1.0 EXECUTIVE SUMMARY

1.1 This report provides information and offers recommendations for approval by South Lakeland Local Committee from the Strategic Planning Working Group held on the 28th February 2014.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 Improved locality working is one of the ways the council is delivering on its priorities. The county council vision, included in the draft Council Plan, sets out that ‘to be an effective and efficient organisation that delivers the best possible services for the people of Cumbria within its available resources, protects the most vulnerable, and works with others in the community to shape services and help find solutions for the future.’ The approach and work of the Strategic Planning Group directly contributes to this vision.

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

2.3 The South Lakeland Area Plan sets out the four targeted priorities for the area, which are Health and Well-Being, Education and Skills, Economic Development and Transport, and details how the Council is delivering its services in support of them.

2.4 Local Committee is mindful of equality issues and duly considers that its actions and decisions do not result in inequality of service.
provision or exclusion from participation. The work of Local Committee directly supports the Council’s wider equalities agenda.

3.0 **RECOMMENDATION**

3.1 That Members note the work of the Strategic Planning Group as set out at Appendix A.

3.2 That the underspend within the School Crossing Patrol Budget of £4,982 is allocated towards a scheme to provide safer crossing on the route to Heron Hill Primary School.

3.3 That an amount of £3,000 be awarded to the Furness Community Rail Partnership, 50% from the Economic Initiatives Budget and 50% from the General Provisions Budget, subject to match funding being secured from Barrow Local Committee and partners, Appendix B.

3.4 That an amount of £3,000 be awarded to the Ulverston Community Partnership from the General Provisions Budget, Appendix C.

3.5 That an amount of £8,000 be vired to the 2013/14 Young Persons Transport Budget from the Area Plan Budget.

3.6 That the South Lakeland Credit Union is underwritten to an amount of £10,000 from the Area Plan Budget.

3.7 That a request from the Cumbria Choral Initiative for £2,000 not be supported, Appendix D.

3.8 That £52,821 be allocated to Neighbourhood Grants from the 2014/15 budget allocation.

3.9 That £87,000 be allocated to the 0 – 19 budget from the 2014/15 budget allocation.

3.10 That £30,000 be allocated to the Economic Initiatives Budget from the 2014/15 budget allocation.

3.11 That £26,953 be allocated to the School Crossing Patrol Budget from the 2014/15 budget allocation as per the Service Level Agreement at Appendix G.
4.0 BACKGROUND

4.1 Attached at Appendix A are the minutes of the Strategic Planning Group held on the 28th February 2014, which together with the additional appendices, provide further information in support of the above recommendations.

4.2 The Monitoring Report at Appendix E sets out previous decisions taken by the Local Committee which enables members to track progress against agreed outcomes and ensure that regular performance reporting is taking place.

5.0 OPTIONS

5.1 Members may choose not to support the above recommendations of the Strategic Planning Group.

5.2 Members may choose to support the recommendations to a greater or lesser extent subject to available funding.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

6.1 Following its meeting of 4 February 2014, Local Committee has £4,498 available in its General Provision budget, £1,500 available in its Economic Initiatives budget, and £4,892 available in its School Crossing Patrols budget. Approval of the recommendations would fully allocate this available budget.

6.2 The Area Plan budget is a ringfenced amount within the General Provision allocation. £25,000 is available for allocation and approval of the recommendations would allocate £18,000 to specific projects, leaving £7,000 available for future allocation.

6.3 In respect of the 2014-15 budget Local Committee has been allocated £196,774 to its discretionary activities. Approval of the recommendations would ring fence this full amount to specific areas of activity.

7.0 LEGAL IMPLICATIONS

7.1 The Local Committee is authorised to accept the recommendations and there are no direct legal implications arising from the report.

8.0 CONCLUSION

8.1 In creating the Children and Young People’s Working Group, Members in their community leadership role are able to contribute to, inform and influence the work of the Children’s Services in the local area.
APPENDICES

Appendix A – Minutes of the Strategic Planning Group, 28th February 2014
Appendix B – Furness Community Rail Partnership
Appendix C – Ulverston Community Partnership
Appendix D – Cumbria Choral Initiative
Appendix E – 2014/15 Budget Allocations to Local Committees
Appendix F – South Lakeland Monitoring Report
Appendix G – School Crossing Patrol Service Level Agreement

Electoral Division(s): All in South Lakeland

Executive Decision

Key Decision

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

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

If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

Has this matter been considered by Overview and Scrutiny?

Has an environmental or sustainability impact assessment been undertaken?

Has an equality impact assessment been undertaken?

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS
No background papers.

