

COUNTY COUNCIL LOCAL COMMITTEE FOR SOUTH LAKELAND

Minutes of a Meeting of the County Council Local Committee for South Lakeland held on Tuesday, 22 March 2022 at 10.00 am at County Offices, Busher Walk, Kendal

PRESENT:

Mr N Cotton (Chair)

Mr B Berry	Ms J Filmore
Mr RK Bingham	Mr C Hogg
Mr J Bland	Mr P McSweeney
Mr M Brereton	Mrs S Sanderson
Mr W Clark	Mr WJ Wearing
Mr GD Cook (Vice-Chair)	Mr M Wilson
Mrs S Evans	

District Council

Mr L Hallatsch

Parish Councils

Dr A Jarvis

Officers in Attendance:

Mr M Conefrey – Public Health Locality Manager

Mr P Hosking – Local Area Network Manager South Lakeland

Mrs H Karaaslan - Team Leader Traffic Management – South Lakeland

Mrs K Johnson - Area Manager, South Lakeland

Ms N Parker - Senior Programme Manager Cycling and Walking

Mrs V Upton - Traffic Management Manager

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

63 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr J Brook, Mr S Collins, Mrs B Gray, Mr P Thornton and Mrs J Willis.

64 PUBLIC PARTICIPATION

Dawn Berry

A petition - Traffic Calming at Sedbergh Road and Castle Green Lane was handed to the Chair with the following statement read out at the meeting:

We are petitioning the council to review and act in relation to the speed of traffic between the Castle Green Hotel and the bottom of Sedbergh Rd coming from and heading into town. I can confirm that the petition yielded a total of 366 local signatures and that this has been provided separately to the Senior Democratic Services Officer, Mrs Harrison. I can confirm that 121 e-signatures and 245 wet signatures were collected, including signatures from a leaflet drop showing strong support from those less likely to use online methods for participation in a petition or campaign.

We had strong support from most of the people asked to sign face to face - every person we asked thought that the speed on this stretch of road is a problem and that despite the previous efforts made to slow traffic down, there is still speeding along a road where there is a high number of children, pedestrians and cyclists.

The council has previously supported measures in an attempt to slow traffic down and safeguard those people - but it is plain to see that this hasn't worked well. Parents said that they would not allow their children to walk alone to school because they are scared that the speed of the traffic is a fatality waiting to happen, with drivers often failing to stop at the zebra crossing, and the speed and proximity of cars to the pavement also of concern. Most people petitioned had witnessed a failure to stop at the zebra crossing in their recent memory, many giving first-hand accounts of failures to stop within the last few days when we were collecting signatures.

In a recently undertaken phone GPS study of average speeds along this stretch - undertaken as part of the council's '20's plenty' campaign, it can be seen that this stretch of road does indeed have average speeds of over 30mph. Clearly the speed limit here is having little effect on the behaviour of many users and there is strong local support to properly review the speeds at which people are travelling, and to take effective and expeditious action before an accident occurs. We have also been advised by the Traffic Management Team Leader for Cumbria County Council that further speed data will be - or possibly has already been - collected, following support at a Casualty Reduction and Safer Highways meeting, and I hope that the weight of concern from local residents is also taken into consideration when that statistical data has been reviewed.

Many of the people we spoke with felt that an alert to drivers advising them of their speed at the top and bottom of the road would support drivers in their awareness - many drivers coming down the hill towards Kendal town centre have driven from country roads and the motorway and the incline lends itself to gathering speed without perhaps drivers realising. Conversely, the speed of cars coming up the hill increases as they leave the town and head towards more rural areas. Another solution mooted by some people was of having an average speed check or camera system in place to check the speed at which cars are travelling, generating income for the council as well as slowing traffic.

Rachel Leigh

This statement was received by email regarding Sedbergh Road, Kendal. This statement was read out by the Area Manager.

My name is Rachel Leigh. I am emailing you on behalf of myself and my husband, Simon as we live at Sedbergh Road, Kendal. We have been made aware of the road safety petition that is currently ongoing and the meeting that is due to take place next week regarding this matter. We have lived on Sedbergh Road for over 10 years and have never had an issue with cars speeding on the road. We have no problem if slow down signs or the digital happy/sad face etc are installed along Sedbergh Road however we are seriously against any form of speed bumps being installed on the road. I have also spoken to a number of other residents on Sedbergh road, and whilst they also have no issue with signs/ speed limits etc every person we spoke to was also dead against any form of speed bumps (such as the ones already in place on Queens Road and Vicarage Drive).

Chair's response:

Thank you for coming to Local Committee today to read out and present your petition and for the statements regarding traffic calming at Sedbergh Road and Castle Green Lane in Kendal.

The concerns regarding vehicle speeds have been raised at the Casualty Reduction and Safer Highways (CRASH) meeting held with Cumbria Constabulary and partner agencies. To fully assess vehicle speeds traffic data will be collected between the Railway Bridge and Castle Green Hotel on the A684. It is anticipated the data will be collected in late March.

Once traffic data has been collected and collision records considered it will be referred back to CRASH for consideration with Cumbria Constabulary, following which a report will be prepared for discussion and consideration of next steps with the Highways and Transportation Working Group.

Cllr Eamonn Hennessy

This statement was received by email regarding Kendal Town Council's request for a 20mph speed limit. This statement was read out by the Area Manager.

26 million people in the UK now live in a local authority that has accepted 20mph is the right speed limit where people live, work and play.

Scotland and Wales have committed to rolling out 20mph speed limits on most residential and urban streets. Just this week Wirral, Southampton, Otley and Hereford councils have confirmed the roll out of 20mph and there are now more 20's Plenty campaigns in England than there are Sainsbury's supermarkets.

