED, that financial support be provided to the following applicants:-

- £250 to the Ambleside Play Day Scheme
- £250 to the Scales Playgroup

(2) On Note 5 – Skate Park Provision in Kendal – the Director of Community, Economy and Environment presented a report on the potential for a building on Beezon Road in Kendal to be developed into a skateboard park. The situation over skate park provision in Kendal had been ongoing for a number of years without any suitable solution being found. A feasibility study to look at the potential of developing the existing location, or to see if there was another suitable location within the South Lakeland area, offered some hope of arriving at a longer term solution.

RESOLVED, that

(a) £3,000 from the Youth Grants budget be allocated towards the cost of a feasibility study for a skateboard park in the Kendal area;

(b) the feasibility study to look at the short term use of the exiting APs building, the resiting of this building to the adjacent hard standing, or alternative sites elsewhere in the area to provide an indoor/undercover skateboard/BMX facility.

29. SOUTH LAKELAND CRIME AND DISORDER REDUCTION PARTNERSHIP

RESOLVED, that the notes of the meeting of the Partnership held on 14 June 2002 be received.

30. DIVISIONAL GRANTS PANEL

The Committee received the notes of the meeting of the Divisional Grants Panel held on 6 June 2002.

RESOLVED, that financial support be provided as follows:-

- £700 to South Cumbria Mental Health Users and Carers Forum
- £800 to the South Lakeland Voluntary Society for the Blind
- £800 to the Volunteer Centre South Lakeland
31. LOCAL COMMITTEE DEVOLVED BUDGET 2001/02 – PROVISIONAL OUTTURN

A report by the Director of Community, Economy and Environment detailed the Local Committee’s provisional outturn for the 2001/02 financial year and highlighted the unallocated balances and commitments to be carried forward into 2002/03.

In presenting his report the Director reminded the Committee that, at this stage, the figures shown in the report were still provisional as the authority’s accounts were subject to audit by District Audit and approval by the County Council. He advised that the unallocated balances available to supplement the 2002/03 allocation totalled £177,416. The Committee could either carry forward the unallocated balances against those budgets to which they related, or vire them to other budget headings.

In considering the report Members expressed disappointment that the District Council had reduced it’s contribution to Sandgate pool. In responding to questions raised about the change in management arrangements the Area Support Manager undertook to present a report to the next meeting of the Committee on the future tenure and operation of the hydrotherapy pool located at Sandgate School.

RESOLVED, that

(a) the provisional expenditure for 2001/02 of £4,299,937, against a total spending limit of £5,114,180, resulting in a provisional underspend totalling £814,243 made up as follows, be noted:-

- Revenue expenditure £3,652,961, underspend of £715,219
- Capital expenditure £646,976, underspend of £99,024

(b) from the provisional underspend commitments totalling £621,283 to be carried forward to be paid in the 2002/03 financial year be noted, leaving unallocated balances of £192,960 within the Local Committee’s budget at the year end;

(c) of the unallocated balances the fact that £15,494 relate to the Forum Grants budgets be noted and that the Local Committee has the authority to ‘claw back’ to General Provision Forum Grants balances that are in excess of 25% of the budget (only one Forum has a balance in excess of 25%);

(d) unallocated balances of £17,690 in the 2001/02 budget for Early Years be vired into General Provision;
32. KENDAL TRAFFIC PACKAGE – PHASE 1

(1) Monitoring/Assessment of Experiment

The Director of Community, Economy and Environment presented a report outlining the factors to be taken into account in determining the success of the first phase of changes in Kendal’s town centre traffic system (minute 16 of the last meeting refers).

In the first few weeks of the experimental order there had been mixed messages from retailers and residents. More recently a number of small retailers had said that the experimental order had been responsible for a decline in trade. To allow for an impartial assessment on the economic impact for businesses in the town, and particularly the town centre, it was recognised that it might be necessary to appoint independent consultants. The Director advised that on the basis of initial estimates it was envisaged that commissioning such an evaluation could cost in the region of £20,000.

The Director also advised that it would be necessary to undertake a technical assessment of traffic flows through the town centre and identify changes to the number of cars parking in the town. One of the main criticisms of the new traffic system was that fewer buses ran through the town centre. Options to encourage Stagecoach to reconsider the service being provided through the town centre were actively being pursued.