REPORT AUTHOR
Contact: Karen Johnson, 01539 713157, Karen.johnson@cumbria.gov.uk
APPENDIX A

Notes of the meeting of South Lakeland Local Committee
Strategic Planning Group held on 28th February 2014.

Attended by: Cllrs G Cook (Chair), M Wilson, J Bland,
               J McCreesh, J Airey, R Wilson (for I Stewart)
               B Gray, S Collins
Officer: Karen Johnson, Area Support Manager

1. Apologies and Declarations of Interest.
   Apologies were received from Clare Feeney-Johnson. There were no
declarations of interest

2. Matters Arising from Minutes of Previous Meeting
   There were no issues arising from the minutes of the previous meeting

3. Budget Update
   The ASM advised members that this meeting was the final one able to make
recommendations to Local Committee for this financial year. The following
balances remain unallocated:

   General Provision: £ 4,498
   Economic Initiatives: £ 1,500
   School Crossing Patrols: £ 4,982

   A further £2,800 remains in the 0-19 budget for distribution through the Children
& Young People’s Working Group

   Requests amounting to £21,325 were coming before the group but there was
only £5,998 available. However, members had also set aside £25,000 at the
previous meeting towards delivery of priorities under the Area Plan.
At the group’s October meeting £4,500 had been set aside from the School
Crossing Patrol budget for assessments at three crossing sites, Sedbergh
Road, Heron Hill, both in Kendal and Springfield Road in Ulverston. The
unallocated balance of £4,982 from the School Crossing Patrol budget could be
allocated to works across all three sites.
As Highways have already worked up a scheme for Heron Hill, at an estimated
cost of £10-14k, and Cllr Feeney-Johnson also wishes to contribute her £6K
Members Highways money to this scheme, members felt that it would be
appropriate to allocate funds to a scheme that was ready to deliver provided
that it’s works were tailored to the total funding available of £10,982.

   Recommendation:
   That Local Committee agrees to allocate the balance of £4,982 in the
School Crossing Patrol budget towards the implementation of a scheme
to provide safer crossing on the route to Heron Hill Primary School.

4. Requests for Funding
a) Furness Line Community Rail Partnership
The Furness Line CRP is seeking £3,000 of funding from Local Committee as a contribution towards a study into the economic potential of saving the Carnforth to Barrow line from being downgraded to a branch line with reduced services, particularly through to Manchester. As the majority of the stations affected lie within South Lakeland, members felt it important to show support for this proposal, subject to match funding being made available by other partners and businesses across the area. It is believed that the future economic benefit to the area could reach £150m.

b) A2BNow
In the 2013-14 financial year £62k of funding has already been allocated to this scheme through the 0-19 Budget but estimated figures for the final three months of the year show that it is likely to have a shortfall of between £8-£10k for this financial year. No further funding is available from that budget line.
Members expressed strong concerns that the funding was always running behind the costs and that there was no possibility of capping the amount of funding available without damaging the scheme and placing many young people at a disadvantage in being able to access leisure services and activities.
Members also wished to know whether the estimates for this year and forecasts for the following year will take into account when Easter holidays actually fall.
Funding for the scheme in the 2014/15 financial year would need to be discussed by the Children & Young People’s Working Group on 3rd March 2014 along with any measures that could be taken to reduce the cost of the scheme.

c) Cumbria Choral Initiative
This group draws singers and musicians from across Cumbria in order to stage works requiring large numbers of participants. It is seeking a funding contribution of £2,000 towards a performance of Britten’s War Requiem to be given in Kendal Parish Church in November 2014 as part of the commemoration of the First World War.
Members felt that given the remaining budgets available it would be difficult to justify supporting a single event and one which did not fit local priorities and therefore the feeling was that no funding should be offered.

d) Ulverston Festivals
Further to the application to the previous meeting the ASM had now, as requested by Members, obtained more information. The amount being sought to support the purchase of various items of capital equipment, e.g. a PA system, cabling, two-way radios, for use by the various festival organising groups in the town is between £4-6k. The application is made in the name of Ulverston Community Partnership, which would arrange storage of the equipment and its loan to each group as required. Insurance would be covered by the Town Council’s policy. In addition the Town Council has itself set aside £3-5k of funding.
Members thanked the ASM for the additional information and were reassured that the money would be well spent.
Recommendations
That Local Committee agrees to the following:

That a total of £3,000 be awarded to the Furness Line Community Rail Partnership towards funding of an economic study, provided that confirmation of match funding from other local partners is confirmed before funds are released. Funding to be split £1,500 from Economic Initiatives and £1,500 from General Provision

That £8,000 from funding set aside in General Provision for the Area Plan to be allocated to Young Persons Transport to address the shortfall in funding for the A2BNow scheme in the 2013-14 financial year.

