

COPELAND HIGHWAYS WORKING GROUP

Minutes of a Meeting of the Copeland Highways Working Group held on Wednesday, 11 April 2018 at 10.00 am at Lillyhall, Workington

PRESENT:

Mr K Hitchen (Chair)

Mr MS Barbour
Mr M Hawkins
Mr AWC Lamb
Mr FI Morgan

Mr CP Turner
Mr CJ Whiteside
Mr D Wilson (Vice-Chair)
Mr AW Wonnacott

Also in Attendance:-

Mr K Cosgrove - Highways Network Manager (Copeland)
Mrs J Currie - Senior Democratic Services Officer
Mrs S Davis-Johnston - Traffic Management Team Leader (West)
Ms G Elliott - Area Manager - Copeland
Mr P Marriott - Infrastructure Planning Officer

122 APOLOGIES FOR ABSENCE

There were no apologies for absence.

123 MINUTES OF PREVIOUS MEETING

RESOLVED that, the minutes of the previous meeting held on 23 February 2018 be agreed as an accurate record.

124 PRESENTATION - CUMBRIA COASTAL STRATEGY

Members received a presentation from the Lead Infrastructure Planning Officer on the Coastal Strategy. The presentation covered the following:-

- Background
- Aims and Objectives
- Project Governance
- Project Stages and Progress
- Options Development
- Priority Areas
- Next Steps

Members noted that the Coastal Strategy had a webpage on the County Council site at www.cumbria.gov.uk/ccs

Consultation events would be held and all members would be invited to attend. The Lead Infrastructure Planning Officer would be looking for suitable venues in which to hold these events and he would welcome input from members on this.

Members also noted that the Lead Infrastructure Planning Officer would be providing a monthly update report on the strategy and that they would be receiving a copy of this.

The Chair was aware that Copeland Borough Council was responsible for Shoreline Management and he wondered whether there would be any recommendations contained in the strategy for them to action.

The Lead Infrastructure Planning Officer said the strategy document would contain a number of options and scheme types, but not specific schemes. The Strategy would aim to identify who would be responsible for delivering an improvement option, but this would depend on the assets at risk.

Members wondered whether QinetiQ had been asked to provide any funding contributions to resolve the issue at Eskmeals. The Lead Infrastructure Planning Officer said they had been asked but the response to this request had been negative. They said this was not their responsibility.

Members felt that the message back to QinetiQ should be that if the road washed away then the action from the County Council was likely to be a permanent closure of the road.

The Lead Infrastructure Planning Officer said this was a big issue which needed to be resolved. Responsibility for the issues was with a number of different organisations that all needed to work together to broker a suitable resolution.

The Chair thanked the officer for his presentation.

125 HIGHWAY NETWORK MANAGER'S UPDATE

Members had before them a report from the Corporate Director – Economy and Highways which provided them with an update on Highway Network matters over the last quarter.

- Scheme Delivery PRN/NPRN 18/19

Work had now concluded with all devolved schemes for 2017/18. Through the support of Copeland Local Committee the Copeland Highways Team had delivered approximately £3.5 million pounds worth of investment on highway related improvements over the course of the year.

Local officers were now focussed on delivery of the schemes identified for 2018/19.

Operation teams were currently mobilised carrying out Pre Surface Dressing Patching to Tute Hill and tree works on Strand Street in Whitehaven.

A provisional programme for scheme delivery had been developed to outline when each of the improvements identified are programmed and will be highlighted to members at the meeting.

- Routine Gully Maintenance

Programmed cleansing activity over the next 2 month would begin in the South of the County focussing on Millom gradually moving North.