Other measures recommended to evaluate success included measuring air pollution at peak times, and an analysis of road traffic accidents between June and August. The success or otherwise of Phase 1 could be measured using the above indicators but it’s true success was how far it was accepted by local residents and other users. Public opinion was critical and it was therefore proposed to undertake an opinion survey to identify views on the advantages or disadvantages of the system.

In considering the report Members were appreciative of traders concerns and supported the measures proposed to assess the impact of the new traffic scheme in Kendal. However concerns were raised about the cost of employing independent consultants to collect and report on the economic impact and there was support to the view that this funding would be better spent on promotional work. In discussion Members accepted that a decision on the success or otherwise of the scheme needed to be informed by economic evidence and that the Council would be extremely vulnerable in the event of a public enquiry if there had not been an impartial assessment. A suggestion to limit the cost of the work to £10,000 was therefore accepted by the Committee.

During the course of discussion the point was made that the Kendal Traffic Steering Group represented a wide range of opinion in the town and should be included in the consultation process. Reference was made to transport issues in the town that needed to be addressed including the introduction of a Park and Ride scheme. A call was also made for Cabinet to be requested to support additional bus services in the town.
RESOLVED, that,

(a) the contents of the report be noted;

(b) the methods described in the report as a means of determining the success or otherwise of the Kendal Town Centre Phase 1 scheme be approved;

(c) as part of the process of determining the success or otherwise of the Kendal Town Centre Phase 1 scheme the appointment of an external consultant to undertake the economic impact assessment at a maximum cost of £10,000 be approved;

(d) in response to concerns by local retailers about a downturn in trade within Kendal the Director of Community, Economy and Environment be asked to use his delegated powers to agree that Capital Programme funds be used to:-

(i) test the feasibility of a Town Centre Service through an experimental shuttle bus to run for the remainder of the experimental order;

(ii) in co-ordination with the District Council and Kendal Partnership fund promotional material including information about parking and the current traffic circulation;

(iii) encourage South Lakeland District Council to consider limited period relaxation of parking costs in it’s Town Centre car parks to tie in with a shuttle bus and promotion;

(iv) write to retailers to appraise them of these initiatives and proposals for the review of the experimental order;

these actions to be implemented within the next 3 weeks.

(2) Next Steps

A report by the Director of Community, Economy and Environment suggested how data collected in a review of Phase 1 of the Kendal Town Centre scheme could be used, together with other related information, to inform decision making on the next steps for Traffic Management in Kendal.

At its meeting in January the Committee had asked that “funding be programmed to progress a second phase of the Kendal Transport Plan ie. measures to bring about traffic reduction targets set out in the LTP”. This was understood to mean that consideration should be given to the wider issues of traffic and transport in Kendal before any decisions were taken on the next stage. In order to progress this request an allocation of £10,000 had been made within the revenue funded Area Studies budget. Appended to the report was a draft brief for this study activity.
The Committee welcomed the report and supported the view that further work on understanding the wider effects of traffic and transport issues in Kendal was needed before any decisions were made about the next steps in altering the management of traffic and transport in Kendal.

RESOLVED, that

(a) the report be noted;

(b) the draft study brief appended to the report be approved.

33. SCHOOL SAFETY

(1) Better Ways to School – South Lakeland District

A report by the Managing Director, CAPITAdbs, on behalf of Community, Economy and Environment brought Members up to date with progress on the delivery of the Better Ways to School Programme. Appended to the report were details of individual travel plans for Castle Park Primary School, Stramongate Primary School, St Thomas’ Primary School, Grange Primary School and Queen Katherine School. (Minute 177 (b) of the Meeting of the Local Committee on 23 May 2001 refers).

Members very much welcomed the report and the progress being made to deliver the Better Ways to School Programme. In discussion the local Member for Grange proposed changes to the planned initiative for Grange-over-Sands Primary School which the Area Engineer agreed to take on board. It was also suggested that, in relation to the programme for Kendal, the possibility of rolling it into the Local Transport Plan be looked into.

