COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN

Minutes of a Meeting of the County Council Local Committee for Eden held on Wednesday, 30 November 2016 at The Control Room, Cumbria Fire & Rescue Service HQ, Penrith

PRESENT:

Miss HJ Fearon (Chair)
Mr T Wentworth Waites
Mr M Stephenson (Vice-Chair)
Mrs O Bateman
Mrs PA Bell
Mr N Hughes
Mrs M Robinson
Mr GB Strong

Also in Attendance:-

Mr K Crawley - Traffic Management Team Leader (East)
Mrs J Currie - Senior Democratic Services Officer
Dr D Freake - Director of Strategy North Cumbria University Hospitals NHS Trust
Mr S Green - Parking Team Leader
Mr A Shields - Parking Manager
Mr D Spence - Highways Network Manager (Eden)
Mr N Wright - Area Manager - Eden

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

56 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mrs H Carrick.

57 DISCLOSURES OF INTEREST

There were no disclosures of interest on this occasion.

58 EXCLUSION OF PRESS AND PUBLIC

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

59 PUBLIC PARTICIPATION

There were no public questions, petition or statements made on this occasion.
60  MINUTES

RESOLVED that the minutes of the meeting held on 27 September 2016 were agreed as a correct record and signed by the Chair.

61  PRESENTATION - SUCCESS REGIME

Debbie Freake Director of Strategy for North Cumbria University Hospital NHS Trust gave members a presentation on the Success Regime ‘Healthcare for the Future’ Public Consultation. The presentation covered:-

- The Consultation
- The Challenges
- Integrated Care Communities
- Potential Service Changes
- Children’s Services
- Maternity Services
- Community Hospital Inpatient Beds
- Emergency and Acute Care
- Local NHS Financial Position

The Chair opened the floor to questions and comments from members.

The local member for Alston and East Fellside was disappointed that Sir Neil McKay was not in attendance today, although she understood he was ill. The Director agreed to pass this comment on to Sir Neil McKay.

She explained that the public in Alston and the surrounding areas were extremely concerned about the possibility of losing the beds in the Community Hospital. She felt that the consultation was flawed in that it did not adequately consider all the options available for the future of the hospital/beds in Alston. The community had a number of ideas and possible solutions to enable the beds to stay and she hoped this would be seriously considered by the Success Regime before any decisions were made.

The Director said that a conscious decision had been made by the Success Regime not to include options which they felt were inappropriate. However, she accepted that the work of the community within Alston and the suggestions which were coming forward were being well received within the Success Regime. The community had some really interesting and innovative ideas which were rapidly taking shape.

One of the members commented that he felt the consultation and information available was somewhat complicated for the public to understand. All the public were really interested in was that, if needed, they could be treated close to home, and that the access to this care was simple and easy to understand.
The Director accepted that joining up all the elements needed was a real challenge. The Success Regime was trying to develop a plan which stopped those in need ‘bouncing into services’ by reducing hospital admissions and providing support to stop people becoming ill in the first place.

Members were aware that a senior officer from the Partnership Trust had commented that the NHS may make efforts to mitigate transport issues for people accessing hospitals and asked how this might be done.

The Director said she had chaired a Transport Working Group recently a number of options to mitigate transport issues had been proposed. However, the papers from the working group were still being finalised and were not yet in the public domain. All she could say was that there a number of creative proposals coming forward.

The local member for Alston asked for clarification on how patients in Brampton and High Hesket would be treated and which geographical areas they would come under. Currently these practices covered both Carlisle and Eden.

The Director was not sure of the answer to this and agreed to investigate and let the local member know.

Members felt that the whole consultation could have been better handled by the Success Regime, and that the information received from the Director today was informative.

Members had concerns about the rising demographic of the elderly within Eden. Figures were increasing and many elderly residents did not always have family support. How would this be resolved.

The Director said it was likely that this would be provided by early assessment, district nurses, LA services (reablement, Technology, etc), working better as a system (get people early). It was felt that currently it was left until it was too late and hospital admission was the only option.