- Planning Applications - Copeland

The Highway Network Manager took members through a number of key planning applications that Local Officers were currently aware of including:-

- 4/18/20088 Demolition of former railway structures and outline planning permission for residential development of up to 52 dwellings Former concrete batching plant Old Goods Yard Distington
- 4/18/2118 Residential development for 28 dwellings plus associated infrastructure and landscaping, Phase 3 land to North East of Rannerdale Drive Whitehaven
- 4/18/2005 Outline app 140 dwellings Rheda Park Frizington CA26 3TE
- 4/18/2058 Outline planning application for demolition of existing retail units in a conservation area and erection of new office development, retail unit to include full details of access, layout and scale Land & Buildings at Quay Street/Swingpump Lane Whitehaven

Members asked if it would be possible for them to receive copies of the responses made by officers to the planning applications.

The Highway Network Manager **AGREED** to send these response along with responses to the Transport for the North consultation and a copy of the draft Sellafield Transport and Movement Plan.

- Proposals for the Creation of a Major Road Network - CCC Consultation Response

Members would be presented with the consultation response to the Department for Transport's Creation of a Major Road Network document.

In recognition of this the County Council supported the identification of the following routes within the MRN:

- The A7, A689, A595 and A596 between the Scottish border and A66;
- The A595 and A5092 between Calder Bridge and A590 at Greenodd
- A small section of the A590 within Barrow-in-Furness; and
- The A65 connecting the M6 and North Yorkshire

In addition, the council had recommended further extensions to the MRN within Cumbria and inclusion of the following routes:

- A595 between Thursby and the A66 at Cockermouth;
- A689 between Brampton and Junction 44 of the M6;
- A595 between Grizebeck and the A590;
- A591 between the A590 and A66; and
- A6 / B6261 between Kendal and M6
- The A685 between Brough and Tebay

These routes were considered of critical strategic importance to the economy of Cumbria and had highlighted through the document that their inclusion would adhere with the criteria contained within the consultation document.

Members noted that the additional proposed routes align with the Major Road Network identified within Transport for the North's Major Roads report and draft previously reported to Members

- Potholes and Additional Pothole Funding

Following on from the email directed to local members Cumbria County Council have issued a public statement following on from the recent winter weather. Members noted this.

To support repairs Cumbria County Council was allocated additional funds late in the 2017/18 financial year of £1,435m. This was in addition to a previously allocated £2,053m. Confirmation had now been received that an allocation in 2018/19 of £2.676m was available. Therefore the estimated split to Copeland was likely to be higher than projected at £443,000 providing circa an additional £200,000 on last years allocation.

The Local Network Teams were collating, adding and identifying any defects or locations for treatment. Some of these were already reflected in the in current capital programme.

The Local Member for Egremont North and St Bees mentioned two drainage issues in his area which would need to be discussed with the District Council. The Highways Network Manager was hopeful that funding would come forward for drainage issues, and this would be brought to a future meeting of the Highways Working Group for discussion.

- Rothersyke and Haverigg

The Chair reported that he had still not received a response from the Assistant Director – Highways and Transport to his letter dated January 2018. Members were very disappointed with this and asked the Chair to take this up with the Assistant Director on their behalf.

Members then had a detailed discussion about the future role of local committees and area planning. Members noted the update.

RESOLVED that, the report be received and noted.

126 TRAFFIC CONCERNS - BECKERMET

The Highways Working Group considered a report from the Corporate Director – Economy and Highways which provided members with the background and details of the issues experienced in the village of Beckermets, and enable the Working Group to make recommendation to the Local Committee.

Concerns had been raised by Beckermets and Thornhill Parish Council and residents of Beckermets that the village suffered from an inordinate amount of “rat running” traffic, which was exacerbated by the frequent delays and congestion that occurred on the A595 – leading to frequent users of the A595 to look for alternative routes.

Highway Officers were asked to investigate possible traffic restrictions and physical traffic calming measures to dissuade drivers from diverting via Beckermets village.

Officers initially recommended the introduction of an Experimental Traffic Regulation Order (ETRO), to prevent access to the village from the north on Morass Road and from the south on Nursery Road. A location plan detailing the overall proposal was attached as Appendix 1 to the report, further detail of the proposal at Morass Road was shown on the plan attached as Appendix 2; and, further details of the proposal at Nursery Road was shown on the plan attached as Appendix 3.