Both the United Nations and the World Health organisation has affirmed that "where traffic mixes with pedestrians and cyclists a 30mph limit is not consistent with the

Common Law duty of councils to protect residents.

20mph speed limits are becoming common place and with very good reason.

The implementation of lower speed limits has far-reaching benefits and in terms of many of the issues we face is low hanging fruit. It's relatively easy and low cost to put in place.

These benefits pertain to many of the issues local authorities like ours claim to view as priorities.

In brief, these are the facts –

Climate Emergency

Latest research shows a reduction in emissions of up to 28% when traveling at 20mph compared with 30mph.

Cleaner Air / Health

Over 300,000 premature deaths are caused in the EU by particulate matter (PM10). PM10 is linked with stunted lung growth and impaired cognitive development in children and may also lead to bronchitis, strokes, and heart attacks. 20mph has been shown to reduce PM10 by up to 10%.

Biodiversity

Further to the above PM10 depletes soil nutrients, causes water courses to become more acidic and can damage sensitive crops. This can have a major effect on birds, pollinators, fish and other flora and fauna.

Safety

A child hit by a car is three times more likely to be killed when hit by a car traveling at 30mph compared with 20mph.

Stopping distances are halved. A wider field of vision due to lower speed leads to better perception and fewer accidents.

Congestion

The most recent research shows that journey times in an urban environment can be REDUCED by 8% when speed limits are lower. This is due to better traffic flow caused by increased road user confidence to carry out certain manoeuvres such as changing lanes, pulling into or out of junctions or sudden braking.

Active Travel

A study in 2020 showed that 66% of people felt it too dangerous to cycle on our roads. Over 50% of people walk less than a mile a day. Around 60% of people in Kendal drive less than 2.5 miles every day to get to work! We must provide infrastructure to allow safe alternative methods and active travel groups agree that implementing 20mph is the simplest way of beginning to achieve this goal.

Cost

A fatal accident costs the public purse around £2 million. A minor accident still around £20,000. It is demonstrable via numerous examples and by guidance from the national 20s Plenty campaign that this scheme should cost less than £5 per head. Numerous examples can be provided.

Considering all of the above we at Kendal Town Council urge Cumbria County Council to move this matter forward at pace. Options which separate perceived residential roads from arterial routes are unhelpful and partial implementation of this scheme is where costs will begin to arise. The benefits listed pertain more so on busier routes than they do to solely "residential" roads on our estates.

Our request for a “signs only” all of town 20mph speed limit with the potential for minimal traffic calming interventions in the future if required, can only make our town cleaner, safer and friendlier. This does not need to be complicated and we ask for the urgent support of both councillors and officers in moving this matter forward.

Cllr Eamonn Hennessey
Chair of Kendal Town Council’s Environment and Highways Committee.

Chair’s response:

Thank you Cllr Hennessey for your presentation on the benefits of a 20mph scheme for Kendal Town Centre.

This Local Committee recognises the benefits of 20mph. We are shortly to consider a report on the 20mph scheme requested by Kendal Town Council and a recommendation for officers to work with the Town Council to take this forward. We will keep in mind the information in your presentation in considering the report under the Highways and Transport Working Group report as item no. 10.

Paul Holdsworth

During this item, Appendix G of the Kendal Northern Access Route Strategic Outline Business Case (SOBC), Table 4.1: Scenario 1: 2036 Base junction capacity results, and Table 4.2: Scenario 2: 2036 Local Plan junction capacity results was tabled.

Hello, my name is Paul Holdsworth. I'm a Kendal resident and have campaigned for many years on sustainable transport issues here in Kendal.

I set up 20's Plenty for Kendal eight years ago, and I used Freedom of Information legislation to oblige CCC to release the Strategic Outline Business Case for the Kendal Northern Access Route (KNAR). After a year of back-and-forth, the council failed to provide the Information Commissioner with any credible argument for withholding the SOBC, and was instructed to release it in full, which it did.

So, having got the document, you won't be surprised to know that I've read it very carefully.

And what strikes me about the SOBC is that it doesn't offer any evidence for the claim that it will reduce congestion in town.

Or rather, it only shows that the KNAR would reduce congestion on those rare occasions that the M6 is shut. Of that, there is no doubt.

But apart from that, the SOBC doesn't contain any hard evidence or analysis that the KNAR would reduce congestion. On the contrary, it shows that congestion in town will rise after the road is built, and massively.

In appendix G of the SOBC, are Table 4.1: Scenario 1: 2036 Base junction capacity results, and Table 4.2: Scenario 2: 2036 Local Plan junction capacity results. You should

have copies of those tables available to you today.

Those tables look at junctions running over their design capacity, which of course causes tailbacks to develop - a key indicator of congestion in Kendal.

You'll see that the baseline figure for junctions running over capacity in the morning and evening peaks is four junctions and three junctions respectively.

Now, if the KNAR were indeed "...expected to provide congestion relief and air quality improvements in Kendal town centre", as claimed in the LCWIP, you'd expect to see the number of junctions in town that can't cope with the traffic volumes using them to go down, wouldn't you? That would be a realistic indication that congestion in Kendal would be relieved, wouldn't it?

But instead, the tables show the opposite. They show that loads more junctions will run over capacity after the KNAR is built. That congestion will go through the roof, with between 13 and 45 junctions running at over-capacity, depending on the scenario.

That's a tripling of congested junctions - at a minimum - and potentially an eleven-fold increase in junctions unable to cope with predicted motor traffic volumes!

