

Public Document Pack



Workington Together Community Panel

Meeting Date: Tuesday 18 March 2025

Time: 6.00 pm

Location: Inspira, 213 Vulcans Lane, Workington, CA14 2BT

No	Item	Pages
1.	Apologies for Absence To receive any apologies for absence.	
2.	Declarations of Interest To receive declarations by Councillors of any disclosable pecuniary interest, personal interests, other registrable interests or any other interests in respect of items on the agenda.	
3.	Exclusion of Press and Public To consider whether the press and public should be excluded from the meeting during consideration of any item on the agenda.	
4.	Minutes of Previous Meeting To approve the minutes of the meeting held on 10 December 2024.	3 - 6
5.	Community Panel Update To consider a report by the Community Development Officer.	7 - 36
6.	Investing in our Neighbourhood Report To consider a report by the Area Planning Manager	37 - 44
7.	Highways and Transport Strategic Board Minutes To note the minutes from the meeting held on 29 January 2025.	45 - 52
8.	Date of Future Meeting To note that the next meeting of the Panel will be held on 12 June 2025 at 6.00pm at a venue to be agreed.	

[For further meeting information](#)

Email: kathryn.magnay@cumberland.gov.uk

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Email: kathryn.magnay@cumberland.gov.uk



**Workington
Together**
Community Panel

Date: Tuesday 10 December 2024

Time: 6.00 pm

Location: Inspira in Workington, 213 Vulcans Lane, Workington, CA14 2BT

Present: Naylor, Cllr M Fryer, Cllr J Grisdale, Cllr D Rollo, Cllr S Stoddart and Wilson

Also Present: Ms D Naylor and Mr R Wilson

In Attendance Senior Business Support - Electoral & Democratic, Senior Manager - Community Services and Area Planning Manager

59 Apologies for Absence

Apologies for absence were received from Councillor Cannon.

60 Declarations of Interest

There were no declarations of interest.

61 Exclusion of Press and Public

RESOLVED, that there were no items on the agenda for the press and public to be excluded.

62 Minutes of Previous Meeting

RESOLVED, that the minutes of the meeting held on 12 September 2024 be approved as a correct record.

63 Investing in our Neighbourhood Report

Members received a report which set out the current position of the Neighbourhood Investment Fund allocation to this Community Panel as agreed by the Cumberland Council Executive and detailed investment applications for consideration and approval from the budget allocation. The report also included the Neighbourhood Investment Plan for this Community Panel for information and to report on the progress.

The Area Planning Manager provided Members with an overview of the four investment applications which required approval by the panel as detailed under paragraph 4 of the report.

The first application from Over the Rainbow for £1650 to cover the cost of re-useable promotional materials.

A Member asked if the promotional materials were to be branded, concerns were expressed if the materials were branded and the organisation ceased trading they could not be reused. The Area Planning Manager advised that when the award is made they could condition it that the materials are to be unbranded so they could be used by other organisations.

A vote was taken and all Members agreed to approve the application.

Councillor Fryer joined the meeting.

The second application from Great Clifton Youth Group for £4590 to help towards the replacement of floodlights.

A Member questioned the procurement process and asked how many companies they had to give quotes from. In response the Area Planning Manager advised the Panel that they had to provide two estimates with the application.

A vote was taken and all Members agreed to approve the application.

The third application from Happy Mums for £4962 to continue their community engagement & inclusion in the Workington & surrounding area for another year. Members were advised that they were also applying to other Community Panel's across Cumberland Council for the delivery of projects in those areas.

A vote was taken and all Members agreed to approve the application.

The fourth application from Playgoers at The Theatre Royal for £10,000 towards the cost of replacing the lighting equipment.

A Member questioned how many young people would benefit from this application to fit in with the priority empowering our children and young people. In response the Area Planning Manager advised that the applications go through a rigorous process and met the criteria. Members were also advised that once the project is completed the applicants have to provide feedback on how successful the project had been, this data could be included in future panel reports.

A vote was taken and all Members agreed to approve the application.

The Area Planning Manager confirmed to Members that the underspend from the 2023/24 budget allocation had been carried forward, therefore the remaining balance was £61k.

A discussion took place, and it was agreed that discussions would take place with the Young People's forum to find out what young people would like to be involved in.

RESOLVED, that

- (1) the contents of the report be noted;
- (2) the UKSPF to Cancer Research Workington of £5,000 had been returned be noted;
- (3) the investment (CCGA/2191-24) to Over the Rainbow of £1650 towards the cost of re-useable promotional materials be approved;

- (4) the Investment (CCGA/2196-24) to Great Clifton Youth Group of £4590 towards the cost of replacing floodlights be approved;
- (5) the Investment (CCGA/2211-24) to Happy Mum's of £4962 towards the cost of extending their peer led support group for Mum's in the Workington area be approved;
- (6) the Investment (CCGA/2225-24) to Playgoers at the Theatre Royal of £10,000 towards the cost of replacing the lighting equipment be approved;
- (7) the Neighbourhood Investment Plan reviewed.

64 Community Panel Update

Members received a detailed report which informed the Community Panel of the recent activity within its area and included information on Co-opted Members, Network Events and Network Activity, Workington Library Community Hub, New Prevention Service, Cumberland Early Help, Prevention and Youth Justice, Make Your Mark update, West Cumbria Child Poverty Forum (WCCPF), Cumberlands Healthy Happy Foundations Pledge Launched, 10p Swims – Make a Splash, Warm Spots, Thriving Communities, Financial Resilience, Refugee Locality Group, Children & Young People and Christmas Free Parking Offer.

A discussion took place in regard to Co-opted Members and if the panel was restricted to two members. In response The Area Planning Manager advised that the panel could have up to three, if Members wanted to recruit a third Co-optee then the recruitment process could begin in January.

RESOLVED, that

- (1) the report be noted;
- (2) the extension of the appointment term of the Co-opted Members to March 2026 and to commence the recruitment process for a third Co-optee.

65 Highways and Transport Strategic Board Minutes

The Highways Network Manager provided the panel with an overview of the minutes of the Highways and Transport Strategic Board meeting on 24 October 2024.

Documents of interest contained within the agenda pack for the HTSB meeting were highlighted for members attention namely:

- Highways Scheme Update – page 35-48
- Bus Services Update – page 49 – 66
- Road Lighting Policy – page 225 -290
- Cumbria Road Safety Partnership Strategy – page 281 - 283
- Highways Bridges & Structures Management Strategy – page 291 - 300
- Cumberland Council Permit Scheme – page 305 – 345
- Highways & Transport Draft Works Programme 2025/26 – page 347 – 369
- Verge Maintenance in Cumberland – page 371 – 374

The Specialist – Democratic & Electoral agreed to circulate a copy of the agenda pack for members following the meeting.

RESOLVED, that the minutes of the Highways and Transport Strategic Board meeting held on 24 October 2024 be noted.

66 Date of Future Meeting

RESOLVED, that the next meeting be held on 18 March 2025 at 6pm venue to be agreed.

The meeting finished at 7.32 pm



Workington Together Community Panel Update

Meeting Date – 18 March 2025

Lead Officer - Paul Musgrave

1.0 Purpose / Summary

- 1.1 The report updates this Community Panel on recent activity by Cumberland Council within this Community Panel area.
- 1.2 The work of the Community Panel contributes to the achievement of the Council Plan 2023 - 2027 vision:
 - Cumberland Council takes a fresh approach to the delivery of inclusive services that are shaped by our residents and communities.
 - By enabling positive outcomes for health and wellbeing, prosperity and the environment we will fulfil the potential of our people and our area.
- 1.3 The Council Plan aims to improve the health and wellbeing of our residents through the following priorities:
 - Addressing inequalities
 - Local economies that work for local people
 - Environmental resilience and the climate emergency
 - Delivering excellent public services
- 1.4 This Community Panel has also identified the following priorities for this panel area which are:
 - Empowering our Children and Young People
 - Supporting Communities to Help Themselves
 - Reducing Food Poverty

2.0 Recommendation

- 2.1 Members note the contents of the report.
- 2.2 Members agree that the following Co-opted Member candidate is formally invited to join the Workington Together Community Panel from 1 April 2025 to 31 March 2026:

- Harvey Benson

3.0 Background

- 3.1 This report sets out the activity that has taken place within this Community Panel area in the last quarter that has been led or supported by Cumberland Council. Where appropriate, it also makes reference to consultations that are Cumberland wide or specific to this area.
- 3.2 This Community Panel covers the wards of Mossbay, Moorclose, Harrington, Seaton, St Michaels, St Johns & Great Clifton

4.0 Co-opted Members

- 4.1 The Constitution provides that Community Panels can appoint up to three co-opted members for each panel. At the first meetings of each of the Community Panels, a report was presented which referred to co-opted members and reminded the Community Panel of this option. The relevant extract of the report is set out below:

Community Panels are currently made up of the Cumberland Council Members that represent the communities in this Community Panel footprint. The Executive has encouraged membership to be extended to allow for up to three additional members that are not elected. These co-opted members can bring a different perspective, knowledge, best practice and potentially resources. They will contribute to the discussions, bringing their experience and expertise and be able to ask questions.

These co-opted members will not be paid an allowance or have voting rights as part of the panel meetings.

- 4.2 At the December 24 meeting, members agreed to proceed with the recruitment of an additional co-opted member.
- 4.3 Advertisements went out on 9 January 25 with closing date of 9 February 25. Members of this Community Panel received applications from potential co-opted members which they shortlisted based on what applicants felt they could offer to the panel in relation to the Empowering Children and Young People priority. This was followed up with informal interviews conducted by the Chair and Vice Chair, supported by the Area Planning Manager.
- 4.4 Following the interviews, all Panel Members were subsequently informed of the outcomes of those interviews and with their agreement, the successful candidate for this post is shown below:

Harvey Benson

Network Events and Network Activity Workington Youth Partnership update

- 4.5 The Partnership brings together Youth Providers in the Workington Together Panel areas of Mossbay, Moorclose, Harrington, Seaton, St Michaels, St Johns & Great Clifton.

- 4.6 The Area Planning Manager and Community Development Officers attended the partnerships meetings on 13 January 2025 and 13 February 2025.
- 4.7 Discussions included considering applications to this Community Panel to deliver Youth Provision collaboratively or individually, activities taking place in half term week, signposting opportunities between providers, 10p swims initiative, training opportunities and sharing best practice.
- 4.8 Expertise from the Partnership indicated young people would like to see social activities which were broadly around culture, media, and sports.
- 4.9 Active Cumbria attended the Partnership meeting on 13 February 2025 to offer a presentation on Active Cumbria's Place Expansion Programme [Let's Move - Active Cumbria](#)
- 4.10 Members of the Community Development team will continue to attend the Youth Partnership meetings and offer support with investment applications and development of projects.