At the time, it was thought that the proposed ETRO would provide the most effective solution to mitigate the issues whilst also providing the most value for money in terms of impact and benefits.

The ETRO would also link to key themes within the Cumbria County Council Economic Strategic Growth Plan, relative to the Whitehaven Major Transport Scheme. The environment theme referenced the need to reduce the impact of through traffic on local communities and the environment by reducing the need to use alternative unsuitable roads. This was a key factor in investigating the suggested introduction of the ETRO as Beckermets was viewed as a location subject to severe impacts by additional through traffic.

At the meeting of Copeland Local Committee on 3 October 2017, members made the decision to carry out statutory consultation on the proposed ETRO for Beckermet. This was carried out during November and December 2017, where consultation documentation was sent to residents, emergency services, other local organisations, as well as Beckermet and Thornhill parish council and neighbouring parish councils. A total of 96 responses were received; 72% of responses were against the proposed ETRO.

A combined Stage 1/2 Road Safety Audit was undertaken independently to establish the suitability of the ETRO, which raised a number of problems with the design of the proposed ETRO. These were;

Increased traffic flows – Mill Lane

The report noted that should this scheme be implemented, the volume of traffic on Mill Lane would vastly increase. Some sections of Mill Lane were relatively narrow, without sufficient width to mark a centre line. The increase in traffic flows could lead to frequent hold ups as vehicles attempted to pass each other, increasing the risk of rear-shunt type collisions. Furthermore, the increase in traffic flows through the narrow sections could result in frequent over-run of the soft verge areas which would result in detritus being tracked onto the carriageway – potentially increasing risk of a loss of control type collision. Additionally, Beckermet Nursery and Primary School were located adjacent to Mill Lane, with minimal footway provision and little off-street parking provision.

Recommendation: Accurately determine the anticipated increase in traffic flows due to the proposed scheme, and then provide improvements to Mill Lane to mitigate this. Please refer to paragraph 4.8-4.10.5 for anticipated increased traffic flows. Consult and engage with the school to review existing parking/road safety issues as well as pre-empting any potential parking/road safety issues as a result of the proposal.

Increased traffic flows – junction of Mill Lane and Morass Road

The anticipated re-assignment of traffic flows from Morass Road to Mill Lane could result in a shift in natural priority with Mill Lane experiencing greater flows than the current major route. This would lead to excessive queueing back from the junction along Mill Lane as eastbound traffic was required to give way to traffic on Morass Road. Drivers approaching the junction along Mill Lane may not anticipate slow or stationary vehicles and may fail to slow sufficiently, resulting in a shunt type collision. Additionally, the main vehicular entrance to Beckermet Primary School was located approximately 35 metres back from the Morass Road junction, with the main pedestrian access a further 30 metres back. Should traffic flows result in regular queues adjacent to these points, the risk of side swipe or pedestrian/vehicle conflicts would be significantly increased. This would become exacerbated by the likely presence of parked cars in the area during peak school periods.

Recommendation: Accurately determine the anticipated queue lengths resulting from the shift in traffic flows. It may be desirable to switch priority at the Morass Road/Mill Lane junction.

Direction signs on A595

Existing directional signs promoted vehicles to use routes to Beckermat village which were proposed to be restricted. Drivers following the signs would encounter the proposed 'No Entry' restrictions without prior warning, which would lead to confusion and inappropriate manoeuvres at the start of the restriction as drivers attempt to turn around, potentially leading to side swipe or nose to tail collisions.

Recommendation: Ensure all direction signs are adjusted to promote the desired route to Beckermat from the A595 road.

Visibility issues – Nursery Road

'No Entry' signs were proposed to be installed in the verge on both sides of Nursery Road. The verge at this location was heavily overgrown and there was a lack of forward visibility to the existing warning signs in the vicinity. If the intended message was not clearly relayed to road users, there was likelihood that drivers would contravene the ETRO, potentially leading to head-on collisions.