Yet the LCWIP claims the KNAR would result in an "...expected reduction in traffic and reduced need for vehicular capacity". Meanwhile, the analysis in your own SOBC says the opposite.

On the back of this, the LCWIP states that the KNAR "...creates a very significant opportunity for major transformational change for walking and cycling in the town." In the circumstances, to hang so many of our aspirations for walking and cycling in Kendal on a massively costly and damaging road scheme, that has been assessed in the SOBC as being of low deliverability, seems bonkers.

My question is this. Why does the LCWIP claim that the KNAR will reduce traffic and reduce the need for vehicular capacity, when the SOBC says the opposite?

Chair's response:

Thank you for your statement, and question on the Strategic Outline Business Case for the Kendal Northern Access Route. I have discussed with my officers, and they have provided the following statement:

The evidence provided in the Strategic Outline Business Case for the Kendal Northern Access Route shows that the scheme would reduce traffic in the town centre by providing an alternative route for through traffic. Appendix G summarises the transport modelling undertaken to forecast the impact of four scheme options against a 'do minimum' scenario which assumes no major transport interventions.

Tables 4.1 and 4.2 show the number of junctions close to or over capacity in Kendal across those scenarios. They forecast an increase in overcapacity junctions across Kendal from 2011 to the future year of 2036 due to projected traffic growth. However,

they also show that the Kendal Northern Access Route would reduce the number of overcapacity junctions in 2036 compared to the do minimum scenario in the same year. The results in Appendix G show a reduction in journey times and distances travelled with the implementation of the Northern scheme when compared to the do minimum. This reduction is due to traffic rerouting onto the Kendal Northern Access Route, reducing the impact of vehicular traffic in the town centre.

It is also important to note that the economic case these figures are derived from is one of five elements that comprise a business case and it will be subject to ongoing assessment.

In Autumn 2022 a public consultation on KNAR is anticipated, this will gather feedback on the scheme and the potential options. The feedback from the consultation will be used to inform the business case for the scheme for submission to government. The Outline Business Case is expected to be completed in early 2023.

The Chair asked Mr Holdsworth if he had one supplementary question to clarify any point relating to his question. Mr Holdsworth did not think the response had answered his question and considered it to be difficult to add anything thinking on his feet at the meeting and without him seeing the Chair's response in advance of the meeting. The Chair invited Mr Holdsworth to submit a supplementary question after the meeting and advised that he would receive a written response.

LUKE MELLARD

This statement was received by email and was read out by the Area Manager.

To whom it may concern I feel compelled to express my disappointment with the final proposed local cycling and walking plan.

I'm 40 years old and learned about climate change in school 30 years ago. I honestly felt then it would be my generation that would make necessary change happen but it is now clear that we have failed. Our politicians, enabled by apathy, media bias and a broken democratic system has failed and our hope must pass to our children.

The LCWIP report, coming at a time of 'climate emergency', after COP26, and in the face of a cost of living crisis driven by hyper-inflation of hydrocarbon energy costs, couldn't be more underwhelming. The Russian war in Ukraine has also exposed what we already knew, that we must accelerate our change to sustainable transport as part of a series of changes to rapidly reduce our reliance on fossil fuels and the countries that provide them. Not only is this change necessitated by climate change, it is an issue of national security.

Modal shifts in transport to active travel alternatives can be achieved quickly and cheaply with political will. Meanwhile electrification of a transport system and greening of the grid is a decades long process costing hundreds of billions.

Enabling this change is also possible at local levels, with local benefits. We don't have to wait for global changes in markets, infrastructure and trillions in investment. It offers win

win health benefits and taking cars off the road drastically improves our local area and experiences. The one over reaching benefit of the pandemic lockdowns in a sea of negative impacts was the reduction of cars on the road and the freedom we all felt on foot and on our bikes as the ever present danger of motoring was reduced and we felt safe to ride with our kids. That's a feeling I can't forget and I'm saddened that this council clearly favours increased car use over active travel.

Your words are one thing but this favouring is evident by the lack of ambition to provide safe, segregated alternatives to driving whilst simultaneously tying further investment to the Kendal Northern Access Road (KNAR). History shows us road building does little to nothing to reduce congestion. Induced demand of road building increases car journeys and the vast majority of people driving from Windermere road and out onto the A6 are headed into town, schools, industrial estates and the three major supermarkets at that end of town. Journeys that often could be cycled if safe, car free, fit for purpose infrastructure was available.

Even if the entire outline plan was delivered tomorrow, it would still fall short. Where is the access to primary schools across town for example? This whole process in hindsight looks like a complete waste of time and energy at best and at worst a gas lighting exercise by a council more concerned by nimbyism and self interest of councillors. Big talk and no action once again. A wasted opportunity to improve our town, enhance it's economy, attract visitors and improve the health and safety of its residents, especially our children, whilst enabling us all to save money in future too.

When I see you pose next to the new Gooseholme bridge and claim the credit for delivery, I'll remember this and think to myself wouldn't it be nice to be able to safely cycle there with my kids and use what my taxes have helped pay for. And you better believe it that I'll remember this at the ballot box.

It is so sad that I and many others will continue to be forced to take the car to the station, to school, to the leisure centre, to the supermarket, to town and elsewhere when we would much prefer to cycle. And when the guilt and cost of driving gets too high, without the alternatives, it's a shame that Amazon will reap the benefits instead of local businesses.

Yours,

A motorist, pedestrian, cyclist, father, husband, resident, disgruntled unrepresented band F council tax payer.

Luke Mellard

Chair's response:

Thank you for your statement on the Kendal LCWIP.