Other Activity

Active Cumbria workforce session

- 4.11 Members of the Community Development Team attended a workshop at Penrith Rugby Club on 30 January 2025. The professional workforce session was aimed at supporting Cumbrian clubs and community organisations to succeed by using the online tool Buddle.
- 4.12 Buddle is a Sport England Lottery funded programme offering free learning and support resources to sporting clubs and community organisations. For more information visit www.buddle.co

Community Health and Wellbeing Conference

- 4.13 Members of the Community Development team attended the Community Health and Wellbeing (North) conference held in Wigton on 12 February 2025.
- 4.14 Hosted by Cumberland Council and CALC, the conference was a chance for CALC members to meet representatives from local agencies and services who support health and wellbeing in the community.
- 4.15 Presentations from keynote speakers included the Leader of Cumberland Council, the Director of Public Health and Communities and Cumbria's Police, Fire and Crime Commissioner.
- 4.16 The event provided an opportunity for the team to promote the community panels.

Dream Placement

- 4.17 On 20 February 2025 members of the Community Development team met with three students age 16-18 and studying A-levels.
- 4.18 The Community Development team representatives offered an overview of the work of the team, the Community Panels and the approach to community engagement followed by a Q&A session led by the students.
- 4.19 The students were hosted as part of the Dream Placement scheme ran by the Centre for Leadership Performance. The focus was on leadership with the three students having expressed a specific interest in Community work and making a difference where they live.

- 4.20 The students were based in Allerdale House with a visit to the Family Hub, the Port of Workington and culminating with a presentation from students at Cumbria House based on the tag line 'Your Future Starts Here.'

Libraries Update

- 4.21 A new weekly warm welcome social group was launched in February at Workington Library and takes place every Wednesday 10am-12pm. The group was created to help support people feeling lonely because of social isolation and offers friendship, activities, refreshments and an opportunity to meet other people.
- 4.22 Other new groups to promote socialisation and help reduce loneliness started in February including Scrabble club, every Monday 4-5.30pm and board games every Tuesday from 10.30am.

Social Prescribing Day

- 4.23 Cumberland Libraries Outreach Project Officers are working with the Cumberland's Social Prescribers to deliver a celebration event at Workington & Whitehaven libraries in support of Social Prescribing Day.
- 4.24 Social Prescribing Day is an annual celebration recognising the work of Social Prescribing and takes place Wednesday 19 March 2025. A wide range of partners, organisations and local community groups have been invited to support people's health & wellbeing by showcasing their service to the public. There will be lots on offer including mini health checks, arts, crafts & planting activities, wellbeing support and free refreshments. Both events run from 11am-2pm.

The Big Question

- 4.25 As part of the recent public engagement to support the development of the Cumberland suicide prevention strategy, Workington Library hosted "the Big Question" public drop-in sessions, to help researchers involved in the project to understand the reasons behind the high incidence of suicide in Cumberland and how best to support residents with their mental health.

Community Hub

- 4.26 The Community Hubs pilot continues to demonstrate significant progress.
- 4.27 The integration of a hub within Workington Library offers a multi-agency approach with daily support from various partners. These include the council's Customer Service team, NHS social prescribers, financial wellbeing coaches, Citizens Advice, and Macmillan Cancer Support, among others.
- 4.28 The pilot's success is evident not only in the increased footfall and engagement with partner organisations but also in the strengthened connections between council services and the third sector.
- 4.29 The "no wrong front door" approach has proven highly effective, providing the community with greater access to multiple agencies in one location while increasing awareness of available support and resources.
- 4.30 As the Hub offer continues to grow, community feedback and views are welcomed. Cumberland residents can share their thoughts and ideas on how the hubs should evolve and what additional services they would like to see offered, either via the

website: <https://www.cumberland.gov.uk/your-community/community-hubs> or on a community hubs comments card, available at Workington Library.

Active Cumbria's Active Travel to School Parent and Carer Survey

- 4.31 This report presents data from Active Cumbria's *Active Travel to School Parent and Carer Survey* (ATTSPCS), which ran for a five-week period in November to December 2023. This report provides headline data and key findings from the ATTSPCS as well as location-based insight for the local authority footprints of Cumberland Council and Westmorland and Furness Council. The survey will be conducted at two year intervals.

The full report is at appendix 1

Make a splash this half-term - 10p swims for Cumberland children

- 4.32 All schoolchildren aged up to 16 years old from the Cumberland area were able to go for a swim in a choice of five indoor pools for only 10p over the February half term school holidays.
- 4.33 The discounted scheme will be available between Saturday 15 and Sunday 23 February and has been put in place by Cumberland Council, with the support of GLL and Wigton Baths Trust.
- 4.34 The council scheme will offer discounted swimming opportunities throughout the week with some locations offering free sessions on a weekend.
- 4.35 It was available at the following leisure sites at allocated times during the school holidays in the Workington Together Panel areas:
- Workington Leisure Centre: 2pm - 2.50pm, Monday 17 - Friday 21 February.
11am - 11.50am on Saturday 22 February.
- 4.36 The swimming initiative is funded by the UK government through the UK Shared Prosperity Fund.
- 4.37 Following evaluation, data will be reported to the Workington Community Panel in Junes report.

HDRC Update

- 4.38 HDRC offer a Research, Evidence, Evaluation and Learning (REEL) Training Programme designed to generate learning about evidence and how to create it. It is open to all staff, elected members and community organisations as continuous professional development and career advancement. The training provided by the HDRC team is funded by the National Institute of Health Research.
- 4.39 The REEL Capabilities Framework has set out and defined eight domains of capability necessary for comprehensive research training and knowledge acquisition for Cumberland Council staff who would like to develop their evidence gathering and research skills. These are:
- Health Inequalities and the Determinants of Health
 - Theory of Change Methodology
 - Using Evidence
 - Performing Service Evaluations
 - Planning and Delivering Research
 - Ensuring Continuous Quality Improvement

- Strategic Research Leadership
- Co-production and co-research

- 4.40 The team also offer a webinar series focused on research - <https://www.eventbrite.co.uk/o/cumberland-hdrc-96124271553>.
- 4.41 In January the team launched their Research Plan and Research Governance Framework which is stored on the Observatory. They are also currently working on the methodology.
- 4.42 The next big step is the planning of community roadshows where they will be offering a range of drop ins, presentations and workshops across Cumberland to talk about the HDRC. They will also be offering online options as well. The aim being to:
- Begin building relationships to later use to recruit community co-researchers and participants for research.
 - Build public understanding about the HDRC and its aims. It is important that expectations are managed.
 - Strengthen partnership working with third-sector organizations and community groups to improve community engagement.
 - Create an open, accessible environment for the community to learn, discuss, and ask questions about HDRC.
- 4.43 15- 20 community co-researchers will be employed (paid or voluntary) for a duration of 2 years, from June 2025 to June 2027, to conduct and facilitate research in the community.
- 4.44 As part of going out into the community, the team would value any insight from Community Panel Members with regards to hotspots in their areas which they feel the team should, or would like the team to, visit, or where panel members feel the team should put up posters or leaflets. To feed in any information, or if you would like further information from the team, please contact them at: hdrc@cumberland.gov.uk

National Apprenticeship Week

- 4.45 In celebration of National Apprenticeship week, the Early Careers and Apprenticeship team engaged with young people across Cumberland to showcase opportunities.
- 4.46 The week included an Apprenticeship Open Evening at Cumbria House on Monday 10 February, where visitors explored apprenticeship pathways at Cumberland Council.
- 4.47 Events in Workington and Carlisle focused on Care Experienced young people, in partnership with the Virtual School, Children's Services, Cumbria Youth Alliance, and Inspira.
- 4.48 Participants identified key skills, explored career opportunities, and received support with applications and interviews. Special guests were in attendance to share experiences which included Cumberland's Senior Managers and Elected Members.
- 4.49 The team also partnered with Inspira for speed interview prep at Richard Rose Morton Academy and visited Lakes College in Workington with two apprentices to promote career opportunities.

As part of the 18th National Apprenticeship Week celebrations, Gen2 hosted a Grand Final on Friday 14 February.

Partnership meetings led by the Community Development Team

Thriving Communities

- 4.50 The Thriving Communities Partnership met on 4 February 2025. The Partnership has now expanded to include the Food and Financial Resilience (West) Group, which previously met independently. This has created greater efficiency and removed duplication where several attendees sat on both groups. Merging the groups has also resulted in an increase of expertise within the Partnership.
- 4.51 The Partnership discussed the findings and emerging issues from the Rural Working group and where they could affect and influence impactful measures.
- 4.52 There were updates from the Children and Young Peoples Partnership, the Refugee Locality Group and Department for Work and Pensions (DWP) Partnership Manager who shared a roundup of recent DWP announcements.
- 4.53 Key points of discussions included The Household Support Fund, HAF provision, general funding opportunities, BT digital switch and Social Housing support.

Refugee Locality Group Update

- 4.54 The group met on 14 January 2024. A presentation was received on PREVENT from Cumberland's Safer Communities Manger.
- 4.55 Discussions included Housing Provision and an update from the Resettlement Team Manager covered Refugee and Guest Programmes in Cumberland.
- 4.56 This group has brought together the former Copeland and Allerdale Groups into a single Partnership. The Carlisle group remains an independent group based on the different needs identified.

Children and Young People Partnership

- 4.57 The Children and Young People Partnership met on 8 January 25. The partnership has now expanded to cover the wider Cumberland footprint as it formerly only included organisations from the former Allerdale and Copeland areas.
- 4.58 Key points of discussions included:
- DrugHubUK - an online services run by the councils Substance Misuse Team and is a safe space for young people to access information, advice and support to reduce risk around drug and alcohol use. The team have a dedicated email address and social media pages which young people can use to access support.
 - Family Help and Prevention Roadshow events – The Family Help and Prevention team have run a series of roadshow events to engage with partners on the new Family Help and Prevention Strategy.
 - Salterbeck Youth Group – a new youth group started in Salterbeck in September 2024. Sessions run on Monday evenings, 6:30pm at the Oval Centre.
 - Community Grants - Cumbria Community Foundation provided a summary of funding streams they have available which specifically support Children and Young People. For more information visit: www.cumbriafoundation.org
 - Theatre by the Lake – are in the process of developing a project to support young people in exploring and expressing their feelings through creative media.

- Northern Fells – spoke to the group about the work Northern Fells carry out to support young people in rural communities. For more information visit: www.northernfellsgroup.org.uk

5.0 Consultation

- 5.1 Cumberland Council launched a consultation on the proposed new Home Adaptations and Assistance Policy on 16 January 2025.
- 5.2 The proposed policy outlines how Cumberland Council will offer support and includes three key proposals:
- Establishing a Home Improvement Agency for Cumberland
 - A wider range of discretionary offers across Cumberland
 - The use of deferred payment loans (via a land charge) for some homeowners where costs exceed the mandatory Disabled facility grant level
- 5.3 The aim of the policy is to support residents across Cumberland to live well at home with the support and advice of a service helping to make their homes safe, warm, and accessible.
- 5.4 The consultation closed on Thursday 13 February 2025.