Recommendation: During installation, ensure vegetation was sufficiently cut back to provide the required forward visibility and prevent ongoing maintenance issues. Introduce supplementary 'No Entry' road marking text on the road to further emphasise the intended message.

Turning issues – Nursery Road

Drivers accessing Nursery Road via the A595 would receive their first notification of the 'No Entry' sign location. The practice of turning/reversing manoeuvres at the 'No Entry' sign location could lead to vehicles colliding with the verge and falling down the embankment. This manoeuvre would prove particularly difficult for large vehicles and heavy goods vehicles. The only alternative manoeuvre would be to contravene the ETRO or make use of the farm access. This proactive could result in collisions with farm vehicles or head on collisions with unsuspecting vehicles travelling in the opposite direction.

Recommendation: Provide a suitable means for vehicles to perform the required turning manoeuvre in advance of the 'No Entry' signs.

Traffic data was gathered over several months during 2017 to determine the existing usual traffic flows, days and specific hours of peak volume and average speeds, alongside other information.

On the 4 December 2017, a utility company arranged to close Morass Road for four weeks to undertake repair works to services. Officers took this opportunity to arrange the collection of traffic data on Mill Lane, as this would provide an indication of traffic changes at this location.

The traffic data collected during 2017 had been broken down in a variety of ways to enable officers to carry out relevant data analysis.

The overall summary of traffic data was included as Appendix 6 to the report. This details average speeds and total volumes over a period of two weeks. These were:

Location	1 – Morass Rd	2 – Mill Lane	3 – Nursery Rd	4 – Braystones Rd
Mean Speed	30.7mph	23.8mph	21.2mph	24mph
Volume	20,848	13,093	12,358	12,606

Members noted that during the two-week period in December 2017 where Morass Road was closed, the traffic data collected at Mill Lane showed an average speed of 22.9mph (a reduction of 0.9mph), and a total volume of 22,789 vehicles (an increase of 74%).

The data had been broken down into daily average volumes and speeds on weekdays, Monday to Friday inclusive.

Location	1 – Morass Rd	2 – Mill Lane	3 – Nursery Rd	4 – Braystones Rd
Mean Speed	30.8mph	23.8mph	21.5mph	24mph
Volume	1,801	1,222	1,071	972

Members noted that during the two-week period in December 2017 where Morass Road was closed, the traffic data collected at Mill Lane showed an average speed of 23.1mph (a reduction of 0.7mph), and an average daily volume of 2,028 vehicles (an increase of 65%).

The data had been broken down into daily average volumes on weekdays, Monday to Friday inclusive, during common peak hours.

Location	1 – Morass Rd	2 – Mill Lane	3 – Nursery Rd	4 – Braystones Rd
Volume AM 0600-0900	SB – 585 NB - 52	WB – 33/35 EB – 431/825	EB – 288 WB – 29	WB – 24 EB - 162
Volume PM 1500-1800	SB – 115 NB - 469	WB – 259/491 EB – 65/75	EB – 61 WB - 328	WB – 177 EB - 74

Whilst the most common peak hours were between 0600-0900 and 1500-1800 hours, there were some other trends that should be taken into account. Particularly, peak hours on Fridays were generally earlier in the afternoon, approximately 1400-1700.

Members noted that during the two-week period in December 2017 where Morass Road was closed, the traffic data collected at Mill Lane showed an increase of 85% in average daily volume heading eastbound during morning peak hours, and an average daily volume of 74% in average daily volume heading westbound during evening peak hours.

The data had been further broken down into average speeds on weekdays, Monday to Friday inclusive, during common peak hours.

