

COUNTY COUNCIL LOCAL COMMITTEE FOR ALLERDALE

Minutes of a Meeting of the County Council Local Committee for Allerdale held on Monday, 9 November 2020 at 10.00 am via Microsoft Teams.

PRESENT:

Mr AJ Markley (Chair)

Mr AL Barry (Vice-Chair)	Mr KA Little
Mr A Bowness	Mr T Lywood
Mrs RC Hanson	Ms C McCarron-Holmes
Mr MA Johnson	Mrs M Rae
Lord R Liddle	Mr S Stoddart
Mr J Lister	Mrs C Tibble

Also in Attendance:-

Ms V Ayre	-	Public Health Locality Manager (Allerdale)
Mrs S Davis-Johnston	-	Traffic Management Team Leader (West)
Mr D Hamilton	-	Democratic Services Officer
Ms A Jones	-	Executive Director - Economy and Infrastructure
Mr M Reeves	-	Traffic Management Officer
Ms L Shaw	-	Area Manager - Allerdale
Ms A Sykes	-	Highways Network Manager
Ms L Thorburn	-	Community Services Manager

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

33 APOLOGIES FOR ABSENCE

The Chair made a statement informing members of the passing of Councillor Joe Holliday in which he said that Mr Holliday was a dedicated Councillor who passionately served his ward, his district and his county and will be sadly missed.

A minutes silence then took place in memory of the late Councillor Joe Holliday.

Apologies were received from Mr A Kennon and Mr H Graham.

34 DECLARATION OF INTERESTS

Mr T Markley declared a non-pecuniary interest in relation to Agenda Item 10 as he was a member of Silloth Town Council and this item would consider a funding application to the Friends of Silloth Green gardening group.

35 EXCLUSION OF PRESS AND PUBLIC

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

36 PUBLIC PARTICIPATION

1) There were no public questions or petitions to be considered at this meeting.

2) A statement was read by Mr Stewart Grant which went as follows:-

I have lived in the village of Parsonby and on the B5301 since 1989, i.e. 31 years. When we first moved in HGV's from 'Sealy Posturpedic' and the Dairy used the road regularly but there was very little other HGV usage apart from agricultural vehicles. This traffic was largely accepted because the businesses were part of the local community. Over the years however the amount of HGV activity has substantially increased and lorries have become much bigger; 6 axle juggernauts are frequent as are lorries pulling double trailers. Very little of this expansion of traffic has anything to do with the local community; for example it is not uncommon for vehicles bearing continental licence plates to pass through the village.

I wholeheartedly support the proposal to impose a weight restriction on the B5301 as quite simply it was not built to sustain the present level of activity. My fellow residents at this meeting will be presenting a number of reasons to support the proposal but I would like to draw the committee's attention to the following points.

A CCC map regarding HGV routes in the county, which I believe was published in 2010, classifies roads as 'preferred' and 'less suitable'. This classification applies to both 'A' and 'B' roads. The section of the B5301 which runs from the A596 to the A595 does not even appear on the map. Thus it would seem that the road being discussed at this meeting is not only 'less suitable' but not even worthy of inclusion? I assume this is because in several places it is really only a single track road e.g. the bridge over the River Ellen at Arkleby Mill.

Further, I suspect it's exclusion from the map is due to there being several 'pinch points', e.g. the bridge crossing the railway line at Aspatria station, the corner at Arkleby Hall Farm, at the North and South Ends of Parsonby Village and on the corner of the hill at Parsonby Brow. It is difficult for lorries to pass one another at these points and I believe one of my fellow residents has provided photographs illustrating this.

Further still, it is at many other points much narrower than the minimum recommended width for industrial roads? I believe this to be 7.3 metres but outside my home in the middle of Parsonby it is only 5 metres wide (I have checked with a tape measure).

Of course because the road is inadequate it necessitates the use of verges, pavements and curtilages by HGV's with the attendant damage that causes.

I appreciate that companies are using this section of the B5301 as a 'cut through' for commercial reasons. But if the intended destination of the HGV is Cockermouth the distance saved from Aspatria is only six miles! If the intended destination is Keswick the distance saved is 10 miles miles but only if the HGV is going to use the A591 which is classified as a 'less suitable' route. If Keswick was to be reached by preferable routes then the distance saved is again six miles. (I've driven these routes and confirmed them on AA route planner.) These commercial gains seem minimal compared to the disruption and danger to the local community more of which my fellow presenters will describe to you.