6.0 Options

Alternative Options Considered

- 6.1 No other options considered as this report is to note only.

Risks

- 6.2 The associated corporate risk is as follows:

There is a risk that the Community Panels and Community Networks do not effectively engage with and/or represent the views of local residents, partners, businesses and third sector organisations.

- 6.3 The activities outlined in this report and the associated recommendations help to mitigate this risk. There are no further risks associated with this report.

Consultation

- 6.4 There has been no consultation associated with the recommendations of this report.

Legal Comment

- 6.5 No legal issues arise directly from the report. Any legal issues arising from the delivery of specific projects will be dealt with as they arise.

Finance Comment

- 6.6 The Workington Together Community Panel is one of 8 Community Panels which are funded from the Neighbourhood Investment Fund which is part of Communities and Localities within the Public Health and Communities Directorate.
- 6.7 The 2024/245 budget allocation to the Workington Together Community Panel is £78,619. In addition, a carry forward of budget underspend from 2023/24 of £43,271 was agreed at executive increasing the total budget for 2024/25 to £121,890.
- 6.8 A further allocation of UKSPF Funding of £56,126 was allocated from Workington Together in 2024/25

Impact Assessments

- 6.9 An impact Assessment has not been used.

Contact Officer: Lee Thorburn – Area Planning Manager

Appendices attached to report:

Appendix 1 - Active Travel to School Parent and Carer Survey

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Active Cumbria Active Travel to School Parent & Carer Survey 2023



Be part of it!

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Welcome

This report presents data from Active Cumbria's *Active Travel to School Parent and Carer Survey* (ATTSPCS), which ran for a five-week period in November to December 2023. The ATTSPCS was open to all parents and carers of children in nursery, primary or secondary school in Cumbria and aimed to build a detailed picture of local attitudes, barriers, and enablers to active travel to school. This report provides headline data and key findings from the ATTSPCS as well as location-based insight for the local authority footprints of Westmorland & Furness Council and Cumberland Council.

The ATTSPCS received a high response rate allowing a large sample size for analysis. The report's headline data and statistics are drawn from the 2,319 respondents who completed the online survey to end, with parents and carers of children drawn from 210 primary schools and 39 secondary schools across Cumbria. Of the 2,319 respondents, 1,672 had children in primary school and 1,310 had children and young people in secondary school.

Encouragingly, our data shows that 46.1% of children in primary school walk to school most days of the week, with 37.7% travelling by car to school in Cumbria. Walking was overwhelmingly the preferred mode of active travel with 73.7% of children walking to school on at least one occasion during the previous year. Distance from home to school impacted active travel frequency, with greater distance from home to school correlated with less frequent active travel journeys.

For secondary school aged children and young people, walking was again the preferred mode of active travel, with 40.8% of secondary school students walking to school most days, with 62.4% of students having walked to school on at least one occasion in the previous year. However, the greater distances travelled to secondary school correlates to an overall higher reliance on motorised transport, with 31.5% of secondary school students travelling over 3 miles to get to school compared to only 14.1% of primary school children in Cumbria. This is reflected in the increased use of school or public buses to travel to school for 30.4% of secondary students compared to only 4.4% of children in primary school. There also remains a high reliance on car journeys, with 20.3% of secondary students travelling by car to school most days.

Distance from home, road safety concerns, lack of highway infrastructure, work commitments and weather all featured high in concerns and barriers that prevented active travel to school on a more regular basis, with some noted differences between council footprints and the age of the child attending school. Work commitments were considered more significant an issue for parents and carers in full time employment and for those with primary school aged children.

Pleasingly, across the county footprint and irrespective of school age, our data shows that parents and carers overwhelmingly value the physical and mental health benefits of active travel, in notable excess of any other perceived benefit. 85.4% of parents and carers in Cumbria stated that the increased levels of physical activity and health benefits of active travel were important to them and 67% of respondents valued the mental and emotional health benefits of active travel to school. These results highlight the value of an active school

commute to support increased physical activity levels and improve health outcomes to benefit the wellbeing of our communities across Cumbria.

We at Active Cumbria hope to utilise the insights in this report to better support schools and communities to embed active travel behaviours from a Cumbrian evidence base that account for both people and place. These findings will enhance programme development and targeted engagement to support our mission of “improving lives through physical activity”. It is also hoped these insights will be of use to wider county colleagues and partners, and for schools who wish to embed active travel behaviours in their community.

For any questions on this report, further case studies or information on how you can promote active travel in your school community, please contact the Active Cumbria Active Travel to School team on activetravel@activecumbria.org



Definition:

Active travel is defined as a mode of travel that involves a level of physical activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, and scooters.



Executive Summary



Walking is the most popular mode of active travel.

- 46.1% of children walk to primary school.
- 40.8% of students walk to secondary school.

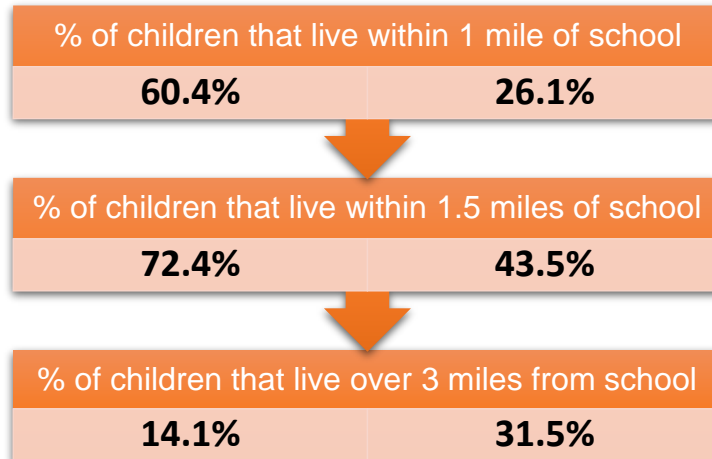


- 37.7% of children travel by car to primary school.
- 20.3% of students travel by car to secondary school.
- 30.4% of students travel by bus to secondary school.

Distance from home to school



33.9%
of parents in Cumbria stated their child rarely or never walks, wheels, scoots, or cycles to primary school.



More secondary school pupils in Cumbria walk to school than primary school pupils at every distance up to 3 miles from home to school.



85.4% of parents valued the increased levels of physical activity and health benefits of active travel.



67% of parents valued the mental and emotional health benefits of active travel to school.



41.1% of parents in Cumbria stated road safety issues prevented their child walking, wheeling, scooting, or cycling to school on a regular basis.

Travel Behaviours

Primary School Travel Behaviours

Summary

Our data shows that more children walk to primary school in Cumbria than any other method of travel to school most days of the week. These travel behaviours show similar breakdowns across the county, with walking the most popular mode of travel to primary school in both Westmorland & Furness (45.6%) and in Cumberland (46.5%).

However, car journeys are the next most frequent method of travel to school, accounting for 36.3% of home to school journeys in Westmorland & Furness and 38.5% of journeys in Cumberland. Only 4.8% of parents in Westmorland & Furness and 5.9% of parents in Cumberland stated they utilised Park and Stride methods for most school commutes (whereby parking further away from school is encouraged to relieve traffic congestion and provide additional physical activity minutes in the day).

Active Travel

Walking was overwhelmingly the preferred mode of active travel with 46.1% of children in Cumbria walking to school most days of the week. Additionally, 73.4% of children in Westmorland & Furness and 73.9% in Cumberland walked to primary school on at least one occasion during the previous year. Approximately a third of children had travelled to school by scooter at least once in the past year, with a higher percentage of children in Westmorland & Furness (36.4%) travelling by scooter than in Cumberland (33.5%). Similar percentages were shown for cycling to school, with 31.5% of children in Westmorland & Furness and 30.9% in Cumberland having cycled to school on at least one occasion in the past year.

However, despite a third of children having travelled to primary school by scooter or bike in the past year, this percentage is much lower for daily journeys. Only 3.5% of children in Cumberland and 3.4% in Westmorland & Furness cycle to primary school for most daily journeys. Similarly, in Westmorland & Furness only 3.2% of children scoot or skate to school most days of the week with just 1% of children in Cumberland regularly scooting or skating to school.

A higher percentage of children walk to school most days of the week than have scooted or cycled to primary school at least once during the previous year. This notable difference and the low rates of daily cycling and scooting to school highlight the higher perceived barriers to journeying by scooter or bike and the comparative accessibility of walking as an achievable daily active travel strategy for parents and carers of children in primary school.

However, our data also reveals that approximately a third of primary school aged children are missing out on opportunities for additional physical activity through active travel, as 33.9% of parents in Cumbria stated their child rarely or never walks, wheels, scoots, or cycles to primary school. In Cumberland 11.3% of children rarely travel actively to school and 23% stated their child never travels actively to school. These percentages are likewise mirrored in Westmorland & Furness where 11.1% of children rarely travel actively to primary school and 22.3% never take any physically active journeys to school.

Impact of Distance

Distance from home to school impacted active travel frequency, with greater distance from home to school correlated with less frequent active travel journeys.

Most families in Cumbria live within 1 mile of primary school. In Westmorland & Furness 59.6% of families live within 1 mile of their child's primary school, with 72.4% living within 1.5 miles of school. In Cumberland, 60.9% of families live within 1 mile of their child's primary school and 72.5% live within 1.5 miles of school. In Cumberland, 13.2% of families live over 3 miles away from primary school, compared to 15.7% of families in Westmorland & Furness.

As our data reveals similar trends across the county, we have chosen to show one unitary authority per case study to exemplify the trends.

Case Study: Distance to Primary School - Westmorland & Furness

As walking is overwhelmingly the preferred mode of active travel to school, it forms a useful basis of analysis to compare journey type based on distance from home.

Using Westmorland and Furness as a case study, our data reveals 88.9% of children that live within 400m of school walk to school most days, 75.2% of children walk who live within 0.25 - 0.5 miles of school, 50.6% of children walk who live within 0.5 - 1 mile, and 31.3% walk to school most days if they live between 1 - 1.5 miles away.

Car journeys respectively account for 4.2% of journeys to school (400m away), 11.7% (0.25 - 0.5 miles away), 31.8% if journeys if families live 0.5 - 1 mile away, and car travel accounts for 47.5% of journeys to primary school when families live 1 - 1.5 miles away from school. See Figure 1.