Location	1 – Morass Rd	2 – Mill Lane	3 – Nursery Rd	4 – Braystones Rd
Mean Speed (mph) 0600-0900	SB – 31.1 NB – 29	WB – 22.1/20.1 EB – 24.6/23.2	EB – 23.1 WB – 19.4	WB – 23.6 EB – 25.2
Mean Speed (mph) 1500-1800	SB – 29.2 NB – 29.8	WB – 23.7/ 24 EB – 21.5/ 22	EB – 18.1 WB – 21.4	WB – 23.7 EB – 24

The Highways Working Group noted that during the two-week period in December 2017 where Morass Road was closed, the traffic data collected at Mill Lane showed a reduction in average speeds in both directions during the morning peak hours (westbound – reduction of 2mph; eastbound – reduction of 1.4mph), and an increase in average speeds in both directions during the evening peak hours (westbound – increase of 0.3mph; eastbound – increase of 0.5mph).

The data had been further broken down into daily average volumes and mean speeds on weekends, Saturday and Sunday inclusive.

Location	1 – Morass Rd	2 – Mill Lane	3 – Nursery Rd	4 – Braystones Rd
Mean Speed (mph)	SB – 30.1 NB – 30.8	WB – 24/ 23.6 EB – 23.5/ 23.2	EB – 19.1 WB – 19.7	WB – 23.6 EB – 23.8
Average Volume	SB – 379 NB – 372	WB – 257/ 313 EB – 254/ 314	EB – 224 WB – 213	WB – 363 EB – 370

The members noted that during the two-week period in December 2017 where Morass Road was closed, the traffic data collected at Mill Lane showed a minimal reduction in average speeds in both directions, and an increase in average daily volumes in both directions (westbound – increased volume of 21.8%; eastbound – increased volume of 23.6%).

In addition to the collection of traffic data, a summary of collision data for a period of 5 years (01 February 2013 – 01 February 2018) was included as Appendix 11 to the report. Within this period, there had been 4 recorded road traffic collisions that occurred within the village of Beckermeth.

Whilst the officers' recommendation contained within this report was not to introduce the proposed ETRO, the evidence suggested that there was a significant amount of traffic using the village of Beckermeth as a through route, justifying the potential need for improvements. It must be noted that by not introducing any measures that this was contrary to the key themes within the Cumbria County Council Economic Strategic Growth Plan, relative to the Whitehaven Major Transport Scheme. Ultimately, the inadequacy of the A595 during peak periods was having a negative

effect on local communities and the increased use of County Council's network, in turn putting a further demand on local devolved maintenance budgets.

Alternative measures to be investigated included:-

- Prohibition of Motor Vehicles (except for Access) restrictions
- Robust traffic calming measures, i.e. speed humps or cushions
- Pedestrian improvements
- Prevent access via one route
- Liaise with Sellafield to reduce commuting traffic
- Liaise with Highways England to achieve improvements to the A595

RESOLVED that,

- (1) members **RECOMMEND** to Copeland Local Committee **NOT** to proceed with the introduction of an Experimental Traffic Regulation Order (ETRO) the effect of which would be to:
 - a) Prohibit any vehicle, other than buses and pedal cycles, which is proceeding along the B5345 in either a southerly or south-easterly direction, from entering the C4014 Morass Road, Beckermat, as shown on the plan attached as Appendix 2; and
 - b) Prohibit any vehicle, other than buses and pedal cycles, proceeding in a south-westerly direction along the C4013 Nursery Road, Beckermat, from continuing in that direction beyond a point 295m south-west of its junction with the A595, as shown on the plan attached as Appendix 3.
- (2) Members **RECOMMEND** to Copeland Local Committee that alternative measures to reduce the volume of traffic passing through Beckermat be investigated.

127 STRATEGIC HIGHWAY NETWORK REVIEW - COPELAND

Members had before them a report from the Corporate Director – Economy and Highways which provided members with information on traffic movement on the Copeland highway network.