3) A statement was read by Mr Matt Hinde which went as follows:-

I would like to highlight particular problems that HGVs cause with regard to the safety of local people. The village of Parsonby has a growing Primary School. Families and the elderly live along the B5301 and the road is also a pick-up point for school buses to Keswick and Wigton.

At the North end of the village, parents park along the roadside to walk children to and from Plumbland school and pre-school and with HGV traffic a constant threat this is an increasing problem to a growing school. Not only is there a physical danger but the increased diesel emissions are putting our children at a greater risk of illness.

The Legal Implications listed on Page 20 of the Public Reports Pack includes a requirement at 7.3 (c) for the national air strategy to be taken into account by this Committee when considering this Traffic Regulation Order. Can we please be provided with a copy of the data that you are using today that will confirm you have complied with this requirement.

Last week I spoke to an elderly couple who have lived in Parsonby village since 1956 and they clearly remember seeing only three short wheel-base 10 ton lorries per day.

These days the HGV traffic starts around 5am and carries on continuously throughout the day until nightfall. They went on to state that the current HGV activity is totally unacceptable.

Over the years we have seen a massive increase in HGV traffic, which is mainly aggregate haulage, the Increase in volume and weight has had a knock-on effect for the quality of life for residents who live on this road.

Vibrations and noise from vehicles can be heard through double glazing, this is loud enough to wake residents and is also damaging homes from the vibration of large vehicles passing in close proximity. Several young families live along the road through Parsonby. The footpath is actually on the opposite side from the houses and is being mounted by HGV traffic trying to pass each other at several pinch points in the village. This happens on a regular basis and also has happened when the path is being used, which is completely unacceptable.

School buses for Wigton and Keswick pick up along this road, with HGV movements starting before daylight this becomes a major safety problem. The trucks heading North down the hill towards the village simply cannot stop in time if a hazard appears.

The size and speed of these huge vehicles combined with inadequate sight lines leads to reduced braking distance. The lack of width along the road is creating a potentially lethal scene through Parsonby. Many parishioners have witnessed poor and dangerous driving from HGVs along this route. Hopefully by imposing this weight limit we can reduce the amount of HGV traffic which will then reduce the daily dangers we face on this road, making it safer for all of us.

4) A statement was read by Mr Tony Rutherford which went as follows:-

Thank you for giving me the opportunity to comment on Cumbria County Councils (Highways) excellent proposal of imposing a 7.5T (except for access) weight restriction on the B5301 between Moota and Aspatria.

Firstly, hopefully you can confirm you have all received and digested the documentation, photos and videos I sent to this meeting via Daniel Hamilton.

Secondly, as you're probably aware this B road routes through the villages of Parsonby, Arkleby and the southern part of Aspatria; but more importantly, over the past 10 years is increasingly being used as an HGV short cut between the major trunk roads A595 & A596.

Thirdly: with regards to the previous month's meeting (1st Oct 2020) with ALLERDALE HIGHWAYS WORKING GROUP, they applied their criteria which needs to be met before a 7.5t limit can be imposed; apparently we don't meet that criteria so let's have a look at the bigger picture.

Modern road surface is a hard wearing with the structure comprising of sub grade, type 1 sub-base, binder course and asphalt concrete surfacing but it's still deteriorating rapidly due to the constant battering its receiving from relentless HGV, modern agricultural and general traffic. The damage to the roads surface and substructure is an ongoing fact which results in subsidence, lengthy ruts, large

potholes, edge erosion etc which need constant repairs and of course this results in damage to other road users' vehicles, bicycles, injuries to pedestrians etc. And let's not forget about the dykes and grass verges being constantly destroyed by HGV tyres in an attempt to make the road wider!

Over the past 34 years, I have personally seen a steady increase in HGV traffic and their tonnage which can now be up to a staggering 44 Tonnes (18 wheeler articulated HGV but let's not forget the incredible 26 wheel semi trailed HGV from the continent). There are numerous pinch points along the B5301 where two cars have difficulty passing never mind HGV. This was backed up recently with photos and dash cam videos.