This data reveals how increasing distance is correlated with less frequent active travel to school. Our findings show that while 50.6% of children that live within 0.5 – 1 mile from school walk to school most days of the week, a significant proportion of families (31.8%) will travel this distance by car and lose the opportunity for an additional 10 - 20 minutes of physical activity minutes per journey.

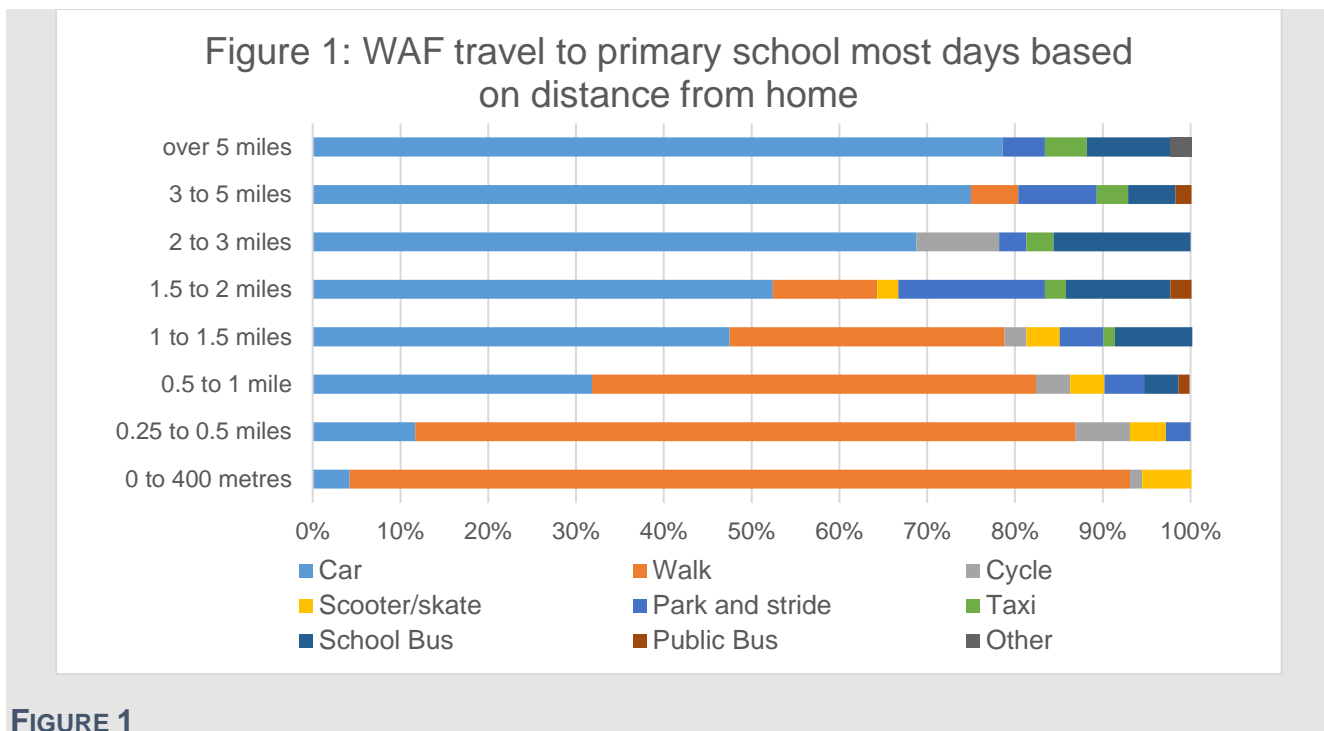


FIGURE 1

Case Study: Distance to Primary School - Cumberland

Increasing distance from home to school and decreasing active travel behaviours are also revealed in our data by those parents who stated their child rarely or never walks, wheels, scoots, or cycles to school. Parents were asked to state if their child took active journeys either: every day, 2 - 3 times a week, once a week, once every two weeks, once a month, rarely, or never.

Using Cumberland as a case study, our data reveals a decreasing trend in active travel journeys based on increasing distance from home to school. 87.8% of children that live within 400 m of school travel actively every day, compared to 66.4% of children that live 0.25 – 0.5 miles away, decreasing to 48.6% of children that live 0.5 – 1 mile away from school, and just 24% of children travel actively everyday if they live 1 - 1.5 miles from school.

In comparison, 3.2% of children that live within 400m of school rarely or never travel actively to school, increasing to 10.1% of children that live within 0.25 - 0.5 miles from school, 16.2% children that live within 0.5 - 1 mile of school, increasing to 46.2% of children that live 1 – 1.5 miles away from school rarely or never making active school journeys. See Figure 2.

This data again highlights the impact of distance on active travel behaviours. Concerningly, 10.1% of children in Cumberland who live within 0.25 - 0.5 miles of school rarely or never travel actively. However, at this distance from school, 15.1% of children travel actively 2 - 3 times a week and 4.2% of children travel actively once per week, potentially providing scope for schools to reinforce and increase the regularity of positive active travel behaviours in their school community.

Figure 2: Cumberland active travel frequency versus distance from home to primary school

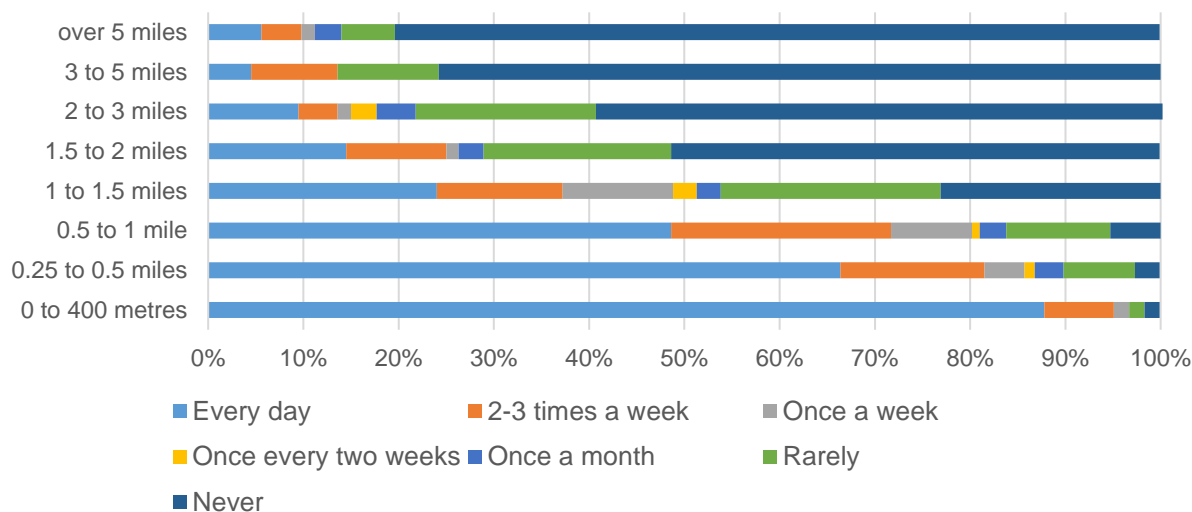


FIGURE 2

Secondary School Travel Behaviours

Summary

For our secondary school data, each local authority had one secondary school that had a high response rate from parents and carers to our online survey. In Cumberland, 40.4% of respondents had a young person attending Trinity School in Carlisle, and in Westmorland and Furness 39.8% of respondents had a young person attending Kirkbie Kendal. As the data is evenly dominated by these individual schools in their authority footprints, we have chosen to report on Cumbria wide averages for secondary schools to better reflect all 39 secondary schools represented in the sample.

Our data shows that more children and young people walk to secondary school in Cumbria than any other method of travel to school, with 40.8% of secondary school students walking to school on most days of the week.

However, the greater distances travelled to secondary school correlates to an overall higher reliance on motorised transport. This is reflected in the increased use of school or public buses to travel to school for 30.4% of secondary students compared to only 4.4% of children in primary school. There also remains a high reliance on car journeys, with 20.3% of secondary students travelling by car to school most days.

Active Travel

Walking was again the preferred mode of active travel to school, with 40.8% of secondary school students in Cumbria walking to school on most days of the week, with 62.4% of students having walked to school on at least one occasion in the previous year.

Only 3.6% of young people cycle to secondary school on most days of the week. Whilst this percentage is comparable to the 3.5% of children who cycle to primary school most days of the week, we see a sharper contrast in how many young people have cycled to school on at least one occasion in the previous year. Just 10% of pupils have cycled to secondary school in Cumbria in the previous year compared to 31.1% of children in primary school.

Our findings indicate a much lower percentage of young people choose to scoot or skate to secondary school, with only 0.2% of young people using a scooter or skateboard to travel to school most days. This pattern is repeated across the year as only 2% of young people had chosen to scoot or skate to school on at least one occasion in the previous year in Cumbria, compared to 34.6% of children in primary school.

When parents and carers were asked how frequently their child or young person walked, wheeled, scooted, or cycled to secondary school, 45.6% of respondents stated their child travelled actively every day, with 6.7% indicating their child travelled actively 2-3 times a week. While encouraging to see half of young people take multiple active journeys to school each week, 7.6% of respondents stated their child rarely travels actively to secondary school and 36.3% responded their child never travels actively to school.

However, while 20.3% of young people travel by car to secondary school, 23.8% of young people use school buses, 6.6% utilise public buses and 0.9% rely on trains most days to get to and from secondary school. Increasing the understanding of active travel to include journeys made from home to bus stops and train platforms will allow a wider understanding of how young people in secondary school are getting additional active minutes into their day by using sustainable transport options.

Impact of distance

Distance from home to secondary school impacted active travel frequency, with greater distance from home to school correlated with less frequent active travel journeys.

In contrast to primary school students, secondary school pupils are more likely to be travelling further to school. Only 26.1% of children and young people attending secondary school live within 1 mile of school in Cumbria, compared to 60.1% of primary school aged children. 43.5% of secondary school pupils live within 1.5 miles of school, compared to 72.4% of primary school aged children in Cumbria.

As noted, these greater distances travelled correlates to an overall higher reliance on motorised transport in secondary school, as 31.5% of secondary school students travel over 3 miles to get to school compared to only 14.1% of primary school children. A total of 20.4%

of secondary students in Cumbria live over 5 miles away from school compared to only 6.8% of children in primary school, highlighting the greater distances commuted for school journeys at secondary school age. See Figure 3.