RESOLVED, that

(a) the School Travel Plans for the following schools in this the first tranche of the Better Ways to School Programme for South Lakeland be approved:-

- Castle Park Primary School
- Stramongate Primary School
- St Thomas’ Primary School
- Grange Primary School
- Queen Katherine School

(b) the release of funds to enable the programme of works for each school to be implemented be approved;

(c) the total cost for works exceeds the budget available and therefore the works programmes have been tailored to fit the budget be noted; this means that for Queen Katherine School a contribution be made towards the costs of cycle
storage and locker facilities, leaving sufficient funds to provide a toucan crossing across Shap Road. This should improve the safety of the existing crossing point and help to reduce the accident record on Shap Road where a number of pupils have been injured;

(d) the recommended spend level as set out below be noted:

<table>
<thead>
<tr>
<th>School</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Castle Park School</td>
<td>£4,000</td>
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<tr>
<td>Stramongate School</td>
<td>£3,300</td>
</tr>
<tr>
<td>St Thomas’ School</td>
<td>£5,000</td>
</tr>
<tr>
<td>Grange Primary School</td>
<td>£4,000</td>
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<tr>
<td><strong>Total for Primaries</strong></td>
<td>£16,300</td>
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**Queen Katherine School**

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<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Toucan crossing</td>
<td>£20,000</td>
</tr>
<tr>
<td>Contribution towards cycle and</td>
<td>£9,700</td>
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<tr>
<td>locker facilities (balance of</td>
<td></td>
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<tr>
<td>01 / 02 budget)</td>
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<tr>
<td>**Total for Queen Katherine</td>
<td>£29,700</td>
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<tr>
<td>School**</td>
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<tr>
<td>Survey work staff time already</td>
<td>£14,000</td>
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<tr>
<td>committed</td>
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<tr>
<td><strong>Budget Total 01 / 02</strong></td>
<td>£60,000</td>
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(e) the Better Ways to School budget allocation for 2002/03 of £56,000 to supplement last years allocation and to progress the survey work for Kirkbie Kendal School and its satellite primaries be noted.

(2) **School Safety – Future Proposals**

The Director of Community, Economy and Environment presented a report recommending that School Travel Plans were prepared for all schools in the area within five years. Additionally he suggested four further courses of action:-

- promotional work to promote road safety issues for all schools in South Lakeland, including practical workshops aimed at head teachers and events/schemes for primary and secondary school age children;

- issue based discussion at Neighbourhood Forums or other local community meetings;

- a review and, where necessary, upgrade of existing signage and lineage outside all schools;
- consideration at the September meeting of additional restrictions to parking regulations concerning yellow zig zags outside schools.

If agreed the Director undertook to provide a report to the next meeting of the Committee identifying a detailed programme of work for 2002/03 using resources already allocated together with estimates of future associated costs.

**RESOLVED,** that

(a) the four courses of action outlined in the Director’s report be approved;

(b) the acceleration of the Better Ways to School Programme initially utilising uncommitted funds available from the 2001/02 Highways Revenue budget be approved.

34. **SOUTH LAKELAND AREA TRANSPORT ADVISORY GROUP**

**RESOLVED,** that

(c) the minutes of an initial meeting of the South Lakeland Area Transport Advisory Group held on 25 June 2002 be received;

(b) the Yorkshire Dales National Park Authority be invited to nominate a representative to the Area Transport Advisory Group.

35. **PRE-SCHOOL LEARNING ALLIANCE (PSLA)**

Consideration was given to a report by the Director of Education addressing issues associated with the provision of development and support to early years and childcare services in Cumbria. It set out options for renegotiating existing contract arrangements for the Pre-School Learning Alliance for the remainder of 2002/03, and advised of plans by the Cumbria Early Years Development and Childcare Partnership (CEYDP) to investigate options for 2003 onwards.

The Committee was reminded that at its meeting on 7 May 2002 it had agreed to fund the existing contract in 2002/03 until 30 September in order to permit an initial review of the operation of contracts and provision of services delivered. The review had identified gaps in the current early years and childcare strategy, and had recognised that any spending by Local Committees on the development work and support of early years services needed to be much more accountable.