The LCWIP sets out a prioritised plan for investment in Cycling and Walking in line with Government's guidance. The implementation of LCWIPs aims to get more people making journeys by bike and on foot for short journeys in urban areas.

The Kendal LCWIP identifies the core priority network to be delivered as a starting point

to build on in the future. The LCWIP includes 31 km of cycling route and 21 km of walking routes alongside a core walking zone in Kendal town centre.

Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage a step change in the numbers of people cycling and walking.

The Technical LCWIP report identifies a secondary network or routes that provides access to a wider range of locations including Sandylands, Kirkbarrow, Gillinggate and Netherfield.

Paul Vousden

This statement was received by email and was read out by the Area Manager.

I would like the question below to be asked on my behalf at the meeting on the 22nd March regarding the North Road and cycling infrastructure.

This plan seems reactive to a problem of travel times by car as it is today, rather than preparing for a future that is on a trajectory to look very different. Can you provide some insight into how you think the North Road will help, in an era when the trend is for more work from home, more goods delivery, more active travel, the almost certain growth of personal electric vehicles, the drive for reduced carbon emissions and encouragement of more active lifestyles?

I look forward to your response. It might be possible to be there in person. Could you let me know where the meeting will take place and what is the last possible time you need my confirmation?

Many Thanks
Paul Vousden.
Kendal Resident

Chair's response:

Thank you for your question on the future travel trends and their impact on the Kendal Northern Access Route.

It is agreed that travel in the future will be different to today, and we are aiming to increase the number of people walking and cycling, especially for shorter journeys, as stated in the LCWIP. However, it is also recognised that travel by private vehicle will remain important in rural areas, for longer-distance journeys, and that goods journeys will still need to be made by road. The Kendal Northern Access Route will provide an alternative route for these trips, removing through traffic from Kendal; this will improve air quality and reduce traffic impacts within the town centre, as well as making the highway network more resilient to motorway or bridge closures.

JOHN OWEN

This statement was received by email and was read out by the Area Manager.

I cannot attend in person. I would like to establish that I am a Kendal local resident

In his foreword to Kendal's LCWIP, Cllr Cotton writes that "through the delivery of the LCWIP we want cycling and walking to be the preferred way to travel, for shorter journeys." But readers of the plan are left guessing what, specifically, is meant by "preferred": is the ambition that cycling and walking, taken together, will have the largest modal share?

I would like to know why there are no modal share targets in Kendal's LCWIP. This is especially mystifying given that the very first national policy cited in the 'Existing Context' section is Gear Change, which contains a prominent target to increase the proportion of trips taken in towns and cities made by walking and cycling to 50% by 2030. The government's subsequent Net Zero Strategy built on and broke down this 50% target, not only telling us that the 2021 baseline is estimated to be 42%, but also committing to growth targets of:

- 46% of trips taken in towns and cities made by walking and cycling by 2025;
- 50% by 2030 (as previously announced); and
- 55% by 2035.

Breaking those targets down further, that's a stated ambition for the combined modal share of walking and cycling to grow by 1% per year. One per cent per year: that would seem to be achievable. It's certainly measurable.

How can officers, councillors, stakeholders and residents work out whether the network detailed within the LCWIP is delivering on what it sets out to do - making, in Cllr Cotton's words, "cycling and walking to be the preferred way to travel" in the absence of any mode share targets? I hope committee members will concede that many residents will read a lack of ambition and a lack of determination into the lack of targets.

In closing, I'll re-state my central question: I would like to know why there are no modal share targets in Kendal's LCWIP.

I look forward to reading the committee's response.

Thank you.

Jon Owen

Chair's response:

Thank you for your question on the Kendal LCWIP.

The Cumbria Transport Infrastructure Plan, which was adopted last month by the Council and Cumbria Local Enterprise Partnership, sets out the overarching strategy for active travel in Cumbria. Section 6.3 of the plan, page 102 sets how the plan will be monitored and evaluated. The Clean and Healthy objective has the targeted outcome to increase the proportion of adults walking and cycling for travel at least once per week in Cumbria, reflecting an increase in active travel.

Currently in South Lakeland, only seven per cent of people cycle and 29 per cent of people walk to work, and four per cent of children travel by bike and 53 per cent walk to school. The ambition for Kendal is to grow the number of people walking and cycling from this baseline.

The LCWIP is not a funded plan; however, having an adopted and supported LCWIP puts us in the best possible position to secure external funding to deliver the improvements identified in the plan. The LCWIP provides the first step to secure funding and by delivering the plan we will achieve our aim to get more people cycling and walking in Kendal.

KAREN GEE

Ms Gee advised the committee of the following:

- She was a local resident
- She had run a junior cycling club and had established that eventually the juniors would be cycling on busy roads
- When on holiday she had observed how cyclists rode their bikes in other countries
- She was terrified that the junior cyclists that had now grown up were now at risk on busy roads
- She was now campaigning for cycling and was a member of the Local Cycling and Walking Infrastructure Plan Working Group
- She had already emailed the Committee directly with links and information pertaining to cycling
- The statement below had been submitted to the Working Group and this was the statement read out to the Committee:

I appreciate the hard work that has been undertaken by the team to produce this document, and I really do hope that it delivers widespread modal shift so that the 78% of Kendal residents who also work in the town are able to leave their car at home and either walk or cycle.

The recent IPCC climate change report together with the current record fuel prices are sobering reminders that this a pressing issue that requires immediate and widespread action.