The Chair asked if any discussion had been taking place with Cumbria County Council, as some of the proposals discussed sounded like shifting responsibility from the NHS to the local authority, which was already suffering severe budget pressures and was unlikely to have the money to supplement NHS deficiencies. The Director replied that the Success Regime was in close discussion with Cumbria County Council and the Chief Executive and Corporate Director, in particular.

The Chair asked the Director which wards in the acute hospitals would actually lose beds once the reductions were implemented. She replied it would be across all of the hospitals.

The Chair also sought clarification on what would happen to elderly people who had no one to look after them at home and who did not have any of the new community support in place if they needed to go in to hospital. She replied that there would always be beds in a scenario such as this.
It was AGREED that the Area Manager would formulate a response to Success Regime on behalf of the local committee and in conjunction with the Chair to feed into the wider county council response (Action: NW).

The Chair thanked the Director for attending today to give the presentation on behalf of the Success Regime and answering the questions raised by members.

62 2016/17 - HIGHWAYS BUDGET/PROGRAMME PROGRESS REPORT

Members considered a report from the Corporate Director – Economy and Highways, which presented information on the Highways Revenue, Devolved Capital and Non-Devolved Capital budgets and programmes.

The original Highways Revenue budget allocation for 2016/17 was £746,009. This was reduced by carried forward overspent balances from 2015/16 of £38,042 giving a spending limit of £707,967. The allocation of funding to the various budget activities was agreed by this Committee at its meeting on 23 March 2016.

Works ordered against the Revenue budget were delivered through a combination of the in-house workforce for Better Highways, street lighting and drainage cleansing, and external contractors for verge maintenance, road markings and traffic signals maintenance.

The Devolved Highways Capital budget was currently forecast to be overspent at the year end, by around £39,000, and officers would take steps to manage the budget over the remainder of the year with the aim of producing a balanced budget at the year end.

Part of the highways capital programme uses budgets which were not devolved to this committee. These programmes included works on the Principal Road Network, Engineering Safety Schemes, Bridges and Structures.

An additional allocation of £303,384 from the DfT’s Pothole Action Fund was included in the Non-Devolved budget. This budget was for use within the Eden area to repair potholes or to carry out works to prevent the formation of potholes.

The local member for Greystoke and Hesket raised an issue in relation to the gritting of the road through Catterlen, between the B5305 and Newton Reigny. Currently this road was a Priority 4 and as such was provided with heaps and grit bins for self-help purposes. However, the local member was aware that there was now a school bus which travelled this route and he had received concerns about the suitability and safety of the route during winter conditions.

The Network Manager explained that Cabinet reviewed the highways winter service annually, and sets the policy for the service. In 2012, Cabinet agreed to the inclusion of a specific list of scheduled bus routes into our P1 and P2 routes, the criteria for inclusion being at least two buses a day for at least five days a week.
The local committee felt that school bus services could also match that criteria, and therefore also ought to be included in P1 and P2 routes.

Members asked that this issue be raised with Cabinet to see if a solution could be brokered. If this was not possible members may consider a referral from Eden Local Committee to Cabinet. This was AGREED.

RESOLVED that members note the report.

63 DRAFT DEVOLVED HIGHWAYS CAPITAL PROGRAMME 2017/18

Members had before them a report from the Corporate Director – Economy and Highways, which sought approval in principle of the Draft Devolved Highways Capital Programme for 2017/18.

The devolved Highways Capital Programme comprised Non-Principal Road Network (NPRN) Structural Maintenance Works, Road Lighting Column Replacement and Minor Highway Improvements, including traffic regulation orders and traffic management works.

The NPRN Programme was intended to maintain and improve the condition of the non-principal road network, which totalled around 1,650 km in the Eden area.

The condition of the NPRN was assessed by condition surveys, either Coarse Visual Inspections or Scanner (automated surveys by vehicle mounted laser equipment). These surveys were used to identify defective road surface conditions, and inform or confirm the specific sections of road included in the forward programme for treatment.