That no funding be awarded to the Cumbria Choral Initiative towards its performance of Britten’s War Requiem in November 2014

That £3,000 from General Provision be awarded to Ulverston Community Partnership towards the purchase of equipment for use by the organising groups of the various festivals which take place in Ulverston throughout the year.

5. Local Committee Monitoring Report
Members considered the above report, which provides a progress update for ongoing projects and priorities and noted the following points:

i) Business Start up Support: Continue – Paul Dodson to report to next meeting of SPWG

ii) Kendal Business Improvement District: New board now appointed. Continue to monitor in light of impact on CCC as contributor to the scheme

iii) Economic Initiatives – Ulverston: A report on the Economic study relating to support for the expansion of GSK has been received by the Highways & Transportation Working Group

iv) Train Timetable and Rail Franchise: The ASM was asked to liaise with Jim Trotman and report to Local Committee as soon as possible on what needs to be done now to lobby for maintaining or increasing levels of service within the area, on the Furness and Windermere lines as well as the West Coast main line.

v) Ulverston Town Centre Bus Services: The ASM was asked to confirm with Transport the dates on which notice would have to be given to providers for the discontinuation of any service. Members felt that decisions on the future of these services should be taken into the county-wide proposal for bus services, since there was no longer any funding available form Local Committee to support it.
6. **Credit Union Update**

The ASM reminded members that Local Committee had already supported the study into the development of a Credit Union for South Lakeland from the outset in 2010 with £34k of funding and the services of a development worker (Gordon Henry). The ASM had been asked by members to work with the key partners (SLDC and South Lakes Housing, who have also both contributed funding) to ensure that concrete progress is now made by the Study Group Board towards getting a Credit Union established for South Lakeland. At a meeting held on 24th February 2014 the Study Group reported that a new member with significant financial expertise had been appointed to the board and that the group was now only £40k short of the target required to be able to submit an application to the Financial Services Authority to set up the Credit Union. This sum represented the anticipated running costs for the first three years of the scheme, after which it would be self-funding. The ASM advised members that SLDC would be considering a request of an additional £30k towards this shortfall to bring its support more in line with that of the county council. SLH are providing support in kind with hosting and administration facilities. The ASM highlighted that the £34k already committed by CCC cannot be unlocked until the shortfall is addressed.

Members felt that as the Barrow CU has already extended its coverage to include Ulverston and Grange then the South Lakeland group should focus on establishing a facility in the Kendal and Central Lakes area and then expanding out to cover the rest of South Lakeland once it was established and everything was working satisfactorily.

The ASM advised members that the Board had been given a deadline of June 2014 to submit their final proposal to the regulatory body. Whilst member support was not unanimous a proposal was made and seconded that, as the scheme was so close to being up and running, it should receive the support required to clear this last hurdle.

**Recommendation**

**That Local Committee agrees to:**

Allocate £10,000 from monies committed to the Area Plan to underwrite the first three years’ running costs of a South Lakeland Credit Union with the Board strongly urged to concentrate its initial efforts in areas of South Lakeland not currently covered, i.e. Kendal and Central Lakes.

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7) **2014/15 Financial Planning**

The ASM advised members that the discretionary budget available for members to allocate for the next financial year is £196,774. Of this, £25,000 will need to be the first call on the budget to cover the School Crossing Patrol SLA, leaving a balance of £171,774 to be divided between General Provision and 0-19 Services.

After much discussion, members suggested the following breakdown:

- **Community Support Grants:** £54,774
- **Economic Initiatives:** £30,000
- **0-19 Services:** £87,000
Recommendation
That Local Committee agrees the suggested breakdown for the 2014-15 budget

Date of Next Meeting:
Options for future meeting dates to be circulated to Members of the Working Group by the ASM/ESO
APPENDIX B

South Lakeland Local Committee
Strategic Planning Group
Grant Report

Meeting Date
28th February 2014

Name of Organisation
Furness Line Community Rail Partnership

About the Organisation

The Furness Line CRP was established in 2010. The line was granted Service Designation by the Rail Minister, in June, 2012, covering the line from Barrow-in-Furness to Carnforth with services running through to Lancaster and Manchester (and its airport). The key objectives are to promote the development of the line to benefit the communities and businesses along the route.

Project description and benefit to the community

There is a real possibility that the Furness line could be downgraded to a "branch line" with passengers having to change onto crowded trains at Lancaster. The CRP aims to keep Furness well connected to the national railway network.

A grant is needed as a contribution to a fund of at least £30,000 which would commission a study into the wider economic case for retaining a good quality train service along the Furness Line, including the through services to Manchester and its airport. Services along the line have been eroded over the past 20 years and this study will aim to make an economic case for future investment in the line and its train services.