Local agricultural tractors have changed dramatically over the years in size and power; gone are the old grey Fergusons & Massey Ferguson 135's with 20hp engines and a width 1.6mtrs; we now have tractors on our roads with 400hp weighing a stunning 13 tonnes and 2.6mtrs wide (that's 1 metre wider than the tractors of the 1960's). And when coupled with a double axle slurry tanker, their all up weight is an incredible 37 Tonnes when fully laden.

Reason for me mentioning the increased size of the modern tractors is that it is not possible for HGV and tractors with trailer/ tankers to pass safely on the B5301 in station road Aspatria, Parsonby village and Arkleby. There are several large farms in the villages, and they lead silage in the summer months closely followed by the slurry tankers all year round.

I do however, fully appreciate that there are two small industrial estates and businesses in Aspatria which can only be accessed utilising the B5301; these companies were established many years ago and their HGV traffic have a legitimate reason to use the B5301. This challenges the finding of the ALLERDALE HIGHWAYS WORKING GROUP concerning the negative impact on local businesses.

Furthermore, the reference to the removal of gritting made by the working group is totally misleading due the necessity to support local schools, school transport, businesses and provide emergency services with continued access between A roads.

The Working Group also stated in their report that existing collision data shows 8 collisions in the last 5 years on the entire length of the B5301; yes, but they failed to mention that in the past 18 months there have been 3 major reported incidents involving HGV. Namely: -

CP-20191125-0056 - HGV brakes on fire after descending Parsonby Brow. Fire brigade and police in attendance.

CP-20191214-0194 - HGV slid off road and got stuck in gully at the bottom of Parsonby Brow. Road closed for hours whilst vehicle was recovered. Driver took a short cut across the S bend! Fire brigade and police in attendance.

CP-20200827-0081 – HGV caused large diesel spillage on B5301 at Parsonby Brow. Road closed for hours whilst vehicle was recovered & spillage addressed. Fire brigade and police in attendance.

In addition, the report states that the implementation of weight restriction would increase the volume of traffic on the A594. This is of course true, but it should be noted that the A594 is a designated a CCC preferred HGV route and designed to accept HGV traffic.

In Nov. 2019 a survey was carried out by the Police Collision Reduction Officer for Cumbria, an extract from her report to CCC stated and I quote “Concerns were previously raised in 2016 from local residents in Parsonby regarding speeding through the village.

We followed our agreed CRASH protocol, and a Traffic Data Unit was placed out which recorded the speeds of vehicles being deemed excessive and as a result, the Safety Camera Van Site was deployed. This has been regularly monitored since and appears to be successful at reducing speeding in the village.

However, the local residents still raise concerns about large wagons travelling through the village, stating the road isn't suitable. On recent visits to the area, it can be seen that the verges are being churned up constantly by vehicles along the length B5301, in particular, from Parsonby Village itself towards Aspatria, which would suggest the road isn't wide enough to carry the existing traffic. In many points along this route, there certainly isn't room for a wagon and car to pass each other, let alone if two wagons should meet” unquote.

I wholly support your proposal on imposing a 7.5T (except for access) weight restriction on the B5301 between the A595 & A596.

By the way, I also fully endorse Cumbria County Councils motto ‘Serving the People of Cumbria’

5) A statement was read by Mr John Spiers-Dawson which went as follows:-

This stretch of the B5301 along with the B5299 was deemed unsuitable, to be included on the PREFERRED ROUTE MAP produced and adopted by county highways ten years ago.

Due to the lack of monitoring and control hauliers have ignored this document, consequently this road and the 5299 have become unofficial short cuts with the result of ever increasing volumes of HGVs.

The officers report includes the quarry application which is irrelevant to this proposal as the applicant has agreed and confirmed to planning that all quarry traffic will be routed to/from the A595 on the advice of highways.

Recent assessments, by Highways, Police and the Parish council, (copies previously supplied), together with what my colleagues have already said, clearly demonstrates the unsuitability of this road for HGVs. If you are unfamiliar with this stretch of road we would really welcome a site visit from yourselves

The parish council and the community have been proactive in endeavouring to limit the effects of this hazardous situation.

Over recent years various initiatives in cooperation with a number of different agencies have been introduced.

Hauliers were written to, highlighting their non compliance to the HGV preferred route map, their responses ranged from lip service through indifference to open hostility.

At the parish council's request county highways have updated the road markings and signage, also installed speed bumps.

The police speed camera van visits the parish on a regular basis.

The parish council has purchased and installed three fixed speed indicator devices.