The worst sections of carriageway were then assessed as individual schemes to calculate a Priority Assessed Score. This combined assessment process enabled funding to be prioritised and aimed at treating those sections of road which attract the greatest use and those that are in greatest need.

The government, through the Department for Transport (DfT), had changed the way it would allocate highway maintenance funding to local authorities. From 2016/17 an increasing percentage of the allocation would come from an Incentive Fund formula, measured on the progress an authority had made in developing and delivering an asset management based approach to the maintenance of its highways infrastructure.

The Incentive Fund required Local Authorities to self-assess their current position against a number of specific criteria, and in doing so would grade themselves at Level 1, 2 or 3, with Level 1 being the poorest performing and 3 the highest. For 2017/18, it was expected that authorities in Level 3 would receive the same level of funding as in 2016/17, with Level 1 and 2 authorities seeing a reduction in allocation. Cumbria County Council was working to achieve Level 3 by 2017/18.
The report made no recommendations at this stage about the split of the overall devolved highways budget allocation for 2017/18 between the various work headings. It was anticipated that highways budget allocations for 2017/18 would be determined by Cabinet in early 2017. A further report would be presented to the meeting of this committee in March 2017 and members would be requested to confirm the highways programme and budget allocation split at that time.

**Surface Treatments.**

The surface treatment programme formed a significant part of the NPRN Structural Maintenance programme, and the proposed programme for 2017/18 was shown in Appendix 1 of the report. The list of surface treatment sites represented an ambitious programme of work which was dependent upon adequate funding being made available. Any sites which cannot be funded in 2017/18 may be included in future years’ programmes.

**Carriageway, Footway and Drainage schemes**

The proposed lists of identified carriageway and drainage schemes were shown in Appendix 2 of this report, and footway schemes in Appendix 3, and represent at least a three year forward programme at current levels of funding. Schemes were shown in a prioritised order based on a priority assessed points score process. The lower priority schemes would form the basis of future years’ programmes, and would be subject to annual review.

**Minor Structural Repairs**

This funding was spent on planned permanent repair patching and minor drainage works that enhanced the life of the highway. The budget was used to support permanent repairs identified through highways safety inspections, and also to fund a timely response to small scale highway drainage issues.

**Traditional Fingerpost Signs**

It was proposed to continue the ongoing programme of repairs and renovations to traditional cast iron direction signs, which began in 2013/14. Good progress had been made on this programme in the current year.

**Road Lighting Column Replacement**

It was proposed to continue the programme to replace weak, corroded and damaged road lighting columns and illuminated traffic sign posts. This would also provide an opportunity to design lighting layouts to modern standards of illumination. Non-destructive testing of a proportion of the lighting stock was being undertaken in the current year, and the results of these tests would inform the column replacement programme for 2017/18 and beyond.
The proposed programme for 2017/18 would ensure that the County Council was working towards improving the greatest amount of failing road network as well as protecting the remainder of the Council’s highway assets through significant investment in preventative maintenance.

The Network Manager informed members about the Infrastructure Recovery Programme (IRP) which would deliver repairs to bridges, structures, carriageways and slopes over the next three years. Work was progressing well on developing the countywide IRP programme of works for 2017/18 which was likely to include a significant investment in infrastructure works in Eden. The Network Manager also reported that there was a possibility of accelerated spend which would see number of IRP carriageway surfacing projects brought forward for delivery before the end of March 2017. The full details of the programme were still awaited and the Network Manager AGREED to notify members once further details were known (Action: DS).

RESOLVED that the draft devolved Highways Capital Programme for 2017/18 be approved in principle as detailed in the attached Appendices 1, 2, 3 and 4 pending confirmation of budget allocation for 2017/18.

64 EDEN TRO CONSOLIDATION - PROPOSED CHANGES TO PARKING RESTRICTIONS AND INTRODUCTION OF WAITING RESTRICTIONS

The local committee considered a report from the Corporate Director – Economy and Highways which advised members of the outcome of the statutory advertisement of the Order referred to at paragraph 3.1 of this report regarding proposals to amend parking restrictions within Kirkby Stephen; introduce new prohibition of waiting restriction within Kirkby Stephen and Church Brough; and to create a new School Keep Clear restriction within Great Asby.