The CRP will commission this study and will work with all stakeholders including the local authorities, train operating companies, business community and the rail industry. By making an economic case for future investment in the Furness Line, in the new 2016 franchises, the whole community along the line will benefit by having fast, good quality train services. This will benefit the tourism industry, global businesses like BAE and GSK, travel to work and education, and longer distance travel to Manchester and other major cities. With the necessary investment, the line will also help achieve a modal shift from road to rail transport.

An urgent start to the study is necessary as it needs to be completed in time for consultations on the renewal of rail franchises in the North, a process which will commence in the early summer of this year. The economic study will provide the evidence that can be fed into the bidding process.

The new franchise(s) for the line are due to come into operation in March, 2016. The specification of services, using evidence from the proposed economic study, needs to be fed into the bidding process during 2014/15.

The Strategy and Action Plan for the Furness Line is available in electronic format if needed.
### Draft Brief for a South Cumbria Rail Study

1.0 The Mission

To restore a high-quality through train service between Barrow-in-Furness and Manchester Airport to a frequency level that mirrors that of 20 years ago and accommodates the current and latent demand for rail travel in South Cumbria and Furness.

2.0 The Task

To identify and present quantifiable evidence that will influence government, future train operators, and other stakeholders, of the business case to provide a regular frequency of through train services between Barrow in Furness and Manchester Airport and to examine
the case for improvements to passenger services including the potential for including the line in the programme of rail electrification over the North West of England.

3.0 The Challenge

To undertake all necessary research with stakeholders, passengers, industry and potential users to construct a business case to be seriously considered in the re-franchising of the train service provision.

4.0 Background to Study

4.1 The programme of line electrification that has been committed for North West England over the next few years will dramatically improve rail services in many parts of the region. Train operators are already looking ahead towards the revised patterns of services they will have to run. This will result in the re-allocation of their train resources to best provide new services and relieve shortage of train capacity in various parts of the region. Although the Furness Line has historically been very much part of the North West express network, it is not included in the new electrification proposals, and the number of through trains between stations on the line and Manchester Airport has been heavily cut over recent years and it is feared that, as the electrification programme progresses, more cuts will be suffered until the line will just be a branch with no through trains.

The latest timetable that came into being in December 2013, which, with further changes to take place in May 2014, has raised very serious concerns in South Cumbria and Furness that through services to and from the Furness Line will be further seriously curtailed from 2016 when new rail franchises will commence for rail services in the North of England.

4.2 In recent months, several major industrial investments, expansions and developments have been announced in South Cumbria which will result in increased employment and population growth. Currently train services struggle to cope with demand and suffer serious overcrowding, not just at peak periods, but also throughout the day, so it is quite apparent now that the level of service will not be fit for purpose as this new growth settles in.

4.3 A general review now appears appropriate in response to very real changes in usage patterns arising from changes in the local economy. The division of services between two operators on the Furness Line has created serious imbalances in quality and capacity, as well as depriving the line of a regular hourly service through the day. However, this division does provide a local stopping service for all stations and a semi-fast service, with much newer trains, connecting the main stations to Lancaster, Preston and Manchester.

5.0 Scope of Study

5.1 The study should collect information on the following –

- an analysis of present patterns of passenger journeys, with special attention to passenger traffic to and from points beyond Lancaster; to identify main purposes of travel and characteristics and profiles of passengers.
- present attitudes of the major employers in the catchment area of the Furness line towards its use for business and other travel including leisure and tourism.
- present promotion of the line and its reach and effectiveness (how many line users, other visitors and local non-users are aware of it?).
- significance of journey times and connectivity at Lancaster, Preston and Barrow.
scale and impact of developments in the local economy, new employment and housing, educational, health service and other factors, and their potential for increasing line usage.

5.2 It should identify –
- what the real needs of the users are, existing and potential.
- the present hidden market, including passengers deterred from travelling by lack of through services, poor connectivity with other services, and overcrowded and outdated trains.
- the potential further markets for the line, in Cumbria and beyond,
- how promotion of the Furness line can more effectively reach new potential markets.
- the issues of integrating better long-distance services to and from the Furness Line with proposed service improvements across the North West,
- opportunities for linked and integrated feeder services for communities and tourist destinations not directly on the line of route and how they may be operated and sustained.

6.0 A Strategy for the Future

6.1 The Study should put forward a strategy in two parts dealing with –
- proposals to resolve the immediate issues of loss of through trains off the line, potential loss of high quality rolling stock on regional services and the inadequate train capacity.
- the longer term i.e. the provision of better services, better trains, more through services, including a case for electrification, increased line speeds and other improvements, and how these can be achieved and supported economically and financially – and re-integrated with the pattern of services in the North West.