The school due to its position at the end of a narrow lane has introduced a voluntary one way system operating at the start and end of the school day, the access and exit points are onto the B5301.

Local farmers, at peak times in the farming calendar also operate a voluntary one way system.

Both these measures assist in minimising disruption to local business traffic and other road users which is aggravated by unnecessary HGVs. use.

Whilst all of these measures have been of benefit to the community, the flagrant abuse by hauliers, of the verges and paths and a disregard for other road users and pedestrians, dictate that further actions are required to protect the environment, ensure the health, safety and well being of the people who live alongside or use this road.

The previous assessments, (2 from county highways, the police and the parish council), all highlight the unsuitability of this road for unnecessary HGV traffic

We have addressed the concerns of your working group, quarry, accidents, extra traffic on 5299 and disruption to the legitimate local traffic

We therefore request that you support your colleagues previous decision by formalise the preferred HGV route and adopting this proposal supporting our efforts to improve the quality of life of our residents and those living in the nearby town.

The Chair thanked each speaker for expressing their views on the topic and then delivered the following statement:-

“Thank you all for presenting your concerns regarding the volume of heavy traffic and the suitability of the B5301 between the A595 and A596. The proposal to introduce a 7.5 tonnes weight restriction on this section of highway has been

consulted upon as part of the North Allerdale Traffic Regulation Order review project, being carried out by Traffic Management Officers.

Today, Local Committee will consider the recommendations made by Allerdale Highways Working Group as part of Agenda Item 7. Our considerations will take into account the concerns that yourselves and others have raised, along with the relevant technical evidence and advice”.

37 MINUTES

RESOLVED that, the minutes of the meeting held on 15 September 2020 and 21 October 2020 be agreed as an accurate and complete record.

38 ALLERDALE HIGHWAYS WORKING GROUP – 1ST OCTOBER 2020

Members considered a report from the Executive Director – Economy and Infrastructure which provided the details of the outcome of the meeting of the Highways Working Group (HWG) held on 1st October 2020 and presented the HWG recommendations to the Local Committee for approval.

The Highways Network Manager introduced the covering report as well as the minutes of the Highways Working Group and highlighted the decisions that would need to be taken by Local Committee.

RESOLVED that, the minutes of the Highways Working Group be noted.

a North Allerdale Traffic Regulation Order (TRO)

The Traffic Management Team Leader introduced the North Allerdale TRO report and provided an overview of the report drawing specific attention to the proposals which were considered most challenging.

A detailed discussion took place regarding ‘Proposal 12 – B5301, Parsonby’. The proposal was to implement a 7.5t weight restriction (except for access) along the section of the B5301 that ran between the A596 and the A595. A number of requests were received from residents that lived on the B5301 and the Parish Council to introduce a 7.5t weight restriction.

Many consultation responses were received in favour of ‘Proposal 12’, largely reasoning that the larger vehicles added to noise and air pollution for residents. Additionally, many responses raised safety concerns with larger vehicles meeting in Parsonby village where the carriageway was narrower than other sections of the road. Concerns had been raised around road safety issues, although existing collision data showed 8 collisions in the last 5 years on the entire length of the B5301. Members were informed that this collision data could be broken down into 7

'slight' severity, and 1 'serious' severity and that none of the collisions involved a vehicle exceeding 7.5t.

The Traffic Management team Leader explained that the road was currently classified as a 'B' road meaning that it connects different areas, and feeds traffic between A roads and smaller roads on the network. For this reason, it is on the gritting routes and would no longer be considered such an important route should this status be removed and a weight restriction be implemented. Additionally, the restriction of vehicles exceeding 7.5t on this route would lead to an increased number of these vehicles using the B5299 and the A594, increasing movements on those sections of the A596/A595 accordingly. Officers therefore recommended not to progress any further with this current proposal.

Members discussed the proposal and the implications of the decision. In particular members considered the risks involved with downgrading the road and agreed that the recommendation of officers was the correct course of action and that a full study and review of the route should be undertaken.

Members asked about the possibility of implementing a weight restriction on vehicles of over 26t as a form of compromise regarding 'Proposal 12'. Officers agreed that this should be looked at as part of a wider study.

Discussion moved to the concerns of Wigton town council regarding traffic approaching Tomlinson Junior School. The Traffic Management Team Leader stated that discussions had begun regarding High Street, Wigton as part of the CRASH group. She informed the Local Member for Wigton that consideration was being given to engineering solutions to deal with the road safety issues evident in this location.