At the request of Local Members, Highway Officers had carried out a strategic review of the Highway Network in Copeland as part of the approved 2017/2018 Devolved Highways Capital scheme list. The purpose of the review was to determine traffic behaviour in the area whilst investigating complaints of “rat running” traffic throughout villages adjacent to the A595.

A total of 68 traffic counts were arranged at various points throughout Copeland and were placed on site between January and March 2018.

A summary of the data collected at each site had been collated and attached as Appendix 2 to the report. This displayed relevant information such as the existing speed limit, dates that the information was gathered, and different volume and speed statistics for each location. Due to the scale of this project, each location was monitored for 1 week to provide indicative data.

Additionally, the traffic data collected had been broken down to show the traffic volume at peak hours in the morning and evening, Monday to Friday. This would help to show the peak impact on the network in the area.

This indicative data showed that the busiest route maintained by Cumbria County Council was the B5295 Keekle Terrace, Cleator Moor, with a daily average of 11,225 vehicles (data site no 6). In comparison with the A595, managed by Highways England, data available on the Department for Transport website showed indicative daily average flows of 15,015 vehicles at a point between its junction with Mirehouse Road, Whitehaven and the A5086 Egremont.

This indicative data showed that the quietest route (within this selection of data) maintained by Cumbria County Council was the U4042 Haile to Calder Bridge, with a daily average of 38 vehicles (data site no 41).

This data had also highlighted some unexpected traffic flows on a variety of largely sensitive routes, including:-

- B5345 Rothersyke to Whitehaven
- C4003 Keekle to Moor Row
- C4004 Ennerdale Bridge / Kirkland
- C4004 Cold Fell

Members pointed out that the B5295 Keekle Terrace, Cleator Moor road was noted in the report as being the one with the highest volume of traffic and members asked if this could be included in investigations. This was **AGREED**.

B5345 Rothersyke to Whitehaven: Traffic data was collected at several points along the B5345, noted as site numbers 21, 22, 32, 36 and 37. Peak traffic volumes were gathered as;

Location	Southbound Traffic	Northbound Traffic
21 – St Bees Road, Whitehaven	363 (0600-0900)	612 (1500-1800)
22 – Whitehaven to St Bees	717 (0600-0900)	770 (1500-1800)
32 – B5345 St Bees	750 (0600-0900)	806 (1500-1800)
36 – Egremont Road, St Bees	803 (0500-0800)	606 (1500-1800)
37 – B5345 SW of Egremont	1435 (0500-0800)	629 (1500-1800)

This indicated that traffic volumes between Mirehouse/Wilson Pit Road crossroads and Middletown were doubled heading south in the morning peak hours. This wasn't reflected in the afternoon peak hours for northbound traffic.

C4003 Keekle to Moor Row: Traffic data was collected at several points along the C4003, noted as site numbers 7, 8, 27 and 26. Peak traffic volumes were gathered as;

Location	Peak Morning Traffic	Peak Evening Traffic
7 – Padstow, Cleator Moor	232 (0800-1100) N	677 (1500-1800) N
8 – Galemire, Moor Row	250 (0600-0900) S	610 (1500-1800) N
27 – Dalzell Street, Moor Row	209 (0600-0900) S	398 (1500-1800) N
26 – Scalegill Road, Moor Row	226 (0700-1000) W	410 (1500-1800) E

This indicated that the majority of traffic entering Scalegill Road, and Dalzell Street, Moor Row, were continuing through the village and heading north towards the B5295 at Keekle during the evening peak hours.

C4004 Ennerdale Bridge / Kirkland: Traffic data was collected at two sites in the Kirkland area, noted as site numbers 13 and 14. Peak traffic volumes are gathered as;

Location	Peak Morning Traffic	Peak Evening Traffic
13 – Site 2, Kirkland	285 (0700-1000) S	699 (1500-1800) N
14 – Site 1, Kirkland	235 (0700-1000) S	537 (1500-1800) N

This indicated a high number of vehicles travelling northbound during evening peak hours. This wasn't reflected in the morning peak hours.