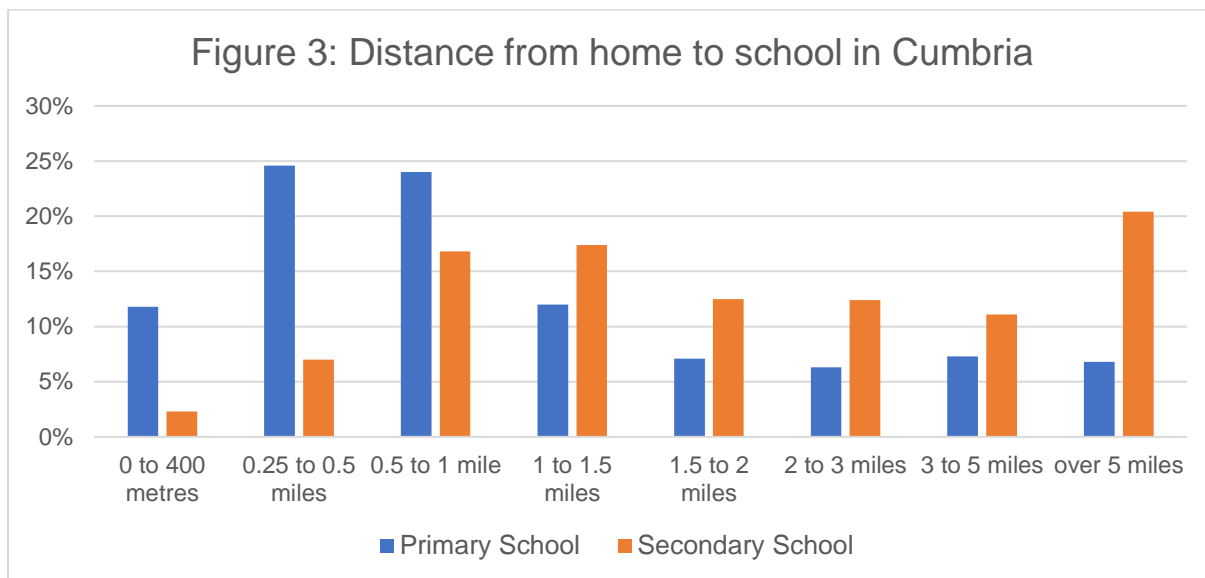


FIGURE 3

However, while only 26.1% of secondary school aged children and young people live within 1 mile of school, compared to 60.1% of primary school children, a higher percentage of secondary school pupils in Cumbria walk to school most days of the week at every distance up to 3 miles from home to school.

93.3% of secondary students walk to school in Cumbria if they live within 400m of school, 91.3% walk if they live within 0.25 - 0.5 miles, 81.4% walk if they live 0.5 – 1 mile, and 61.7% of secondary school pupils walk to school if they live between 1 – 1.5 miles away from school. Approximately 24% of students will journey to school by car if they live 1-2 miles from school. See Figure 4.

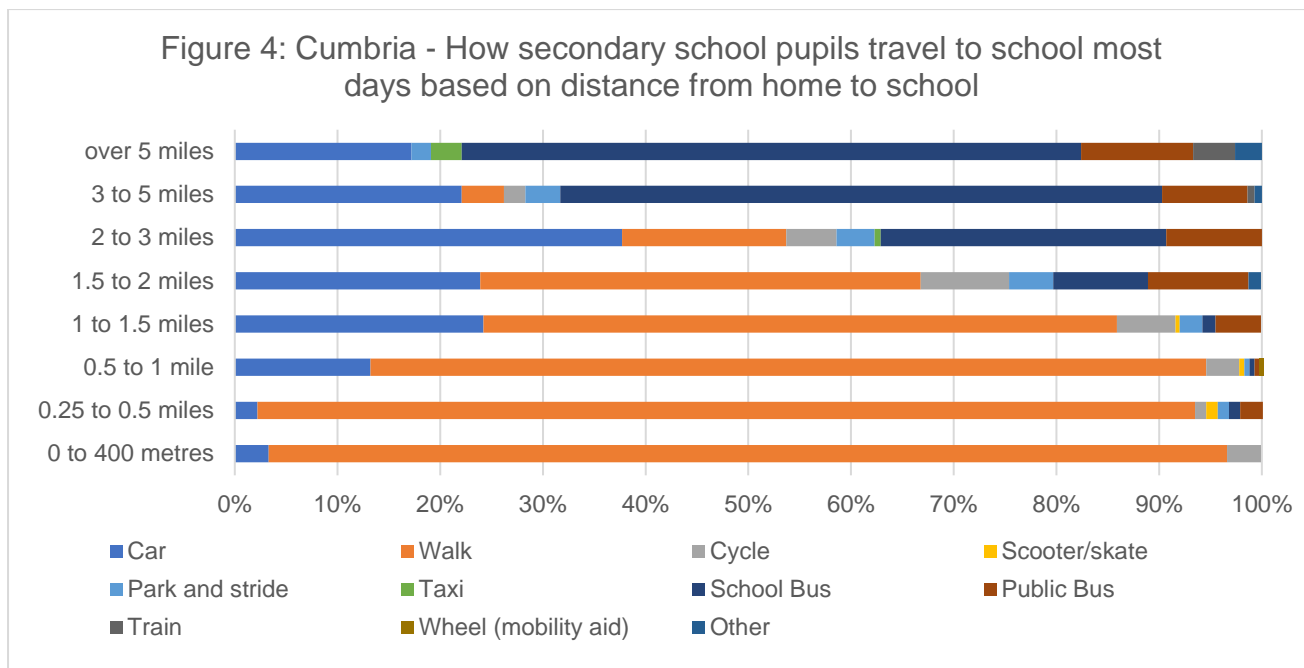


FIGURE 4

This contrast in percentage of children who walk to school based on distance from home to school is shown in Table 1, with significant differences in walking notable from 0.5 to 2 miles between students in primary and secondary school.

Table 1: Percentage who walk to school most days based on distance to school in Cumbria

	Primary School	Secondary School
0 to 400 metres	89.80%	93.30%
0.25 to 0.5 miles	74.40%	91.30%
0.5 to 1 mile	53.50%	81.40%
1 to 1.5 miles	29.90%	61.70%
1.5 to 2 miles	7.60%	42.90%
2 to 3 miles	1.90%	16.00%
3 to 5 miles	2.50%	4.10%
over 5 miles	0.00%	0.00%

TABLE 1

Road Safety and Barriers to Active Travel

Road Safety

Most parents and carers in Cumbria felt their child could walk safely to school. However, 41.1% of parents in Cumbria stated road safety issues prevented their child walking, wheeling, scooting, or cycling to school on a regular basis.

66.9% of parents in Westmorland & Furness and 67.3% of parents in Cumberland stated their child could walk safely to primary school. For secondary school age children and young people, this figure was slightly lower, with 63.8% of parents in Westmorland & Furness and 59.7% of parents in Cumberland stating their child was able to safely walk to school.

When asked whether any road safety issues prevented their child walking, wheeling, or cycling to school on a *regular* basis, 59.3% of parents in Cumberland and 58.1% of parents in Westmorland & Furness stated there were no road safety issues preventing regular active travel to school. However, highlighting over 40% of parents felt road safety issues prevented active travel to school on a regular basis.

Of the approximately 40% of parents who felt road safety prevented *regular* active travel to school, just over half of these respondents answered a further question identifying the factors they considered a barrier to active journeys. Our data shows speed and amount of traffic topped road safety concerns for parents in both Cumberland and Westmorland & Furness as a key barrier to active travel. However, our findings also reveal road safety issues are considered more salient a barrier across all factors in Westmorland & Furness for those respondents who felt road safety prevented regular active travel to school.

Please note percentages shown in Table 2 are based ONLY on respondents who answered road safety concerns prevented regular active travel to school AND chose to identify individual concerns. This is NOT representative of overall levels of road safety concern.

Table 2: Road safety concerns for parents that prevent regular active travel to school.

	Cumberland	WAF
No footways/pavements on route to school	46.30%	57.70%
No safe place to cross	42.40%	43.40%
Speed and amount of traffic	65.90%	71.90%
No cycle lanes on route to school	42.40%	53.60%
Other	22.00%	15.80%

TABLE 2

Our data shows nearby schools can face different road safety barriers to active travel, with considerable variation between urban and rural settings.

A case study in Westmorland & Furness is used to demonstrate the overall levels of road safety concerns schools in different geographical settings with differing levels of highway infrastructure may experience.

Case Study: Road safety barriers for rural vs urban primary schools – Westmorland & Furness

St Mark's CofE Primary School in Natland, and Heron Hill Primary School, Kendal, are 1.6 miles distant from each other by road. St Mark's CofE Primary School is a rural primary school serving 165 students, while Heron Hill Primary School is a large community school in Kendal serving 460 students (including nursery children).

We had 42 parents from St Mark's CofE PS respond to our online survey, representing a minimum of 25.5% of parents if each child attended school without siblings. However, we know this percentage is likely to be higher as many parents have multiple children attending the same school. 70 parents from Heron Hill PS responded to our survey, representing a minimum of 15.2% of parents, however again, likely to be a higher percentage based on multiple children attending the same school.

In Westmorland & Furness, 66.9% of parents felt their child could safely walk to school. However, 82.9% of parents with a child attending Heron Hill PS stated their child was able to safely walk to school, compared to just 21.4% of parents with a child attending St Mark's CofE PS. This was also reflected in perceived road safety as 81% of parents from St Mark's CofE PS felt road safety concerns prevented active travel to school on a regular basis compared to only 32.9% of parents with a child at Heron Hill PS.

A rural school, with a sparser population over a wider catchment, only 45.2% of families live within 1.5 miles of St Mark's CofE PS compared to the Westmorland & Furness average of 72.4% and compared to Heron Hill PS were 87.7% of families live within 1.5 miles of school. These differences are also reflected in travel behaviours to school. 59.5% of children journey by car to St Mark's CofE PS, 19% travel by bus, just 9.4% of children walk to school and 2.4% cycle most days. At Heron Hill PS, only 20% of children journey to school by car, 1.9% rely on a school bus, while the majority at 57.1% of children walk to school most days, with 4.3% cycling and 4.3% scooting to school.

Infrastructure and traffic can present a greater barrier for active travel to rural schools in the county as exemplified by St Mark's CofE PS. Of the 34 out of 42 parents who answered "Yes" to road safety concerns as a barrier to regular active travel, 32 chose to respond to the follow up question to identify road safety concerns. 28 parents from St Mark's CofE PS cited no footways/pavements on the route to school as a barrier to active travel representing 66.6% of total respondents from St Mark's CofE PS. No cycle lanes on the route to school were considered a barrier by 54.8% of parents, 47.6% considered speed and amount of traffic a barrier and 33.3% of parents at St Mark's CofE PS identified no safe place to cross as a concern.

For comparison, only 23 out of 70 respondents at Heron Hill PS stated road safety issues prevented their child travelling actively on a regular basis, representing 32.9% of respondents. However, it is notable that of those 23, only 12 chose to respond to the follow up question to identify road safety concerns. 7 parents, representing 10% of total respondents, cited speed and amount of traffic as a concern preventing regular active travel, 8.6% felt there was no safe place to cross, 5.7% stated no cycle ways on route to school as a barrier and 4.3% identified no footways or pavements as a barrier to active travel to school.