Members requested that an additional proposal to reduce the extent of the double yellow lines on Station Hill, Wigton, be also included in the Advertisement of changes to The County of Cumbria (Various Roads, North Allerdale) (Consolidation and Provision of Traffic Regulations) Order 2016.

RESOLVED that,

- 1) Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would: -
 - (i) consolidate the provisions of The County of Cumbria (Various Roads, North Allerdale) (Consolidation and Provision of Traffic Regulations) Order 2016 and its variations;
 - (ii) Consolidate the provisions of the following Orders: -

The County of Cumbria (A595/A596 Corridor, Area 1) (Prohibition of Heavy Commercial Vehicles over 7.5 Tonnes Maximum Gross Vehicle Weight) Order 1998;

The County of Cumbria (A595/A596 Corridor, Area 2) (Prohibition of Heavy Commercial Vehicles over 7.5 Tonnes Maximum Gross Vehicle Weight) Order 1998; and

The County of Cumbria (A595/A596 Corridor, Area 3) (Prohibition of Heavy Commercial Vehicles over 7.5 Tonnes Maximum Gross Vehicle Weight) Order 2000; and

- (iii) Propose to introduce new restrictions as shown on the plans attached as Appendices 1, 3, 5, 7, 9, 10, 11, 12, 13, 14, 16, 18, 19 and 20 to the Report to the Working Group which is attached as Appendix 2 to this Report.
 - (iv) Proposal to reduce the extent of the double yellow lines on Station Hill, Wigton

("the Order").
- 2) Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the changes referred to in paragraph 1) above, that the Order be brought into operation, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which were more specifically referred to in paragraph 7.2 of the Report to the Working Group.
 - 3) Local Committee agree that a study be undertaken of the B5301, as referred to in paragraph 4.1.12.

b Workington Traffic Regulation Order (TRO)

Members considered a report from the Executive Director – Economy and Infrastructure which provided the Highways Working Group ("the Working Group") with the background and details of proposed changes to The County of Cumbria (Various Roads, Workington) (Consolidation and Provision of Traffic Regulations) Order 2017, following informal consultation.

RESOLVED that,

- 1) Local Committee agree to proceed to statutory consultation and advertisement of a Traffic Regulation Order which would both consolidate the provisions of The County of Cumbria (Various Roads, Workington) (Consolidation and Provision of Traffic Regulations) Order 2017 and its variations, and propose to introduce new restrictions as shown on the plans attached as Appendices 1, 2, 3, 4, 5.1, 6, 7, 8, 9.1, 10, 11.1, 13, 14, 15, 16 and 17 only to the report to the Working Group which is attached as Appendix 3 of the Report ("the Order").

- 2) Local Committee agree that, subject to there being no unresolved objections received at the end of the statutory consultation and advertisement of the changes referred to in paragraph 1) above, that the Order be brought into operation, as advertised having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which were more specifically referred to at paragraph 7.2 of the Report.

c Devolved Capital Programme for Allerdale 2020/21

Members considered a report from the Executive Director – Economy and Infrastructure which provided an overall draft provisional Devolved NPRN programme for 2021/22, including lighting and small scale improvements based on an assumed funding allocation of £3,816,000

RESOLVED that, Local Committee agree the proposed Devolved Capital Programme of Works for 2020/21 as set out in Appendix 1 of the report to HWG, which is attached as Appendix 4 to this report, subject to Council confirmation of the devolved highways budget allocations for 2021/22.

39 A595 BOTHEL, GREAT BROUGHTON AND SEATON SPEED LIMITS

Members considered a report from the Executive Director – Economy and Infrastructure the purpose of which is to provide Members with the background and detail of the proposed introduction of a 50mph speed limit on the A595 at Bothel, as well as the extension of the existing 30mph restrictions at both Broughton Moor and Seaton, following statutory consultation and advertisement.

The Traffic Management Officer explained that scheme development had begun on the A595 within the vicinity of Bothel in 2016. During consultation of the scheme development (November 2018), the local community expressed their desire to see a reduction in the speed limit near the village of Bothel, with 40mph initially being suggested.