Consultation had been carried out on these proposals and the responses were included with this report for members’ consideration and determination. A copy of the Notice which summarised the proposals was attached as Appendix 6 to this report.

The highway authority received requests and comments regarding the installation of waiting restrictions from various sources as well as reviewing restrictions and orders on an ongoing basis. This process allowed for concerns to be addressed as they arose and for existing restrictions to be updated as traffic behaviour and patterns change.

Following concerns being raised by Asby Parish Council, regarding obstructive and inconsiderate parking outside Asby Endowed School, it was proposed that “No Stopping on School Keep Clear Markings, Monday – Friday, 8.30 am – 4 pm” restrictions be implemented in order to keep the entrance to the school clear of parked vehicles.
Following consultations, Asby Parish Council requested that the proposal not progress any further than initial consultations as local opinion did not favour formal restriction within the village. Accordingly the proposals did not form part of the advertised Order, however, a plan showing the location and extents of the abandoned proposal can be found in Appendix 2 to this report.

A desire for the introduction of new waiting restrictions to be introduced within Church Brough was identified as a result of requests being received from Brough Parish Council. During peak tourist times, vehicles were regularly parked at inappropriate locations throughout the village, often making it difficult for other vehicles to pass. The proposal was therefore to introduce new lengths of "No Waiting at Any Time" restrictions on both sides of the carriageway at the locations of the two turning heads within the village.

No unresolved objections were received to this proposal during consultations. The location and extents of these proposals were shown in Appendix 3.

A request for the introduction of new waiting restrictions to be introduced on Silver Street, Kirkby Stephen was received from Kirkby Stephen Town Council and members of the public. Vehicles were regularly parked on the northern side of Silver Street, significantly reducing traffic flows at the location of the A685/Silver Street mini-roundabout. This junction accessed a number of facilities that were required to be serviced by heavy vehicles, including Kirkby Stephen Grammar School and the Auction Market. The proposal was therefore to introduce a new length of “No Waiting; Monday to Friday inclusive, 8:30am – 4:30pm” restriction the northern side of Silver Street from its junction from the A685 to its junction with Redmayne Road. One objection was received during formal consultation, detailed in Appendix 1 of this report. The location and extents of the proposal is shown in Appendix 4.

Kirkby Stephen Town Council had also made a request to amend existing seasonal parking restrictions within Kirkby Stephen. Currently, parking restrictions within Kirkby Stephen only applied between Good Friday and 31st August, making all on-street parking within the town unrestricted during the period outside of those dates. The result of this was that long stay parking occurred at town centre locations, reducing parking turnover and having a perceived negative effect on passing trade.

It was therefore proposed, that the existing parking restrictions be amended so they applied all year round, removing the parts of the Traffic Regulation Order (TRO) that made reference to Good Friday to 31st August. The proposal also included changes to the hours of the day to which restrictions would apply; shortening the period of restriction from 8am – 6pm to 9am - 5pm. One representation was received during consultation, detailed in Appendix 1 of this report. The location and extents of these proposals are shown in Appendix 5.

RESOLVED that having taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984, which are specifically referred to at paragraph 7.2 of this report, that Members agree that The County of Cumbria (Various Roads, District of Eden) (Consolidation and Provision of Traffic Regulations) Order 20<< (“the Order”) be brought into operation, as advertised.
The local committee considered a report from the Corporate Director – Economy and Highways, which informed members of the Eden Local Committee of the Multi-Agency Strategic Coordination Group (MASCG) arrangements that were carried out during the 2016 Appleby New Fair and sought agreement from the local committee for specific issues that the County Council could contribute towards for the 2017 Appleby New Fair.

Appleby New Fair occurred in the first week of June every year. It was one of the very few annual events that occurred in the County that had no recognised Organiser. In 2008 the key agencies affected by the Fair formed a Multi-Agency Strategic Coordination Group (MASCG) to develop an operational plan to provide coordinated community leadership. However, while MASCG had an overall coordinating role for community leadership issues, it does not have direct responsibilities for the Fair itself, which was a gathering from the gypsy and traveller communities with visitors and tourists coming to witness it.