In the light of the review and general financial constraints, the CEYDP had decided to renegotiate existing contract agreements for the remaining six months of the financial year, and to undertake an immediate consultation exercise to investigate the options for 2003 onwards.

In the light of the decision of the CEYDP, it was
RESOLVED, that

(a) the report be noted;

(b) the options set out in paragraphs 5.4 and 5.5 of the report be supported i.e.
   - to ring fence £13,052 and to allocate this funding at the same percentage/rate as the Cumbria Early Years Development Childcare Partnership allocates its money to the Pre-School Learning Alliance for the remaining six months of the financial year;
   - to terminate any grant aid to the Pre-School Learning Alliance for the funding of special and additional needs 1:1 grants (support workers) and to earmark an equivalent amount of funding, i.e. £5,125, to special and additional needs funding within the Local Committee area pending a review by the Partnership Inclusion Officer.

36. ARTS GRANTS – CRITERIA

Consideration was given to draft criteria for the allocation of arts grants (Minute 9(1)(c) of the last meeting refers).

RESOLVED, that

(a) subject to the deletion of District Councils and County Council departments in the list of those who could apply, the draft criteria for arts promotion grants as set out in the report be approved;

(b) a maximum allocation for any one organisation of £2,500 in any financial year be agreed;

(c) the Community Regeneration Unit be asked to publicise the initiative, advise and support the scrutiny of applications;

(d) the Life Long Learning Working Group consider applications and recommend action to the Local Committee.

37. APPOINTMENT OF LEA GOVERNORS OF NURSERY, PRIMARY AND SECONDARY SCHOOLS

RESOLVED, that subject to their consent the following appointments be made:-

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<th>School</th>
<th>Representative</th>
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38. **EARLY YEARS PARTNERSHIP**

**RESOLVED,** that Mr R J Webster be appointed to the Early Years Partnership in place of Mrs A Parker.

39. **MONITORING REPORT – JULY 2002**

The Director of Community, Economy and Environment presented a report summarising work undertaken since the last meeting of the Local Committee to pursue decisions made at that and previous meetings.

The report was warmly welcomed by Members. In responding to a number of issues raised the Area Support Manager agreed that the Area Support Team would put in place procedures for responding to E-mails within five working days. He also agreed to let Members have contact details for the new Engineering Assistant.

**RESOLVED,** that the progress outlined in the report be noted.

40. **PROPOSED DEVELOPMENT – K VILLAGE**

The Director of Community, Economy and Environment submitted a report providing details of a Transport Assessment prepared in support of a planning application for the redevelopment of the K Village complex at Lound Road. The report also informed Members as to the response to be made by officers regarding the proposals in general and to the said Transport Assessment.

Members were advised that the Development Control and Regulation Committee had considered the application for full planning permission to redevelop the K Village site at its meeting on 26
June 2002 and had agreed to raise a strategic objection. This decision was very much supported by Members who expressed serious concerns about the scale of the development and the potential impact on traffic flows in and around the town. In considering the report Members were of the view that the Transport Assessment provided insufficient information, and all through the discussion expressed strong opposition to the planning application as it stood.

**RESOLVED** that,

(a) the District Council be advised of the views of the Local Committee;

(b) the following response by officers with regard to the above development proposals as the Highway Authority be noted:-

(i) that the developer enters into a section 278 agreement to undertake works on the public highway to mitigate the impact of the redevelopment on the local road network. The extent of any such works to be agreed with the Highway Authority before the commencement of any works on the re-development site. In any case all of the highway works must be completed prior to the opening of the redevelopment for business;

(ii) the Public Transport Team will enter into negotiations with the developer with regard to possible improvements to public transport services or facilities;

(iii) the applicant be requested by provide further information regarding the impact of the development on the weekday pm peak period and for the assessment year 2014, in order for the limit of any works required in (1) above to be determined;

(iv) further details must be submitted detailing the access and exit arrangements and exact barrier locations for the Pay on Foot ticketing system;

(v) details must be provided to confirm that the overspill car park is able to accommodate the proposed coach movements;

(vi) the Green Travel Plan must be submitted for approval before the re-development opens for business.

The Meeting ended at 1.30pm