Following this request, Cumbria County Council officers investigated the possibility of a reduction in the speed limit, with consideration being given to existing traffic speeds and volumes, previous collision history, the geometry of the road and any hazards present along the route. Traffic surveys were undertaken during the summer of 2018 at 2 locations on the A595 near Bothel to determine current vehicle speeds, while a comprehensive report on previous road traffic collisions was also produced. The surveys determined mean speeds of 45 mph and 46 mph, with 85th percentile speeds of 52 mph and 54 mph respectively. The collision report showed little history of collisions being caused as a direct result of excessive speed.

RESOLVED that, having taken into consideration the matters contained in section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this report, Local Committee agree that The County of Cumbria (C2007 Great Broughton, C2016 Seaton, and A591 and A595 Bothel) (Speed Limits) Order 20>< (“the Order”) be brought into operation as advertised.

40 HIGHWAYS ASSET MANAGEMENT STRATEGY 2020-2025

Members had before them a report from the Executive Director – Economy and Infrastructure which provided an update on the Cumbria Highways Asset Management Strategy which was approved by Cabinet in July 2020. It has been developed to improve the management of the Council’s highways assets and allows for the longer term planning taking into consideration customer needs, local priorities and asset condition whilst making the best use of the available resources.

The Executive Director – Economy and Infrastructure informed members that the Highways Asset Management Strategy would set out how the Council will deliver a Highways Service over the next five years and would drive decisions about investment in the highway network and the direction for future models of service delivery. It was highlighted to members that to maximise funding opportunities from the Department of Transport (DfT) the Council would need to continue to demonstrate it is following good asset management practice, efficiency measures and continuous improvement across all aspects of the Highway Service.

Members heard that engagement with Members through the Highways Improvement Board and through Local Committees would continue throughout the implementation of the Strategy and would in particular seek their input in reviewing service standards and priorities which are contained within the Highways Asset Management Delivery Plan which was developed alongside the Highways Asset Management Strategy.

Members noted the report and thanked the Executive Director – Economy and Infrastructure for presenting it to Local Committee.

41 AREA MANAGERS UPDATE

Members considered a report from the Executive Director – Corporate, Customer and Community Services which served to replace the following reports that are usually presented to local committee:

- Area Planning
- Investment in Children and Young People
- Investment in our Communities

The Area Manager (Allerdale) detailed the grant funding requests that had been received which were as follows:-

**Project 1 - Friends of Silloth Green volunteer gardening group
General Provision Fund - £4,500**

The request was less than £5,000 but the local Member had also allocated some of his funding, also from the General Provision Fund to this project which in total exceeded the £5,000 criteria for local committee approval.

**Project 2 – Apprenticeship Posts
0-19 fund – Up to £15,000**

The County Council were due to recruit to apprenticeship posts in the new year. The Community Services Team had employed apprentices previously although the current ways of working make that more difficult. However, the Area Manager sought reassurance that if a suitable position could be identified within either the Community Services Team or with a partner organisation (this has been successful previously), that funding would be available to do this.

Therefore, the funding would be utilised if the opportunity was identified, the Area Manager would therefore discuss this in detail with the Chair of Local Committee and Members.

RESOLVED that,

- 1) Members note the contents of the report.
- 2) Members agree that an amount of £4,500 is utilised from the General Provision Fund for raised beds as part of the successful work of the Friends of Silloth Green to be extended.
- 3) Members agree that an amount of up to £15,000 is ring-fenced from the 0-19 Fund to fund apprenticeships in the Allerdale area if it can be demonstrated that these can be successfully facilitated in a Covid-19 safe environment.

**42 WORKINGTON HARBOUR MANAGEMENT COMMITTEE MINUTES
(23/10/20)**

RESOLVED that, the minutes of the meeting of Workington Harbour Management Committee held on 23 October 2020 be noted.

43 ACTIONS ARISING FROM PREVIOUS MEETINGS

Minute No 94 – Allerdale HWG Reports –The Sustrans annual update be arranged to coincide with the Cycling and Walking Infrastructure Plan (CWIP) sessions.

44 CHAMPION UPDATES

There were no updates from Local Committee Champions provided on this occasion.

45 VERBAL REPORTS FROM MEMBERS SERVING ON OUTSIDE BODIES

There were no verbal updates from Members serving on outside bodies provided on this occasion.

46 DATE & TIME OF NEXT MEETING

The next meeting of the Allerdale Local Committee will take place on 5 January 2020 at 10:00am.

The meeting ended at 12:00pm