It was generally considered that the multi-agency management of the 2016 event was successful with no major issues arising, associated with Fair traffic and encampment. Feedback received from communities in the Appleby and Kirkby Stephen divisions following the 2016 event had been largely positive, with only minor requests, regarding alteration of existing measures, being made for the 2017 event.

In accordance with the Eden TRO, One Way Traffic and Prohibition of Motor Vehicles restrictions were implemented on a number of streets within Appleby-in-Westmorland and the surrounding area for the duration of the Fair. To afford pedestrians protection from horses being led between the River Eden and Fair Hill, temporary barriers are installed on The Sands, which was also subject to a road closure during daytime hours (variable), throughout the Fair.

Temporary barriers, warning notices and regulatory signs associated with prohibition of movement restrictions, including a temporary order to restrict the movement of pedestrians, were erected at each end of the ‘Flashing Lane’. Grass cutting and verge clearance operations were carried out along Long Marton Road to discourage the tethering of horses along the length of verge that was anticipated to be used by pedestrians. The measures implemented in 2016, namely the installation of pedestrian barriers, proved to be unpopular with Fair attendees and were vandalised during the event.

Measures for 2017 were being investigated by the MASCG Traffic Management sub group, it was likely that less restrictive measures, closer to those implemented during the 2015 event, would be recommended for future Fairs. There was a desire within MASCG to implement permanent physical measures along the length of the ‘Flashing Lane’, specifically a surfaced footway, in order to provide adequate pedestrian facilities and minimalise the risks associated with the mixing of pedestrian and equestrian traffic.
Over the last few years the cost of managing Appleby Fair had escalated. The budget for 2015 was £25,000 based on 2014 expenditure, with a highways revenue commitment of £45,066. It was anticipated that 2015 saw the peak expenditure required to effectively manage highways issues associated with the Fair, with the highways revenue budget commitment for the 2016 event being £42,832.

**RESOLVED** that members continue to support the structured operational strategy for Appleby New Fair (“the Fair”) through the MASCG and that Members agree the following: -

- The installation of temporary infrastructure relating to prohibition of waiting and vehicle movement restrictions, in accordance with the existing traffic regulation order and as agreed with the MASCG, to ensure public safety and maintain traffic flows in Appleby and the surrounding area during the Fair period.

### 66 PARKING SERVICES UPDATE

A report was received from the Corporate Director – Economy and Highways which provided an update to Members on the enforcement of on-street parking in the Eden Local Committee area.

On-street parking enforcement in Eden (the Service) transferred from Carlisle City Council to Cumbria County Council on 1 February 2015. On transfer the Service was located within Highways, Transport and Fleet but on 1 June 2015 the Service transferred to Regulatory Services. This latest transfer was enabling the regulatory experience from other parts of the Council to be utilised to ensure that the on-street parking function followed best practice and was carried out in a consistent manner.

The Service’s key aims and objectives are to:

- Manage on-street parking to improve road safety and traffic movement
- Issue residents and visitors parking permits for approximately 700 properties in the Eden locality in addition to contractor’s waivers and carer permits
- Manage available on-street parking to the benefit of the local economy and community
- Cover the costs of enforcement, including parking restriction signs and lines, from Penalty Charge Notice (PCN) income
- Provide a better understood service and improved public facing role for Civil Enforcement Officers (CEOs) who will act as ambassadors on behalf of the Council.

A total of 1408 Penalty Charge Notices were issued for on-street parking contraventions in the Eden locality between 1 April 2016 and 30 September 2016 and the table below provided a monthly breakdown of this total.
<table>
<thead>
<tr>
<th>Month</th>
<th>Penalty Charge Notices issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2016</td>
<td>265</td>
</tr>
<tr>
<td>May 2016</td>
<td>232</td>
</tr>
<tr>
<td>June 2016</td>
<td>191</td>
</tr>
<tr>
<td>July 2016</td>
<td>254</td>
</tr>
<tr>
<td>August 2016</td>
<td>236</td>
</tr>
<tr>
<td>September 2016</td>
<td>230</td>
</tr>
</tbody>
</table>

In the Eden locality the Parking Services team (the Team) consisted of 7 full-time CEOs, who also covered the Carlisle locality. 2 CEOs were allocated to Eden locality. In addition a mainly operational Parking Team Leader covered both the Eden and Carlisle localities and was tasked to liaise with local communities to address parking concerns and provide a first point of contact for Member queries.