These differences in perceived barriers are represented in Table 3 and typify some of the additional challenges to active travel faced by rural primary schools.

Table 3: Perceived road safety barriers to active travel between a rural and urban school

	Heron Hill - Urban	St Mark's - Rural
No footways/pavements on route to school	4.30%	66.70%
No safe place to cross	8.60%	33.30%
Speed and amount of traffic	10%	47.60%
No cycle lanes on route to school	5.70%	54.80%
Other	4.30%	4.80%

TABLE 3

Barriers to Active Travel to School

Whilst our findings indicate that most parents feel their child could safely walk to school, our data also reveals road safety concerns are the highest perceived barrier to regular active travel to school, with 44.3% of parents in Cumberland, and 44.2% of parents in Westmorland & Furness stating it prevented their child walking, wheeling, scooting, or cycling to school on a regular basis. Distance from home to school was the second greatest concern for parents, however with considerable variation both within and between districts. 42.5% of parents in Cumberland and 34.1% of parents in Westmorland & Furness identified distance as a barrier to regular active travel to school. Weather ranked third in the list of overall barriers with just under third of total respondents stating it prevented regular active travel to school. See Table 4.

Lack of suitable highway infrastructure, such as footways, pavements, and cycleways, was a greater concern in Westmorland & Furness, presenting a barrier for 27.4% of parents compared to 23.5% in Cumberland. Work commute and work commitments were also a larger barrier for active travel to school in Westmorland & Furness for 24.5% of parents compared to just 20% of parents in Cumberland. To note, in Westmorland & Furness 85.1%

of respondents were in full-time or part-time employment compared to 82.1% of parents and carers in Cumberland.

Table 4: Barriers to regular active travel to school in Cumberland and Westmorland & Furness

	Cumberland	WAF
Distance from home to school	42.50%	34.10%
Lack of suitable highway infrastructure (pavements, cycleways)	23.50%	27.40%
Cost of equipment (i.e., bikes, scooters etc)	5.10%	4.00%
Lack of suitable storage facilities for bikes, scooters at school	6.30%	5.20%
Road safety concerns (speed of traffic)	44.30%	44.20%
Personal safety concerns for your child/ren (i.e., assault, abuse)	14.40%	9.40%
Work commute and/or work commitments	20.00%	24.50%
Confidence in your child's skills to walk/wheel/cycle safely	12.90%	11.50%
Care responsibilities for younger children (i.e., prams etc)	3.90%	5.40%
Your own long-term sickness or disability	4.10%	3.10%
Your child's long-term sickness or disability	4.70%	4.40%
Weather	31.70%	29.60%
Other	3.20%	3.70%
None of above	20.70%	23.80%

TABLE 4

Our data indicates work commutes and work commitments are a greater barrier to active travel to school for parents in full-time work, with 27.1% of parents in full-time employment in Cumbria stating it is a barrier to active travel compared to just 22% of parents in part-time employment. However, this barrier is most pronounced for those parents who have children in primary school, with 34.4% of those in full-time work stating the work commute was a barrier and 26% of those in part-time work stating it was a barrier to regular active travel to school.

Work commutes and work commitments decreased as a barrier for those parents with older children who may travel to school more independently, as just 16% of parents in part-time work and 20.8% in full-time work listed work as a barrier when they had a child in secondary school, irrespective of whether they also had a child in primary school. To note, this also correlated with an increased confidence in their child's ability to walk, wheel or cycle safely to school, with just 9% of parents who had a child in secondary school seeing their child's skill level as a barrier to active travel safely compared to 14.6% who had a child in primary school.

Benefits of Active Travel

Across the county footprint and irrespective of school age, our data shows that parents and carers overwhelmingly value the physical and mental health benefits of active travel, in notable excess of any other perceived benefit.

85.4% of parents and carers in Cumbria stated that the increased levels of physical activity and health were important to them and 67% of respondents valued the mental and emotional health benefits of active travel to school.

Parents and carers in Westmorland & Furness rated the values of active travel higher overall than parents and carers in Cumberland across all benefits measured. However, similar relative weight was given to the benefits of physical activity and emotional health.

87.7% of parents in Westmorland & Furness valued the increased levels of physical activity and health from active travel to school compared to 84.2% of parents in Cumberland. Likewise, 68.6% of parents and carers in Westmorland & Furness compared to 66.2% in Cumberland stated the mental and emotional health benefits of active travel were important to them. See Figure 5.

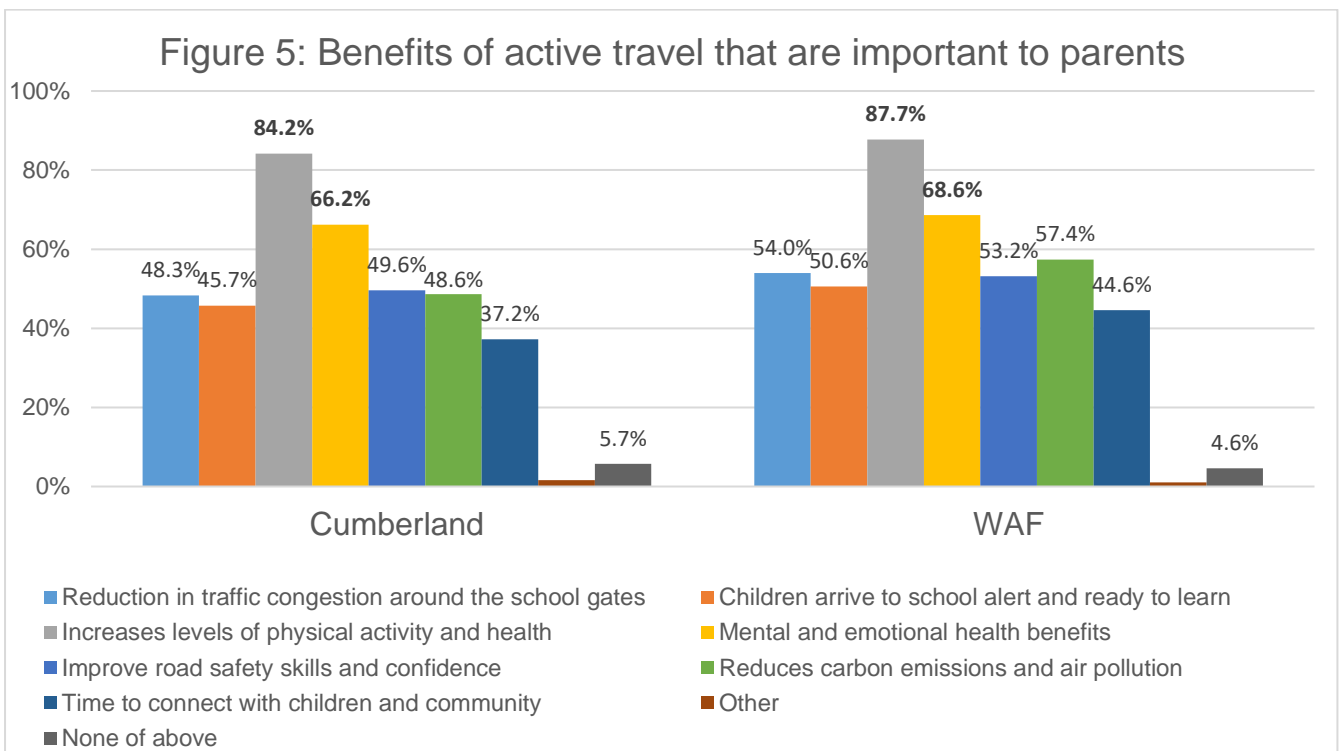


FIGURE 5

Our data also highlights the sustainability benefits of active travel were of significantly higher importance to respondents in Westmorland & Furness than for those in Cumberland. 57.4%

of parents and carers in Westmorland and Furness stated the reduction in carbon emissions and air pollution was important to them, compared to only 48.6% of parents and carers in Cumberland. See Table 5.

Table 5: Benefits of active travel to school important to parents and carers in Cumberland and Westmorland & Furness

	Cumberland	WAF
Reduction in traffic congestion around the school gates	48.30%	54.00%
Children arrive to school alert and ready to learn	45.70%	50.60%
Increases levels of physical activity and health	84.20%	87.70%
Mental and emotional health benefits	66.20%	68.60%
Improve road safety skills and confidence	49.60%	53.20%
Reduces carbon emissions and air pollution	48.60%	57.40%
Time to connect with children and community	37.20%	44.60%
Other	1.60%	1.00%
None of above	5.70%	4.60%

TABLE 5

Encouragingly, after considering the benefits of active travel, 85% of parents and carers in Westmorland and Furness and 82.7% of parent and carers in Cumberland would like their child to be able to walk, wheel, scoot or cycle on the school run for some journeys.

These statistics are encouraging for potential behaviour change strategies, highlighting the importance of education and engagement reaching key audiences.

Impact of Active Cumbria Active Travel to School Parent and Carer Survey

We at Active Cumbria hope to utilise the insights in this report for future programme development and targeted engagement to support our mission of “improving lives through physical activity.” Our findings highlight the value placed on an active school commute to support increased physical activity levels and improve health outcomes to benefit the collective wellbeing of our communities across Cumbria.

However, these results also emphasise the impact of distance, road safety and highway infrastructure on active travel behaviours that can present an impediment to active travel in Cumbria as a large, rural county. Responsive engagement and programme development that

encourages people to travel actively for some journeys or parts of journeys will increase active travel behaviours, through park and stride schemes or getting off the bus a stop earlier to easily gain extra active minutes in the day.

Importantly, wider community education around the term “active travel” will support engagement efforts. Our data revealed just 50.5% of respondents in Cumberland and only 49.5% in Westmorland & Furness had heard the term “active travel” and knew what it meant before they began the survey. A further 10.2% in Cumberland and 8.6% in Westmorland & Furness had come across the term before but did not know what it meant. Significantly, 41.9% of respondents in Westmorland & Furness and 39.3% in Cumberland had never heard the term “active travel” before.

These statistics reveal a knowledge gap in a key demographic. Ensuring education and engagement strategies reach all parents and carers is essential to the success of behaviour change strategies, as parents and carers are pivotal in supporting the next generation in the up-take and normalisation of active travel behaviours.

It is hoped the insights provided in this report will be of use to wider county colleagues and partners, and schools who wish to embed active travel behaviours in their community.