7.0 Potential Sponsors of the Study

7.1 Following a well supported conference in Barrow during January, the following organisations have so far been invited to contribute towards the cost of the Study:

- GlaxoSmithKline
- BAE Systems
- Centrica Energy
- Invest in Cumbria
- Marl International
- Siemens
- Britain’s Energy Coast
- Cumbria Local Enterprise Partnership
- First TransPennine Express
- Northern Rail
- Direct Rail Services
- Windermere Lake Cruises
- Cumbria County Council
- Barrow Borough Council
- South Lakeland District Council
- Lake District National Park Authority
- Cumbria Tourism
- Town and parish councils

7.2 Contractual and financial responsibilities for the Study will rest with Cumbria County Council.

8.0 Expressions of interest

8.1 Suitable Consultants with previous experience of similar work undertaken elsewhere in the UK are being identified and invited to submit proposals for carrying out the study on behalf of its Management Team. These proposals should state the proposed approach to study,
provide details of other similar work, and details of the staff who would undertake the exercise. The Study Management Team anticipates having funds available of about £30,000.

8.2 Proposals will be considered by a small steering group and a recommendation for appointment put forward to a wider consultative group (including the major sponsors of the study) to whom the preferred consultant will also make a presentation of the interim results before preparation of the final report.

9.0 Timescale

9.1 It is vital that the results of the study shall be ready to assist with responses to the expected consultations as part of the refranchising of rail services in the North.

9.2 The main study stages are currently seen as –

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<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>Mid-February</td>
<td>Agree draft brief</td>
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<tr>
<td></td>
<td>Initial contact with potential consultants</td>
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<tr>
<td>End February</td>
<td>Agree final brief</td>
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<tr>
<td></td>
<td>Formally invite bids</td>
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<tr>
<td>Mid-March</td>
<td>Interviews and appointment of consultants</td>
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<td></td>
<td>Study commences</td>
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<tr>
<td>Mid-May</td>
<td>Review of initial results</td>
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<td>Early June</td>
<td>Completion of final report</td>
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10. More information

10.1 For more information and discuss your proposals, please contact

Peter Robinson Chair, Furness Line Community Rail Partnership
1 Oversands, The Esplanade
Grange-over-Sands LA11 7HH
phone: 01539 534 842
email: pwr@clara.net
APPENDIX C – Ulverston Community Partnership

ULVERSTON FESTIVAL TOWN: A SUSTAINABLE FUTURE.

Summary
Ulverston has become an important centre for advanced manufacturing in South Lakeland and Cumbria. The town centre must continually raise its game to support the growth of companies like GlaxoSmithKline, Siemens, Forge Europa, Tritech, Oxley’s, Marl and others as they in turn seek to attract skilled employees to the area and develop a local apprentice programme.

Ulverston does this by working continually to support a vibrant town centre and providing an attractive place to live with local independent shops and an enhanced cultural offer for the community as a whole.

The town is currently preparing a Business Improvement District which could provide additional welcome funds to improve the town centre from 2015 subject to a successful ballot.

The town council understands that it needs to support economic development by ensuring that the town and local area is successful and thriving. It is seeking support to add value to the existing festival and events programme in advance of the BIDS ballot, to market and support existing events and a new and emerging programme. All festivals are encouraged to become more sustainable and they are run by volunteers with no paid staff.

An example of this is the Dickensian Festival which costs £25,000 pa to run and manages to generate sufficient income streams to ensure that nearly all of these costs are covered. Clearly this is not possible for all events and festivals, but all are encouraged to reduce the funding gap by being as creative as possible.

The festival volunteers already own some equipment including a trailer stage and market stalls. The purchase of additional equipment to compliment this is important to sustainability in the future. Hiring equipment every year is an additional burden on over stretched budgets.

Capital
• Provision of capital equipment to support existing and new festivals: Portable PA system; additional armoured cabling. Portable first aid equipment; two way radios + base station.

New Events
• Incredible Edible Ulverston. Following the success of the Incredible Edible project in Todmorden, we want to make Ulverston the first town in Cumbria to become an Incredible Edible town. The aim is to provide good local food for all, working from field to classroom to kitchen, promoting locally grown food, working with allotment holders and schools, selling produce on the outdoor market and engaging more people with local food. The project will be spearheaded by the Ford Park Community Group.
- **Another Fine Fest.** An event to celebrate the birthday of Ulverston’s most famous son, Stan Laurel. This will be music and comedy festival based on entertainment in as many venues in Ulverston as possible, plus outdoor street entertainment with an enhanced market offer.

- **Sportive Ulverston.** We aim to make Ulverston a centre for cycling with a new event classic cycling event planned for July 2014. There is also potential for a Tour de Albert – to link with our twin town of Albert in France.