These are the main observations I've drawn from the summary LCWIP:

- There is a huge potential for active travel in Kendal and the benefits are far

reaching

- The residents of Kendal are keen to see investment in active travel and are happy to dedicate road space to this
- People want to walk and cycle from where they live to where they work and shop, and to where they and their children get educated and enjoy themselves.
- They would like to feel safe whilst doing this - not just for part, but for all, of their journey
- The above points are all backed up by a lot of studies, surveys, and plans. So many in fact they need 15% of the document to list them all and another 30% to discuss them.

I have several areas of extreme concern with the Summary LCWIP.

The misleading wording that building of the Kendal Northern Access Route (KNAR) is going to result in an “expected reduction in traffic and reduced need for vehicular capacity” remains, as does the link between improving the key route through the town centre for active travel.

The data in appendix 4 of the KNAR outline business case clearly shows a very significant increase in the number of junctions in Kendal approaching or exceeding capacity by 2036, whether a new road is built or not. The KNAR may slightly reduce volumes from the huge peak, but not to a level where widespread active travel is suddenly possible.

We need urgent and significant modal shift years before the road is built to avoid such over-capacity on the road network.

It is very disappointing that the Highgate / Stricklandgate cycle route is still shown as being dependent on the KNAR (the dotted red line on the cycling network map).

Surface composition, lighting and remoteness on the Priority 1 northern river route means this could end up being a leisure route rather than an active travel route

Direction of travel on Wildman Street means it will be difficult to return to Sandylands estate from the town centre by bike.

Poor design on the Shap Road and Burton Road provision is not conducive to increasing active travel along these key corridors.

There are no quick wins that can be delivered from within existing budgets.

There is no plan to increase cycling rates for children and young people going to primary schools or Kendal College.

There is no acknowledgement that improvements to bicycle technology will increase the distances and gradients it is possible to cycle.

There is no plan of action around the "soft" measures also needed to encourage modal shift, such as bike storage, cycle training, and junction priorities.

I do hope that the LCWIP can act as a catalyst to increase the pace of change here in Kendal, but in its current format (tied to the KNAR, with unambitious timescales for delivery) it is unlikely to do that.

Where cycling and walking initiatives move into design and implementation phase I would be more than happy to help facilitate engagement with the local cycling community. We all know that it's the finer details of a route that determine whether it's usable or not.

I look forward to successful funding bids for cycling and walking infrastructure on its own merits.

Chair's response:

Thank you for your statement on the LCWIP.

The LCWIP seeks to present an ambitious and deliverable pipeline of measures for Kendal, with 31 km of cycling routes and 21 km of walking routes. With funding, many of these could progress at pace.

In effect the LCWIP helps prioritise schemes for early delivery and 'quick wins' that will achieve good outcomes and modal change. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. These early wins will then 'set the scene' and develop a local 'traction' that can be built on in developing an extensive network to encourage and support a step change in numbers cycling and walking.

We are being proactive: in seeking to move schemes forward the Council has used its Environment fund for 2021/22 to make improvements to the Canal Towpath and are currently considering priorities for 2022/23. We have also commenced further development work on a number of schemes within the plan.

As set out in the LCWIP, the Council is also preparing a business case to secure delivery funding for the Kendal Northern Access Route. Part of this will be measures to improve the public realm and cycling and walking infrastructure within the town centre.

Evidence shows that the Kendal Northern Access Route would provide significant benefit by allowing traffic to reroute onto the new road and reducing the impact of traffic in the town centre.

The next phase of development work and Outline Business Case gives us the opportunity to look at the use and prioritisation of roads in the town centre. As part of the Kendal Northern Access Route scheme there will be an opportunity to explore whether a continuous cycling route through the town centre could be funded and delivered by the scheme.

The LCWIP for Kendal is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery. The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies.

This means the network priorities will be reviewed and updated periodically, particularly

if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The Chair asked Ms Gee if she had one supplementary question to clarify any point relating to her question. Ms Gee asked if the responses to the first public consultation on the proposed network would be taken into consideration. The Chair confirmed they would.

The Chair invited the public participants to watch the rest of the meeting from the public gallery.

Given the number of participants and the length of time to read out statements by an officer (from people who could not make the meeting) it was questioned if the Public Participation Scheme could be reviewed.

The Senior Democratic Services Officer provided Constitutional advice regarding the County Council's Public Participation Scheme in terms of deadline dates for submissions, allowing a proxy to read out a person's statement, providing statements and responses to the Committee in advance of/after the meeting and how to ascertain if an individual is a vexatious complainant. The Area Manager observed that public participation was frequently tied to matters for determination by the Committee on its published Agendas. The Chair encouraged the public's right to participate in local democracy proceedings.

65 EXCLUSION OF PRESS AND PUBLIC

RESOLVED that, the press and public not be excluded from the meeting for any item of business.

66 DISCLOSURES OF INTEREST

There were no disclosures of interest made at the meeting.

67 MINUTES

RESOLVED that, the minutes of the meeting of the Local Committee held on 26 January 2022 were confirmed as circulated.

68 AREA WORKING IN SOUTH LAKELAND

A report was considered from the Executive Director – Corporate, Customer and Community Services regarding Area Planning in South Lakeland. The report provided service information and offered recommendations to South Lakeland Local Committee for approval from the Strategic Planning Working Group and Children and Young People's Working Groups. The report also provided Local Committee with an update on activity against agreed priorities and provided an overview of the current budget position.