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Workington Together Community Panel Investing in our Neighbourhoods

Meeting Date – 18 March 2025

Lead Officer – Paul Musgrave

1.0 Purpose / Summary

- 1.1 The report sets out the current position of the Neighbourhood Investment Fund allocation to this Community Panel as agreed by the Cumberland Council Executive. Where they have been received, this report presents investment applications for consideration and approval from the budget allocation.
- 1.2 This report also presents the Workington Together Community Panel Neighbourhood Investment Plan for information, discussion and to report progress against it.
- 1.3 The work of the Community Panel contributes to the achievement of the Council Plan 2023 - 2027 vision:
 - Cumberland Council takes a fresh approach to the delivery of inclusive services that are shaped by our residents and communities.
 - By enabling positive outcomes for health and wellbeing, prosperity and the environment we will fulfil the potential of our people and our area.
- 1.4 The Council Plan aims to improve the health and wellbeing of our residents through the following priorities:
 - Addressing inequalities
 - Local economies that work for local people
 - Environmental resilience and the climate emergency
 - Delivering excellent public services
- 1.5 This Community Panel has developed its own local priorities which were shared and discussed with our local communities and agreed formally by this Community Panel. They have been used by the Community Panel to inform the development of the Neighbourhood Investment Plan and in assessing investment applications.

2.0 Recommendations

- 2.1 Members note the contents of the report.
- 2.2 Members to agree an investment (CCGA/2284-25) to Citizens Advice Allerdale of £15,366 towards the cost of apprentice wages.
- 2.3 Members to agree an investment (CCGA/2280-25) to Soundwave of £8,675 towards the cost to start a new provision for young creatives in Workington based at the Carnegie.
- 2.4 Members to agree an investment (CCGA/2282-25) to Mo & Love CIC of £14,400 towards the cost of setting up a new Day Services provision in Workington.

3.0 Background

- 3.1 The Neighbourhood Investment Fund (NIF) budget allocation to this Community Panel for 2024/25 is £78,619 as agreed at Full Council on 30 April 2024.
- 3.2 A carry forward of 43,270.00 from 2023/24 was agreed at Executive on 17 September.
- 3.3 The total amount available to this Panel for the financial year 2024/25 is £121,889.
- 3.4 This allocation is intended to enable the Community Panel to plan activity in their communities through investment that will assist in the achievement of its priorities.
- 3.5 Now that the Community Panel has formally agreed it's priorities, the Members will assess applications against the locally agreed priorities which are:
 - Empowering our Children and Young People
 - Supporting Communities to Help Themselves
 - Reducing Food Poverty
- 3.6 In addition to the priorities, there are a number of criteria that must be adhered to as this relates to public funds. These are set out on the application form. There may be occasion where applications are received that do not fit with the local priorities or meet the funding criteria. In these cases, the applications will not be presented to the Community Panel. However, the Council works with other partners and will often be able to advise on other funding streams or will support a group so that they can meet the funding criteria.
- 3.7 In addition, this Community Panel has considered other criteria that they wish to implement and these are:
 - Investments up to £1,500 can be agreed outside the meeting in consultation with the Chair, local Member and Senior Manager – Community Services.
- 3.8 Potential applicants are always advised to speak with the relevant Community Development Officer (CDO) prior to submitting an application. The CDO can offer advice and for this panel area. The CDO is Carole Tubman who can be contacted by email (Carole.Tubman@cumberland.gov.uk).

4.0 Investment Applications

Citizens Advice Allerdale – CCGA/2284-25 £15,366

- 4.1 Citizens Advice Allerdale are applying for £15,366 towards the total cost of £35,334 to employ two apprentices aged 16 – 18 for 18 months. Citizens Advice were awarded £16,118 towards these costs by Workington Together Community Panel in September 2024.
- 4.2 Citizens Advice Allerdale are a registered charity and a company limited by guarantee. They provide free, confidential, and independent advice throughout the Workington Together panel area and have an office located in Workington. Their service aims are to deliver the advice people need for the problems they face and improve the policies and practices that affect people's lives. They value diversity, champion equality, challenge discrimination and harassment. Main enquiries relate to debt, welfare benefits and housing however they advise on many other issues including consumer, employment, relationship and immigration. In addition, they actively tackle fuel poverty through providing information and energy efficiency advice at group sessions and 1:1 support.
- 4.3 The funding from this application will be used to cover the costs of employing two apprentices aged 16 – 18 years old for 18 months.
- 4.4 Citizens Advice Allerdale have secured £3,850 from The Hadfield Trust towards employing two apprentices.
- 4.5 The people who will directly benefit from this will be two young people who take the apprenticeship roles and the wider community who they will be able to support through these roles.
- 4.6 Costings have been submitted for the additional increase in wage costs to cover the increase in NI etc. and for the cost of employing two apprentices for 18 months, rather than 12 months. In the application considered by this panel in September 2024, the costings were based on the minimum wage at that time and for a 12-month apprenticeship. The organisation have now been informed that this type of apprenticeship will take 18 months, rather than 12. The additional 6 months of employment costs is required and funding to cover the shortfall due to the rise in costs for employers contributions to National Insurance and the National Insurance threshold dropping.
- 4.7 **The officer recommendation is £15,366**
- 4.8 The application meets the following priorities:
- Empowering our children and young people
 - Supporting communities to help themselves.

Soundwave – CCGA/ 2280-25 £8,675

- 4.9 Soundwave is a registered charity dedicated to enriching the lives of young people in West Cumbria through music and the arts. Their mission is to create opportunities for skills and social development. Since 2005, Soundwave has positively impacted thousands of individuals, collaborating with schools, colleges, and a range of organisations across the region.
- 4.10 Beyond their work with children and young people, they support several community initiatives, including choirs and jamming groups, and play an active role in advancing the Cultural Strategy for West Cumbria.

- 4.11 The funding from this application will be used to cover the costs of Lead deliverers, Trainee, project management and equipment.
- 4.12 The primary beneficiaries of this investment are young people aged 11–19 from Workington and its surrounding areas, many of whom face economic disadvantage or are marginalised. Others may already be pursuing further education but lack access to practical, high-quality training in the creative industries.
- 4.13 Soundwave are applying for a one off cost of £8,675. The overall cost of their project is £10,675 and applications are made to other funders which are Frances Scott Trust and National Foundation for Youth Music.
- 4.14 **The officer recommendation is £8,675.**
- 4.15 The application meets the following priorities:
- Empowering our children and young people

Mo and Love Day Services (CCGA/ 2282-25) £14,400

- 4.16 Mo and Love Day Services are a community interest company who provide day service provision. The provision is led by experienced professionals with expertise in elderly care, occupational therapy and cognitive development.
- 4.17 The service provides accessible care services for people over 60 in Workington and surrounding areas and addresses the issues of social isolation and declining physical and mental health in the way of structured activities in a safe and stimulating environment.
- 4.18 The project aims to support 100 people annually and improve health, social connectedness and independence. There will also be indirect benefit to family members and carers.
- 4.19 A letter of support from the council's Social Prescribing team has been received for the project.
- 4.20 Mo and Love Day Services are applying for £20,000 against project costs of £29,600. The costings include resources, food, room hire, insurance and legal fees, marketing resources, IT and software, staff training, a budget for social objective and a contingency. Some of the costings included in the application are not eligible for investment funding and this is reflected in the officer recommendation.
- 4.21 The service is chargeable to users and the costs are £55 daily or membership fees are £215 for 6 sessions or £650 for 12 sessions. The money received from fees goes towards staffing costs.
- 4.22 **The officer recommendation is £14,400.** This figure includes training, room hire, resources, IT equipment and software and marketing materials.
- 4.23 The application meets the following priorities:
- Supporting communities to help themselves
 - Supporting organisations in providing accessible services for all
 - Supporting and promoting community facilities and activities

Additional Investment

Capital Programmes - Workington Gateway Project

- 4.1 Planning approval has been granted for:
- Moving the boundary wall between Curwen Park and the A596 at in order to widen the carriageway at Hall Brow.
 - Upgrading the gravel path to hardstanding in Hall Park between the entrances to Horse Close Car Park and the Walled Garden.
- 4.2 Story Contracting are developing detailed designs for Ramsay Brow junction enhancement and road widening at Hall Brow. Once they have been confirmed with the Local Highway and Transport Authority, designs are subject to review by National Highways and Connect Roads.
- 4.3 Designs are being developed separately for improved links for pedestrians and cyclists between Workington Town Centre and Workington Academy. This will create a new, integrated route that improves safety and promotes active travel to enhance community health and wellbeing.
- 4.4 Community groups and other stakeholders are being engaged in a process that will inform design of a new Pocket Park area on the partial footprint of the former pub adjacent to the enhanced Ramsay Brow junction. The Pocket Park will provide a meeting point and green space that also highlights the approach to Hall Park. Focusing on local heritage and culture, this 'bottom-up' engagement process will enable local people see their input and the story of Workington, their story, reflected in the space. Further engagement and outreach are planned over the next couple of months.
- 4.5 West House have entered into a contract with Cubby Construction, who will start redeveloping the Walled Garden at Hall Park as a social enterprise hub on 17 March 2025. The new facility will include publicly accessible garden and café areas.

Workington Innovation Centre

- 4.6 Work has now commenced at the site of the new Workington Innovation Centre on the former Central Car Park. Work to the Piling for foundations has been completed with the foundation structure to commence.
- 4.7 Initial work involving the removal of slag material has been completed and construction of the building has commenced as above. The building is scheduled for completion in early 2026.
- 4.8 The Innovation Centre is adjacent to the new NHS Community Diagnostics Centre which is currently completed and both developments will attract additional activity and footfall which is anticipated to benefit town centre businesses.

Public Realm Improvements

- 4.9 Work on the planned public realm Improvements to Murray Road, Upton Street and Central Way have undergone a number of required amendments to the designs and will now commence in April / May 2025 and will be complete by Early 2026.

5.0 UK Shared Prosperity Funding (UKSPF) Update

- 5.1 29 organisations were funded with UKSPF funding through Community Panels, 11 of which provided volunteering opportunities for residents in this Community Panel area.
- 5.2 Funding was to be fully utilised by 28 February 25 with project achievement reports returned by 15 March 2025. A full evaluation of the expenditure will be carried out and reported in the June panel reports.

6.0 Options

Alternative Options Considered

- 6.1 There was an option not to put forward applications for investment, but they meet the criteria in place.
- 6.2 Members may review and evaluate the recommendations. Members may choose to approve, vary, defer, or reject the recommendations.

Risks

- 6.3 The risk associated with this report is that allocations proposed do not meet the criteria for investments. This is mitigated through officer experience, processes in place and awarding investments in a public forum.

Consultation

- 6.4 There has been no consultation associated with this report.

Legal Comment

- 6.5 No legal issues arise directly from the report. Any legal issues arising from the delivery of specific projects will be dealt with as they arise.