**Marketing.**
- The town produces an annual events leaflet. The aim for 2014 is to produce more and distribute them more widely. In addition we wish to make changes and improvements to the Ulverston Festival Town website.

**Costs:**

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<th>PA £2,500</th>
<th>First Aid: £75.00</th>
<th>Cabling: £250.00</th>
<th>2 way radio £2,000.00</th>
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<tr>
<td></td>
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<td>Support for events</td>
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<td>Marketing and Improvements to the Festival town website</td>
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£3,500 has been contributed to the project from Ulverston Town Council.
Appendix D – Cumbria Choral Initiative

Community Grant Report & Recommendation

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<th>Ref No.</th>
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<tr>
<td>Group Name</td>
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<tr>
<td>Area Engagement Officer</td>
<td>Kelly Alty</td>
<td></td>
</tr>
<tr>
<td>Engagement Support Officer</td>
<td>Gae Hicks</td>
<td></td>
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<tr>
<td>Amount Requested</td>
<td>2,000</td>
<td>Total Project Cost 17,850</td>
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APPLICATION REPORT

Application Summary / Evidence of Community Support
The Cumbria Choral Initiative consists of singers and instrumentalists who promote large scale performances of choral works. The initiative works with existing choirs and organisations in partnership to present choral music on a scale not usually attainable by smaller local groups; in particular to try and engage young people and soloists to make choral singing more accessible and audience friendly.

On November 8th, 2014 the Cumbria Choral Initiative is promoting a headline performance of Benjamin Britten’s epic work the “War Requiem”. This will form part of the local community’s commemoration of the centenary of the beginning of the First World War and in tribute to those who made the ultimate sacrifice. The performance will be held in Kendal Parish Church which holds up to 600 people. The performance will consist of a choir of 120 adult singers plus a young people’s choir of approximately 40 people provided by the Amabile singers of Kendal.

It is hoped that the performance will underline the role of World War 1 within the 20th century and bring home to the listeners, and in particular the younger generations the horror and futility of conflict as well as being a memorial to those who died.

Strategic Fit

How does the project fit with CCC plan, Local Committee priorities and/or other council strategies?

Council Plan
This project would fit with the key aspirations for Cumbria as identified through the Council Plan under the following headings:
  - To enjoy an independent and healthy life
  - A great place to be a child and grow up

South Lakeland Area Plan
This project would also contribute towards the Health & Wellbeing priority identified in the South Lakeland Area Plan 2012-14.

<table>
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<td>□</td>
<td>✓</td>
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</table>
**Breakdown of Project Costs** (supported by estimates)

Total Expenditure has been estimated to total £17,858.00, this will incorporate accompanists, music hire, orchestral scores, production of posters and programmes, rehearsal venue costs, room hire and staging.

**Details of Match Funding** (where necessary)

Brian Lancaster Trust - £500

Applications have also been submitted to SLDC, Arts Council, Heritage Lottery Fund, Hadfield Trust, Sir John Fisher Foundation, Frieda Scott Trust - outcomes are pending

It is envisaged that Subscriptions will raise £2,500 and the sale of tickets and programmes will raise £5,000.

Any additional shortfalls once funding outcomes are decided will have to be met from the Choral Initiatives savings plus additional fundraising activities.

<table>
<thead>
<tr>
<th>Previous CCC Funding</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grant Amount Recommended:</strong></td>
<td>£2,000 – subject to the necessary supporting information being provided as per audit requirements.</td>
</tr>
</tbody>
</table>

**Officer Signature: Kelly Alty** | **Date: 26th February, 2014**
## PROPOSED LOCAL COMMITTEES BUDGETS 2014-15

<table>
<thead>
<tr>
<th>Allerdale</th>
<th>Barrow</th>
<th>Carlisle</th>
<th>Copeland</th>
<th>Eden</th>
<th>South Lakeland</th>
<th>TOTAL Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
<td>£</td>
</tr>
<tr>
<td>Total for Discretionary Budget, incorporating General Provision, School Crossing Patrols and 0-19 Services</td>
<td>213,981</td>
<td>157,070</td>
<td>222,526</td>
<td>147,359</td>
<td>101,108</td>
<td>196,774</td>
</tr>
<tr>
<td>Neighbourhood Development-Area Support Teams</td>
<td>116,857</td>
<td>87,798</td>
<td>129,772</td>
<td>86,307</td>
<td>64,327</td>
<td>128,778</td>
</tr>
<tr>
<td>Money Advice - CAB</td>
<td>66,570</td>
<td>57,060</td>
<td>53,890</td>
<td>57,060</td>
<td>34,870</td>
<td>47,550</td>
</tr>
<tr>
<td>Sandgate Hydrotherapy Pool</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>44,000</td>
<td>44,000</td>
</tr>
<tr>
<td>Non Highways Revenue Total</td>
<td>397,408</td>
<td>301,928</td>
<td>406,188</td>
<td>290,726</td>
<td>200,305</td>
<td>417,102</td>
</tr>
<tr>
<td>Highways Revenue Total</td>
<td>1,177,262</td>
<td>754,220</td>
<td>1,366,694</td>
<td>648,803</td>
<td>746,009</td>
<td>1,152,012</td>
</tr>
<tr>
<td>Total proposed budget allocations 2014/15</td>
<td>1,574,670</td>
<td>1,056,148</td>
<td>1,772,882</td>
<td>939,529</td>
<td>946,314</td>
<td>1,569,114</td>
</tr>
</tbody>
</table>
## Appendix F