C4004 Cold Fell: Traffic data was collected at two sites along Cold Fell, noted as site numbers 47 and 46. Peak traffic volumes were gathered as;

Location	Peak Morning Traffic	Peak Evening Traffic
46 – Cold Fell	0600-0900 – 463 S / 6 N	1500-1800 – 27 S / 578 N
47 – Cold Fell	0600-0900 – 286 SW / 3 NE	1500-1800 – 352 NE / 9 SW

This indicated a high number of vehicles using this sensitive route during peak hours, with majority of traffic travelling southbound during morning peak hours and travelling northbound during evening peak hours. The data collected for the C4004 Cold Fell was comparable with the B5344 Gosforth Road, Seascale, and was not designed to accommodate this level of use.

In comparison to the C4004 Cold Fell, the U4064 Corney Fell was not subject to these volumes of traffic. The data collected showed an average total volume of 94 vehicles on Cold Fell during morning peak hours, and an average total volume of 135 vehicles during afternoon peak hours.

Members commented that this data should be used as evidence to support the case to Highways England for improvements to the A595. Officers confirmed this to be the case.

Members asked if this data could be distributed on a divisional basis. The Traffic Management Team Leader **AGREED** to action this.

Members also asked for accident statistics on the A595. The Traffic Management Team Leader confirmed this data was available and **AGREED** to circulate this to members.

RESOLVED that, members **RECOMMEND** to Copeland Local Committee that further detailed investigation is carried out at agreed sensitive locations at B5295 Keekle Terrace, Cleator Moor, B5345 Rothersyke to Whitehaven, C4003 Keekle to Moor Row, C4004 Ennerdale Bridge/Kirkland and C4004 Cold Fell.

128 SCHOOL TRANSPORT

Members considered a briefing note from the Area Manager which detailed the implications on local school transport following proposed change in the school day at St Benedicts School from September 2018.

The School Transport Commissioning team had been to meet with Mary Lowery, Business Manager at St Benedicts to discuss the logistics of transport arrangements when the school moved to the new site in September/October. The school was changing their school day with no prior discussions with officers within the County Council.

This potentially had a considerable knock on effect to existing transport contracts as the school would be finishing at 2.30 pm on a Thursday and Friday, although there may be the option of school keeping pupils back for Homework club etc. Cumbria County Council would deal with operators and potential tenders and keep members advised if there were any emerging issues. As well as the significant change in time, joint transport arrangements currently existed with St Benedicts and Whitehaven Academy that would need reviewed with possible cost implications.

Alongside this changes were taking place to the 'yellow ' bus which was previously operated by JB Pickthalls. Pickthalls, as a company, had been bought out from the end of March and it was understood that parents had been written to, and advised that their current arrangements were coming to an end (approx. 50 children travel on this service).

This was a private arrangement and had nothing to do with the County Council but St Benedicts had advised parents were asking about any alternatives that might be available. Where any student may qualify for County Council transport on Low Income Grounds, the School Transport team had agreed to provide some wording, from the Home to School transport policy, and links to the on-line application form so that any parents who thought they meet the criteria, could apply for transport. This was likely to be provided by means of a pass on a Stagecoach service bus, which would require a change in Whitehaven town centre. This would ensure that any entitled children were supported whilst the need for alternative transport was assessed. The County Council would also communicate to Stagecoach about the potential increase in passengers.

The School Transport team had also met with Mayfield School as there would be some logistical issues to overcome as regards the vehicular access to the new site when they moved to the new location. This could be exacerbated by the change in St Benedicts times and how the barrier system that was planned would work in practice. The Health & Safety Team was discussing with the Property Team and would report back to members if there were any particular issues.

The Chair thanked the Area Manager for the briefing.

129 DATE & TIME OF NEXT MEETING

The next meeting will be held on 8 June 2018 at 10am in Lillyhall, Workington.

The meeting ended at 12.55 pm