The Team dealt with a number of requests for service and complaints from residents, businesses, visitors and other stakeholders concerning parking related issues which were dealt with according to the Service’s On-street Parking Enforcement Policy. Queries were also received from Councillors, Members of Parliament, the media and other partners which were promptly actioned.

The Team regularly received reports regarding inconsiderate parking outside schools which created potential safety issues for children and other road users. CEOs had visited a number of areas across the locality to carry out enforcement and educational patrols which had been well received by schools, parents and the wider community. The Team aimed to carry our regular visits to schools across the area, both proactively and reactively, and the initiative would be repeated throughout the academic year at both the start and finish of the school day. The Parking Manager had also met with a member of staff from Orian, the Council’s arms-length facilities management company, to discuss information sharing between their school crossing patrol staff and Parking Services with respect to parking concerns in the vicinity of schools and similar educational establishments.

The Team continued to issue PCNs relating to the misuse of Blue Badges and report instances of abuse of the process to the Blue Badge Team which sat in the Council’s Service Centre. The Parking Team Leader had been tasked with organising a number of multi-agency initiatives across the locality to deal with Blue Badge abuse.

The Parking Services Manager reminded members that if they had any areas of concern in their individual divisions to contact the Parking Team Leader directly so that enforcement could be targeted where problems are occurring.

RESOLVED that, members note this report as an update on the performance of the on-street parking enforcement service in the Eden locality.
The Area Manager presented a report which detailed the actual expenditure and commitments recorded against the Eden Local Committee Communities Budget as at 31 October 2016 and provided members with an update on the activity of the Eden Community Services Team.

The figures carried forward from the out-turn budget for 2015/16, presented as a draft at 7 June 2016 Local Committee had been included. The roll-forward amounts in budgets from 2015/16 included:

- £143,537 in the Communities Revenue Budgets
- £52 in the Local Members Capital Scheme

The original Local Committee Revenue Budget of £216,220 was increased by a carry forward balance of £159,117, to give a spending limit of £375,337.

The Local Member Capital Scheme had a provisional carry-forward of £52 which was the spending limit for this budget.

The report updates Members on the Local Committee’s Communities budgets for the 2016-17 financial year which were summarised in Appendix A to the report.

Of the total Communities Revenue Budget allocated to the Local Committee, £108,723 was allocated as discretionary revenue budget.

**Area Planning**

The Committee agreed an Area Plan Delivery Plan in 2014, which was valid for three years.

Throughout the year, the Committee had considered performance and service development issues in relation to area planning matters during its meetings and in workshops. The Committee had considered a range of project details and local empirical information, and councillors have set out a range of priority issues.

Whilst a desktop review of this work was being completed, an updated document was necessary to reflect changing priorities and ensure that the Committee’s concerns continued to be addressed. Using the information from Local Committee discussions and officer input, a draft interim Area Plan Delivery Plan had now been prepared and circulated under separate cover for committee to comment on. The revised document would be used to ensure that the strategic resource allocation of the Committee remained effective and that resources continue to be targeted at evidenced need, in the short term.

**RESOLVED** that members,

1. Note the budget allocations for 2016-17 and the commitments and expenditure recorded to date;
(2) Note the unallocated resources in the Communities Revenue Budget of £131,764 as at 31 October 2016 and that £57,317 of this relates to the Local Member Revenue Schemes budget;

(3) Note the unallocated resources of £52 in the Local Member Capital Schemes budget as 31 October 2016;

(4) Note the Area Planning update included in this paper;

(5) Note the draft interim Area Plan Delivery Plan.