### South Lakeland Local Committee - Monitoring to February 2014

#### COMMUNITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>ELECTORAL DIVISION</th>
<th>DATE AGREED</th>
<th>ISSUE/DESCRIPTION</th>
<th>OUTCOMES/OUTPUTS</th>
<th>CURRENT STATUS/ INFORMATION</th>
<th>COST/ BUDGET (£) TO LOCAL COMMITTEE</th>
<th>RESPONSIBLE OFFICER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>All</td>
<td>16(^{th}) March 2012</td>
<td>Business Start-up Support</td>
<td>To provide support to new business start ups to secure their long term future</td>
<td>Regular updates on progress required.</td>
<td>£15K Economic Initiatives</td>
<td>P Dodson</td>
</tr>
<tr>
<td>2</td>
<td>All</td>
<td>January 2014</td>
<td>Business Improvement District</td>
<td>Successful Kendal Business Improvement District</td>
<td>On-going interest from Local Committee re. the development of the BID and its impact on the economic growth of the town. £5K contributed in 2012 to support the creation of a Kendal BID.</td>
<td>K Johnson/ Paula Scott</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>All</td>
<td>16(^{th}) November 2012</td>
<td>Economic Initiatives</td>
<td>Support for the expansion of Glaxo Smith Kline, contributing towards</td>
<td>£20K contribution towards an Ulverston Economic Study. Update from Highways</td>
<td>£20K Ulverston Economic Study;</td>
<td>K Johnson Tel: 713157</td>
</tr>
<tr>
<td>ITEM</td>
<td>ELECTORAL DIVISION</td>
<td>DATE AGREED</td>
<td>ISSUE/DESCRIPTION</td>
<td>OUTCOMES/OUTPUTS</td>
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<tr>
<td>4</td>
<td>All</td>
<td>24&lt;sup&gt;th&lt;/sup&gt; May 2012</td>
<td>Citizens Advice Bureau</td>
<td>Help people to get out and stay out of debt</td>
<td>Regular updates on progress required – last Nov 2013, next May 2014</td>
<td>£47,550 Money Advice Contract</td>
<td>J Rasbash Tel: 01228 226639</td>
</tr>
<tr>
<td>5</td>
<td>All</td>
<td>24&lt;sup&gt;th&lt;/sup&gt; May 2012</td>
<td>Sandgate Hydrotherapy Pool</td>
<td>Improve the health and mobility of people with disabilities</td>
<td>ASM working with Trustees and Children’s Services to identify activity to enable greater sustainability of the pool. 1&lt;sup&gt;st&lt;/sup&gt; workshop held on 27/11/12. Regular updates on progress to be provided. Agreed to commit surplus within the Sandgate Pool budget to contribute towards replacement boiler ASM continues to support the trustees with assistance from the Communications team to</td>
<td>£33K (Revenue) £11K (Capital) Sandgate Pool</td>
<td>K Johnson Tel: 713157</td>
</tr>
<tr>
<td>ITEM</td>
<td>ELECTORAL DIVISION</td>
<td>DATE AGREED</td>
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<td>CURRENT STATUS/INFORMATION</td>
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<td>RESPONSIBLE OFFICER</td>
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<tr>
<td>6</td>
<td>All</td>
<td>20\textsuperscript{th} September 2012</td>
<td>Train timetable and rail franchise</td>
<td>South Lakeland continues to have excellent rail access to all parts of the country</td>
<td>Efforts being made to influence developments and maximise potential benefits for the rail network in Cumbria. Member input to be provided into the forthcoming consultation into the TransPennine Express and Northern Rail re-franchising when invited to do so by the Integrated Transport Team Regular reports on the rail agenda to be presented directly to the Local Committee to ensure members are kept updated.</td>
<td>Influence only</td>
<td>Jim Trotman</td>
</tr>
<tr>
<td>7</td>
<td>Ulverston East &amp;</td>
<td>18\textsuperscript{th} January,</td>
<td>Ulverston Town Centre Bus Service</td>
<td>Transport Services targeted to community</td>
<td>Funding towards a 6 month trial merging the Bus Services</td>
<td>£3,130 General</td>
<td>K Johnson/ Cowperthwaite</td>
</tr>
<tr>
<td>ITEM</td>
<td>ELECTORAL DIVISION</td>
<td>DATE AGREED</td>
<td>ISSUE/DESCRIPTION</td>
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<td>COST/BUDGET (£) TO LOCAL COMMITTEE</td>
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<td>---------------------</td>
</tr>
<tr>
<td>8</td>
<td>Ulverston East &amp; Ulverston West</td>
<td>26th September 2013</td>
<td>Business Improvement District</td>
<td>To support Ulverston Town Council to pursue a Business Improvement District</td>
<td>Regular updates on progress required.</td>
<td>£5K Economic Initiatives</td>
<td>K Johnson/ Jayne Kendall</td>
</tr>
<tr>
<td>9</td>
<td>Kendal and Ulverston</td>
<td>25th November 2013</td>
<td>School Crossing Patrol Site Assessments at Sedbergh Road, Hayfield Avenue (Kendal) and Springfield Road (Ulverston)</td>
<td>Improved road safety around local schools</td>
<td>Findings to be presented to a future SPG</td>
<td>£6,663 School Crossing Patrol</td>
<td>K Johnson</td>
</tr>
</tbody>
</table>
SCHOOL CROSSING PATROLS – SERVICE LEVEL AGREEMENT FOR 2014/15
WITH SOUTH LAKELAND LOCAL COMMITTEE