The Area Manager presented the report. She guided members through the activity of the Area Team since the last meeting. Attention was drawn to the change of date in Recommendation 9 from 2023/24 to 2022/23. Details were provided on the reasons for all of the amounts to be agreed for each recipient. Attention was drawn specifically to the amount to be carried forward into the next financial year to the Sandgate Hydrotherapy Pool Budget. Members were advised that the appointment of Councillor Willis to the Management Committee of Newbridge House PRU was a joint appointment with Barrow Local Committee, which had agreed the appointment of Councillor Willis.

The recommendations as set out in the report were moved by Mr Cook and Seconded by Mr Bland. These were agreed by assent of the Committee.

RESOLVED that,

- 1 Members note the budget update for 2021-22 including the commitments and expenditure to date, Appendix A of the report.
- 2 Members note the work of the Strategic Planning Working Group as set out in the minutes at Appendix B of the report
- 3 Members agree an amount of £10,000 to Ulverston Town Council to enable the progression of the Ulverston Multi-use Greenway from the Economic Initiatives Budget, Appendix C of the report.
- 4 Members agree the current list of Environment Fund and Contain Outbreak Management Fund schemes as outlined in Appendix D of the report.
- 5 Members note the work of the Children and Young People's Working Group as set out in the minutes at Appendix E of the report..
- 6 Members agree to decommit an amount of £2,500 which was previously agreed for the Park Play Initiative from the 0-19 budget due to a contribution towards the scheme from our partner, SLDC. The Local Committee will now provide an amount of £5K for the scheme rather than £7,500.
- 7 Members agree an amount of £6,468 to Right2Work which will provide support to young, disengaged people to help them into work placements, college or apprenticeships, from the 0-19 budget, Appendix F of the report.
- 8 Members agree an amount of £9,200 towards the Kendal Futures Project Manager post from the 2022/23 Economic Initiatives Budget, see Appendix G of the report.
- 9 Members commit the end-of-year surplus amount in the Sandgate Hydrotherapy Pool Budget towards the continued operation and recovery of the pool in the 2022/23 financial year.
- 10 Members agree the appointment of Councillor Willis to the Management Committee of Newbridge House PRU as outlined in paragraphs 4.12 - 4.14 of the report.

69 KENDAL LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

The Chairman changed the order of business and this item was taken after Public Participation.

A report was considered from the Executive Director – Economy and Infrastructure regarding the Kendal Local Cycling and Walking Infrastructure Plan. The purpose of the report was to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Kendal.

A member moved that the report be postponed to a future meeting in order to allow members to review larger maps. This was not seconded so the motion fell. A member, who wanted Parish Councils to also be able to view the LCWIP asked for it to be circulated in electronic form and in A3. The Senior Programme Manager Cycling and Walking undertook to arrange this.

The Senior Programme Manager Cycling and Walking presented the report. Information was provided on why and how the LCWIP had been developed and what its aims were. Two other Local Committees had agreed their LCWIPS to date. It was noted that this was not a funded plan and was the start of a process. The four sections in the LCWIP were explained for members and the work with strategic partners was detailed, along with the next steps. It was stressed that the document was a live one and would continue to develop.

The Chair commented positively on the number of responses received to the consultation and acknowledged the importance of cycling to the South Lakeland population.

A member raised that there were more walkers than cyclists and asked how the LCWIP would address this. He queried if disabled access had been considered. The Senior Programme Manager Cycling and Walking talked to members about the core walking zone and routes, adding that design guidance meant access was ensured for all.

A question was asked about the inclusion of children using scooters to school in the LCWIP. The Senior Programme Manager Cycling and Walking explained how this was covered by the Active Travel Team.

The Chair asked when Government feedback on the LCWIPs would be received and how the Plan would be funded. The Senior Programme Manager Cycling and Walking advised on the Government's expectations and how bids would be made for funding. The experience of the consultants brought in to help with the drafting of the LCWIP and how it was detailed and ambitious was noted. It was stressed that the LCWIP was a core network of routes which could then expand into other areas.

A member considered that it was key to note that the LCWIP was unfunded. He commented on the work ahead with schools and partners for the new Westmorland

and Furness Authority to develop the LCWIP. He considered the LCWIP to be a good start and urged members to support it.

After drawing attention to the need for safe routes and the barriers to cycling, a member asked how those issues were being addressed. The Senior Programme Manager Cycling and Walking reported that the LCWIP was the first stage in the process, adding that schemes would be developed to overcome barriers. Behavioural change would also need to take place to complement the implementation of infrastructure

A member was concerned that safe routes to schools was not key in the LCWIP. The Senior Programme Manager Cycling reassured members that links would be made with the Active Travel Team who currently worked with schools on this matter. The Chair referred to the Committee's funding and support for Safe Routes to School.

After welcoming the LCWIP, a member asked if consideration had been given to vulnerable people and people with mobility issues during its development. The Senior Programme Manager Cycling and Walking reassured members that this would be addressed during the design stage.

Mr Hogg moved that the recommendations as set out in the report be agreed. He talked about a number of Kendal's unique selling points and referred to the number of cyclists in Kendal. He asked if the Senior Programme Manager Cycling and Walking had been involved in the development of the Kendal 20mph proposal. It was confirmed that the Senior Programme Manager Cycling and Walking was liaising with the relevant officers on this matter and she highlighted a number of reasons why Kendal was unique. Another member raised the importance of reviewing routes that did not have connectivity.

The Committee's attention was drawn to the number of respondents to the two public consultations. A member was disappointed at the small number of people who had engaged in the process. The Chair explained that the response rate was higher than in other areas of the county. The Senior Programme Manager Cycling and Walking concurred and added that detailed responses had been received which had been very useful to the development of the LCWIP.