68 0-19 YOUTH GRANTS

Members considered a report from the Corporate Director – Health, Care and Community Services which outlined the grant applications received from Lazonby Village Hall and Bolton Nursery.

Lazonby Village Hall – sought funding to update the halls audio and lighting systems. The current systems were not fit for purpose, outdated and unreliable. Funding was also sought to add an overhead projector to enable information sharing for a range of users of the hall. The hall was used by a wider variety of groups and all ages, half of the users are children and young people.

Bolton Nursery – sought funding for technological toys for pre-school children (aged 2-4yrs) to use at the nursery. They were a small charity which runs nursery for children aged from 3 months to school age, they also run an after school club for children aged up to year 6 (11 years).

RESOLVED that members

(1) Award £2,000 towards audio and lighting systems for Lazonby Village Hall;

(2) Award £204.61 for technological toys for Bolton Nursery;

(3) Agree to vire funding from the Community Grants budget to cover any shortfall

69 ELECTED MEMBERS DIVISIONAL SCHEMES

The Area Manager presented a report from the Corporate Director – Health, Care and Community Services which presented projects to be funded from the Local Member Scheme budget. The report was based on a proposal that had been sufficiently investigated and developed, to enable Local Committee to consider spending decisions.

a) Defibrillator at Scaws, Penrith

The Community Heartbeat Trust was seeking funding to install and manage a defibrillator in a redundant phone box on the Scaws Estate in Penrith, which they had adopted from BT for £1.
b) Carleton Park Improvements

The group was seeking funding towards the development of the children’s play area to extend the offer of the park.

c) Asby Parish Council – SIDs

The funding was requested to allow the parish council to purchase a mounting kit for the Speed Indication Device (SID) it owned with other parish councils. The fittings needed to pole mount the device was not supplied with the product so additional funding was needed to purchase this.

d) Askham and District Community Centre – Kitchen refurbishment

The community centre was requesting funding towards the refurbishment of the kitchen, which was not fit for purpose as hot food could not be cooked on the premises. The funding would be used towards providing a safe, hygienic and appropriate quality facility to benefit all hall users.

e) Crosby Ravensworth Village Hall – data projector

The village hall had recently installed broadband for the benefit of the users and hirers of the hall. To make the offer more viable and offer more services to hirers the committee wished to purchase a data projector, pull down screen, amplifier and blue ray player. The new equipment would enable the hall to host meetings and seminars which required internet connection and become a more desirable venue to both commercial and non commercial hirers.

Members were happy to support all of the proposed projects.

RESOLVED that members approve the following five revenue grants:

1. £1950 from the Penrith East Division LMS budget to The Community Heartbeat Trust to install a defibrillator in Penrith, on receipt of appropriate estimates;
2. £2000 from the Penrith East Division LMS budget to Carleton Park Recreation Group towards the improvement of the play park at Carleton;
3. £214 from the Eden Lakes Division LMS budget to Asby Parish Council for a Speed Indication Device mounting kit;
4. £750 from Eden Lakes Division LMS budget to Askham and District Community Centre towards kitchen refurbishments; and
5. £329 from Eden Lakes Division LMS budget to Crosby Ravensworth Village Hall towards purchasing audio and visual equipment.
70 LA GOVERNOR APPOINTMENTS

RESOLVED that the following be appointed, subject to their agreement, as governors to nursery, primary and secondary schools:-

Calthwaite CE School  Mr Darren Leech  
28 Laikin View  
Calthwaite  
Penrith  
CA11 9QW

Milburn School  Mrs Josephine Clayton  
Newbiggin Mill  
Newbiggin  
Temple Sowerby  
Penrith  
Cumbria  
CA10 1TH

71 UPDATE FROM REPRESENTATIVES ON OUTSIDE BODIES

Councillor Bateman updated on the LEADER programme.

Councillor Stephenson updated on the Children in Care Council.

72 DATE & TIME OF NEXT MEETING

The next meeting will be held on 18 January 2017 at Penrith Fire Station at 10.30am

The meeting ended at 1.15 pm