The 2014/15 agreement will continue to embrace the following service aspects:

- **Training** – all school crossing patrols will continue to receive refresher road safety training, including an update on current road traffic legislation as it relates to their role.

- **Customer Care** – all school crossing patrols will continue to receive guidance on the importance and benefits of customer care with particular reference to the needs of children and accompanying adults.

- **Uniforms and equipment** – the requirements of all school crossing patrols are continually assessed to ensure that they comply fully with current legislation. Statutory items of uniform (hat and coat) and equipment will be issued accordingly.

- **Management activities** – Orian Solutions Ltd will pay all salaries and standard employment costs for each individual crossing patrol and recruit any replacements as directed. We will continue to liaise with associated schools to ensure effective absence cover where possible and information to parents. We will also work closely with schools to make the crossing patrol service sufficiently flexible to accommodate any changes to departure or arrival times for breakfast clubs, after school clubs and special events.

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

**Legal information**

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

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

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

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

School crossing patrols in South Lakeland

<table>
<thead>
<tr>
<th>School</th>
<th>Additional crossing facility</th>
<th>Filled (F) or vacant (V) post</th>
<th>Weekly hours/mins</th>
</tr>
</thead>
<tbody>
<tr>
<td>1  Broughton CE School (Keplewray)</td>
<td>None</td>
<td>F</td>
<td>5.50</td>
</tr>
<tr>
<td>2  Burlington School (School Road)</td>
<td>None</td>
<td>F</td>
<td>5.00</td>
</tr>
<tr>
<td>3  Croftlands Infant School (Oakwood Drive)</td>
<td>None</td>
<td>F</td>
<td>9.10</td>
</tr>
<tr>
<td>4  Sir John Barrow/Former Dale Street Infant School (Lund Terrace)</td>
<td>None</td>
<td>F</td>
<td>7.30</td>
</tr>
<tr>
<td>5  Ghyllside School (Lyngarth Drive)</td>
<td>None</td>
<td>V</td>
<td>5.00</td>
</tr>
<tr>
<td>6  Heron Hill School (Hayfield Avenue)</td>
<td>None</td>
<td>F</td>
<td>5.00</td>
</tr>
<tr>
<td>7  St Mary’s School (Springfield Road, Ulverston)</td>
<td>None</td>
<td>F</td>
<td>7.30</td>
</tr>
<tr>
<td>8  St Patrick’s School (Gatebeck Road, Endmoor)</td>
<td>None</td>
<td>F</td>
<td>6.15</td>
</tr>
<tr>
<td>0 sites</td>
<td>1 vacant</td>
<td></td>
<td>51.15</td>
</tr>
</tbody>
</table>

Vacant Posts – February 2014

5. Ghyllside School (Lyngarth Drive) vacant since 17.01.14

All 8 sites for 38 academic weeks during 2014/15 @ £13.84 per hour = £26,953 per annum + VAT

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

Crossing Patrol sites vacant for 3 years or more which the Local Committee may wish to consider for disestablishment from 1 April 2014