Discussion ensued on the lack of reference to children in the LCWIP. Ms Filmore proposed that the LCWIP be brought back to a future meeting, after reference to children was included. The Chair explained that the LCWIP was a live document which would allow for changes to be made. Ms Filmore then asked for the points made during this item to be submitted to the LCWIP Working Group for its information. A member asked that there were clear communications to the public about the LCWIP.

Mr Cook seconded Mr Hogg's motion with the addition that children and young people be central to the LCWIP be added to the motion. Mr Hogg did not agree with the addition to the motion as he considered that the LCWIP was for everyone. The Chair agreed that the LCWIP did not exclude anyone.

The Senior Programme Manager Cycling and Walking advised that agreeing the LCWIP was only the first step. It could then be updated and changed as it was a live document. She confirmed that there would be a communications strategy for the Plan and officers would work with members in developing the Plan.

Mr Cook seconded the Motion, as proposed by Mr Hogg, without any additional wording.

The Chair asked if the motion (recommendations as set out in the report be agreed) was agreed. This was agreed by assent of the Committee.

RESOLVED that,

- 1 Members approve the LCWIP for Kendal as attached at Appendix 1 of the report.
- 2 Members delegate authority to the Executive Director – Economy and Infrastructure in consultation with the Chair and Vice Chair of the Local Committee to make any necessary minor amendments to the Kendal LCWIP prior to its publication.

70 SOUTH LAKELAND DISTRICT COUNCIL OFF STREET PARKING PLACES ORDER AMENDMENT 17

A report was considered from the Executive Director – Economy and Infrastructure regarding the South Lakeland District Council Off Street Parking Places Order Amendment 17. It was an information report regarding the making of an Order to amend the fees and charges within the existing “The South Lakeland District Council (Off Street parking Places) Order 2004”.

The Traffic Management Manager presented the report. The background to the proposals were explained and what the effects of the proposal would be were detailed for the Committee.

There were no questions or debate on this item. The Chair asked if the recommendation as set out in the report was agreed. This was agreed by assent of the Committee.

RESOLVED that, the Local Committee notes that South Lakeland District Council are proposing to introduce The South Lakeland District Council (Off Street Parking Places) Order 2004 (Amendment No 17) Order 2022, as set out in Appendix 1 attached to the report.

71 2021/22 HIGHWAYS DEVOLVED REVENUE AND CAPITAL UPDATE REPORT

A report was considered from the Executive Director – Economy and Infrastructure regarding the 2021/22 Highways Devolved Revenue and Capital Update Report.

The report presented the Highways Devolved Revenue and Devolved Capital and Non-Devolved Capital Budget finance reports and updated members as to current progress on those budget lines as detailed in the appendices attached to the report.

The Local Area Network Manager South Lakeland presented the report and drew out the key messages for members. This included the predicted overspend in the Highways Revenue Budget which was attributed to reactive tree works relating to Storms Arwen and Barra. The Deputy Leader of the Council was investigating ways of the overspend being covered by the corporate centre. The figures relating to the spend for the Devolved Capital Budget and Non Devolved Capital Budget were reported.

The Chair asked if officers were undertaking close budget monitoring in the forthcoming year to ensure the new Westmorland and Furness Authority would not inherit an overspend. The Local Area Network Manager South Lakeland advised that full clarity of the budget for 2022/23 would be known once Full Council had considered any brought forward under or overspends from 2021/22. The Teams would then endeavour that spend was achieved against the agreed revised budgets.

A member referred to the large amount of tree debris still left on the ground following recent storms. The Local Area Network Manager South Lakeland outlined the work being undertaken by contractors until the end of March 2022 in respect of this matter. He confirmed that tree debris on highways land would be cleared by the County Council. It was noted that some debris remained where carriageways had been reopened as that had been the priority but debris would be cleared at a later date.

A member asked about Aggregate Industries, the private contractor who was undertaking work for the County Council as well as National Highways and whether there was only one contractor used at a time. The member wanted to ensure the work programme would be completed. The Local Area Network Manager South Lakeland explained the working arrangements and work programme agreed with Aggregate Industries. He commented that they would be undertaking work on the Principal Road Network early in the 2022/23 financial year.

It was questioned why there was an underspend in the Highways Devolved Capital Budget and pothole allocation when all members had residents contacting them about pothole issues. The Local Area Network Manager South Lakeland advised that the underspend would reduce once two external contractors started repairing potholes which had been identified after the winter. He noted that figures were also out of date when presented by Local Committee due to publication requirements of the report in the Agenda pack.

The Chair asked if the recommendation as set out in the report was agreed. This was agreed by assent of the Committee.

RESOLVED that, Local Committee notes the revenue and capital budget allocations for 2021/22 and the commitments and expenditure recorded to the end of January 2022 and shown in Appendices 1, 2 and 3 of the report.

72 HIGHWAYS AND TRANSPORTATION WORKING GROUP MEETING 16 FEBRUARY, 2022

A report was considered from the Executive Director – Economy and Infrastructure regarding the Highways and Transportation Working Group Meeting 16 February 2022. The report provided the notes of the meeting of the Highways and Transportation Working Group held on 16 February 2022 and included recommendations for consideration by the Local Committee.

The Vice Chair of the Highways and Transportation Working Group presented the report and proposed that the recommendations as set out in the report be agreed.

The Chair of the Local Committee asked for brief synopsis of the options to be considered in the Kendal Town 20mph Speed Limit Scheme. The Traffic Management Manager advised that options would be developed by the Working Group being set up with Kendal Town Council. Mr Cook reassured the Committee that Kendal Town Council were progressing this matter. The Chair highlighted that the Working Group had the support of County Council members.

The Chair asked if the recommendations as set out in the report was agreed. These were agreed by assent of the Committee.

RESOLVED that,

- 1 Local Committee notes the Minutes of the Working Group meeting of 16 February 2022 which are attached as Appendix 1 of the report.
- 2 That Local Committee: -
 - A Approves the bringing into operation of The County Of Cumbria (Various Roads, South Lakeland Area) (Consolidation Of Traffic Regulations) (Order 2002) (U5498 Garsdale Bridge, Sedbergh) (3 Tonnes Maximum Gross Vehicle Weight Restriction) And (U5498 Sedbergh) (Prohibition Of Motor Vehicles, Except For Access) Variation Order 2022 (“The Order”) in its entirety, as advertised, having taken into account the objections and representations which were received, and having also taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of the Report (which is attached as appendix 2 to the report).
 - B Agrees for Officers to engage in next steps progressing a way forward for a 20mph scheme in Kendal to be through discussion in a working group initially led by Kendal Town Council with membership of other wider stakeholders, with regular updates to the Working Group as it develops.
 - C Agree the Provisional Devolved Highways Revenue Allocations for 2022/23 which is attached as Appendix 1 to the report (and

Appendix 3 to the report) which has been updated following confirmation of the budget allocation by Full Council on 10th February 2022.

- D Notes the details provided in Appendices 1, 2 and 3 of the Working Group report from the Executive Director – Economy and Infrastructure (attached as Appendix 4 of the report) which gave a 2021/22 Flood and Development Management Update and that the Local Committee notes that there are no additional comments in the Appendices to bring to the attention of Local Members. Any significant comments, changes and/or amendments will be highlighted in subsequent and future reports to the Highway and Transportation Working Group.

73 SPEED LIMIT VARIATION TRAFFIC REGULATION ORDER A595 AND A5092

A report was considered from the Executive Director – Economy and Infrastructure regarding the Speed Limit Variation Traffic Regulation Order A595 and A5092. The report set out the responses to the statutory consultation and advertising of the Order referred to at paragraph 3.1 of the report. All of the proposals were summarised in the statutory notice which was attached as Appendix 1 of the report.

The Traffic Management Team Leader - South Lakeland presented the report. The proposals were explained and the consultation process, including the responses received were detailed. The Local Member was in support of the proposals.

Local Member, Mr Brereton thanked the Traffic Management Team Leader - South Lakeland and her team for the work undertaken. He explained the concerns of local residents and explained his reasons for supporting the proposals, including the appropriateness of the 50mph speed limit on the hill. He highlighted that once introduced, the scheme could be revisited and amended if necessary.

The recommendation as set out in the report was moved by Mr Brereton and seconded by Mr Cotton. They were agreed by assent of the Committee.

RESOLVED that, Having taken into account the objections and representations which were received during the statutory consultation and advertisement, and having also taken into consideration the matters contained in Section 122(2) of the Road Traffic Regulation Act 1984 which are more specifically referred to at paragraph 7.2 of this Report, that The County of Cumbria (Various Roads in the District of South Lakeland) (Consolidation and Provision of Speed Limits) (Order 2018) Variation Order (No.8) 20>< (“the Order”) be brought into operation as advertised.

74 COMMUNITY DEVELOPMENT AND PUBLIC HEALTH ACTIVITY - UPDATE

An update report was considered from the Executive Director – Economy and Infrastructure regarding Community Development and Public Health Activity. The report drew attention to key Community Development and Public Health Activity undertaken by the South Lakeland Area Support Team and the Locality Public Health Manager.

The Locality Public Health Manager presented the report. He focussed on the impact of the pandemic on the mental wellbeing of the population and on health inequality. He talked about the research that had been undertaken and the impact on young people, women and people with an Asian background. Members were advised of the continuing work of the Mental Wellbeing and Mental Health Partnership which included the distribution of a revised version of the 'Every Life Matters' booklet. It was reported that living with COVID and long COVID were causing high levels of anxiety for some people. The Public Health Team was working with the Lancashire and South Cumbria Resilience Hub who were providing support for people working in care. A number of other initiatives were reported to members.

A short briefing was provided on health inequity and the variation between wards in South Lakeland. A number of events were highlighted for members.

The Locality Public Health Manager undertook to circulate resources relating to public events to members.

A member urged the public to take up the offer of vaccine boosters.

Mrs Sanderson reported that schools still had high numbers of COVID cases and advised that she still had regular meetings with the Assistant Director - Education and Skills and the Director of Public Health on this matter.

Mrs Sanderson thanked Cumbria Fire and Rescue Service for their hard work at two recent fires in her division.

RESOLVED that, the report be noted.

75 PARTNER ORGANISATIONS

76 OUTSIDE BODIES

There were no reports to Committee at this meeting.

77 CHILDREN'S CHAMPION

Mrs Evans gave a briefing on the business she had taken part in as her role as the Local Committee's Children's Champion.

Mrs Evans thanked Foster Carers for their dedication. She briefly reported on her recent attendance at the Foster Carers Steering Group. She reported that Foster

Carers were needed for sibling groups, older children and those with complex needs.

A lot was learned from Care Ambassadors at the Children and Young People's Working Group meetings.

The County Council was offering Apprenticeships to Care Leavers and they were being supported in these roles.

The County Council's Promise to Children Looked After was being reviewed in Summer 2022.

Members were asked to promote the County Council's Holiday Activities during the Easter Holidays.

78 DATE OF NEXT MEETING

The next meeting of the Committee would be held on 12 May 2022 at 10.00am at County Hall, Kendal

The meeting ended at 12.35 pm