Finance Comment

- 6.6 The Neighbourhood Investment Fund is part of Communities and Localities within the Public Health and Communities Directorate.
- 6.7 The Neighbourhood Investment Fund budget for 2024/25 is £0.859m which is allocated to fund the 8 Community Panels. £0.727m of the budget is recurrent and £0.132m relates to the carry forward of underspend from 2023/24 as agreed at executive.
- 6.8 The 2024/25 budget allocation to the Workington Together Community Panel is £121,890 of which £78,619 is recurrent and £43,271 relates to the carry forward of underspend from 2023/2024.
- 6.9 Approval is sought to agree a proposed funding allocation of £38,441 which is in addition to £62,564 already agreed.
- 6.10 It is recommended that the funding allocation is approved as it is within the confines of the available remaining 2024/25 budget as shown in the table below:

Workington Together Community Panel	NIV000006	
2024/25 Budget Allocation		£78,619.00
Carry forward of 2023/24 underspend:		£43,271.00
Total 2024/25 budget		£121,890.00
Minus Approved Investments:	CCGA 2094-24	-1,500.00
	CCGA 2096-24	-713.00
	CCGA 2110-24	-1,299.00
	CCGA 2107-24	-6,500.00
	CCGA 2126-24	-8,000.00
	CCGA 2107-24	-6,000.00
	CCGA 2145-24	-16,118.00
	CCGA 2224-24	-1,232.00
	CCGA 2211-24	-4,962.00
	CCGA 2196-24	-4,590.00
	CCGA 2191-24	-1,650.00
	CCGA 2225-24	-10,000.00
Minus proposed Investments:	CCGA 2284-25	-15,366.00
	CCGA 2280-25	-8,675.00
	CCGA 2282-25	-14,400.00
Balance of budget remaining:		£20,885.00
Returned Funding:	CCGA 1902-23	1,750.00
Revised balance remaining:		£22,635.00

6.11

C Richardson

04/03/2025

Impact Assessments

6.12 An assessment has not been completed.

Contact Officer:

CDO: Lee Thorburn, Area Planning Manager

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Agenda Item 7



Highways and Transport Strategic Board

Date: Wednesday 29 January 2025

Time: 2.00 pm

Location: Flensburg Room, Civic Centre, Carlisle, CA3 8GQ

Present: Cllr D Rollo (Chair), Cllr B Cannon and Cllr A Quilter

In Attendance Lawyer - Highways and Traffic
Public Transport Manager
Communications Officer
Parking Manager
Senior Democratic Services Officer
Senior Manager - Infrastructure Planning and Transport
Capital Portfolio Manager
Senior Manager for Asset Management
Assistant Director - Highways and Transport
Senior Manager, Highways Delivery

Councillors Dobson, Grisdale, Markley, McDermott, Minshaw, Perry, Pratt, Semple and Troughton were also in attendance representing their respective Community Panel.

Call-In

Date of Publication: 31 January 2025

Call-in Period Ends: 7 February 2025 at 4.00 pm

Notes: Information regarding call-in procedures can be viewed in Paragraph 13 of Part 3 – Section 5 Overview and Scrutiny Procedure Rules in the Council's Constitution: [Cumberland Council Constitution](#)

HSTB.35/24 Apologies for Absence

Apologies for absence were received from councillors Brown, Eldon, Fryer and Lynch together with the Director of Place, Sustainable Growth & Transport.

HSTB.36/24 Declarations of Interest

There were no declarations of interest made at the meeting.

HSTB.37/24 Exclusion of Press and Public

RESOLVED, that the press and public be not excluded from the meeting during consideration of any item on the agenda.

HSTB.38/24 Public Participation

There was no public participation to be considered at this meeting.

HSTB.39/24 Minutes of the Last Meeting

RESOLVED, that the minutes of the last meeting of the Board held on 24 October 2024 be agreed as a correct record and signed by the Chair.

HSTB.40/24 Health and Safety Update

(Non-Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Board received a verbal update from the Chair which highlighted the poor knowledge of the Highways Code. It was suggested that members encourage drivers to review the Code to ensure they were familiar with signs to enable them to stay safe and drive responsibly.

The Assistant Director – Highways and Transport referred to a recent gas explosion within the Cumberland footprint and urged all members to encourage their constituents to purchase a gas detector for their homes which would provide additional safety and potentially avoid a similar incident in the future.

Alternative Options: None

DECISION: that the update be noted.

Reason for Decision:

To inform the Highways and Transport Strategic Board of additional safety measures which could be undertaken.

HSTB.41/24 Capital Programme Update

(Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Board received a detailed presentation which provided an update on a number of schemes within the Capital Programme including Devonshire Street, Carlisle, Reimagining Greenmarket/Market Square, Carlisle, Carlisle Southern Gateway, Citadel Junction, Carlisle, Carlisle Station Gateway, Active Travel 4: Cargo Cycleway, Connected Millom and Haverigg, Connected Cleator Moor, Workington Town Centre Connectivity, Workington Gateway, Active Travel 4 Extension Funding and Active Travel 4: South Whitehaven – Cycle improvements.

In summary members noted the following:-

- Devonshire Street - feature lighting had been installed in January with further works on buildings to be completed in February 2025.
- Greenmarket/Market Square – the contract had been extended to increase the area of public realm improvements to reflect movement of budget from Central Plaza to Greenmarket/Market Square.
- Southern Gateway – English Street was closed to allow works in the carriageway to be undertaken with works to the footway being largely completed.
- Carlisle Station – a planning application had been submitted for Court Square and George Square.
- Murray Road, Workington - designs were being finalised with the programmed works commencing in February 2025.
- Workington Gateway – the main Contractor had been appointed and design works were progressing.

A Member drew attention to the concerns raised regarding the effects the works at the Greenmarket/Market Square were having on local businesses and whether any financial support was available. The Senior Programme Manager, whilst advising that no financial compensation was available, confirmed there was a close working relationship with business owners and positive feedback had been received.

During the course of discussion a Member raised a concern regarding parked vehicles on Victoria Viaduct, Carlisle and obstructing the footway and cycleway.

The Senior Manager – Asset and Strategy acknowledged the concerns raised and advised the Board that a revised Traffic Regulation Order would soon be implemented to prevent vehicles parking in the area.

The Board welcomed the procurement of local contractors for works undertaken and thanked officers for involving local members during the process.

The Chair, on behalf of the Board, highlighted the £67m investment in Cumbria and thanked all officers for their support in delivering the Capital Programme.

Alternative Options: None

DECISION: that the Highways and Transport Strategic Board welcome the Capital Programme Update.

Reason for Decision:

To ensure that the Highways and Transport Strategic Board was fully appraised of progress of the schemes contained within the Capital Programme.

HSTB.42/24 Bus Service Improvement Plans Funding

(Non-Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Board received a detailed presentation regarding bus improvements which included information regarding funding, Bus Services Improvement Plan, prioritised and proposed interventions, engagement with the bus industry and stakeholders and the programme of work.

Members were informed that since 2014, with the exception of a few locally funded routes, bus services in Cumberland had only existed if they were commercially viable as they were not subsidised by Cumbria County Council.

The Board was advised that increased financial support for bus improvements was now being provided by Government and Cumberland Council was taking a fresh approach to the delivery of inclusive services that were shaped by residents and communities.

Members noted that the Cumberland's Bus Services Improvement Plan (updated 2024) set out the ambitions for bus service improvements and supported the aspirations set out in Cumbria Transport Infrastructure Plan.

A Member highlighted the positive engagement which had been undertaken and emphasised the importance of connectivity within urban areas specifically with regards to access to healthcare services. The Senior Manager for Infrastructure Planning and Transport acknowledged the importance of access to those services and advised this was being considered alongside a number of priorities.

The Board discussed the current use of bus services and whilst members welcomed the positive impact due to the national £2 and £3 fare Schemes raised their concerns if the Scheme was terminate. Members felt that Government should be aware of the vital lifeline this provided for rural services.

During the course of discussion members were advised that although bus operators were not obliged to adhere to the reduced fees they would be encouraged to continue with the Scheme in the future.

The Senior Manager for Infrastructure Planning and Transport confirmed it was anticipated that the pilot Cumbria Transport Scheme for Egremont and St Bees would likely place by Autumn 2025 due to lead in times for procuring vehicles. Members were advised that the Scheme was programmed for 3-4 years and, if successful, could be rolled out to other rural areas.

A Member raised a concern regarding the lack of engagement in South Cumberland and highlighted the need for an improved bus service in the area to allow better access to education, training and healthcare. The Senior Manager for Infrastructure Planning and Transport confirmed that discussions were underway in relation to an event taking place in South Cumberland and all issues would be taken into consideration.

A discussion took place regarding the longer-term Strategy and a Member suggested that other integrated routes which captured railway stations, city centres and healthcare services could be investigated in the future together with the possible introduction of trams. The Senior Manager for Infrastructure Planning and Transport explained that the Team had started scoping out the evidence required for an updated Local Transport Plan where the intention was to undertake an integrated transport planning approach that considered all modes of transport and how people moved around the transport network.

The Board welcomed the in-year funding whilst emphasising the importance of longer-term funding packages to enable future planning of services.

The Chair, on behalf of the Board, welcomed the update and asked that members thanks and appreciation for the work undertaken be passed onto the Team.

Alternative Options: None

DECISION: that the presentation be noted.

Reason for Decision:

To inform the Highways and Transport Strategic Board of the Bus Service Improvement Plans Funding.

HSTB.43/24 Cumberland Parking Services Annual Report 2023/24

(Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Board considered a report which detailed the 2023/24 Annual Parking Services information on its financial status and service update.

Members were provided with background information on the Service which was clear and transparent. The Board was advised that each local authority had a duty to supply figures to various government departments on different types of enforcement and where Penalty Charge Notices (PCNs) were issued.

The Parking Manager informed members that the Department for Transport required a breakdown of both on and off-street PCNs issued by each authority. The Board noted that on-street PCNs related to contraventions of stationary parking restrictions, including disc parking bays and yellow line restrictions as well as off-street PCNs which related to contraventions of parking restrictions essentially in car parks.

During the course of discussion the Parking Manager emphasised there were no incentives or targets for Civil Enforcement Officers (CEOs) and that their priority was to ensure the highway was safe.

A discussion took place regarding the deficit and it was confirmed this was due in part to the cost of the Service, Local Government Review and a reduction in resources due to the challenges around recruitment. Members were informed that due to a reduction in CEOs and the increased work they undertook within the community to promote safety on the highway meant there were fewer officers patrolling the streets.

A discussion took place regarding the locations which CEOs covered and the Parking Manager confirmed that, subject to availability of resources, this included Brampton and Longtown.

The Board highlighted the challenges in the Lake District and welcomed the activity which had been undertaken during 2023/24. A discussion took place regarding additional measures such as 'lift and shift' which could be undertaken in the congested rural areas and it was suggested that this could be considered further by the appropriate Scrutiny Panel in the future.

Members thanked officers and welcomed the report which provided transparent information on Civil Parking Enforcement statistical information regarding the on and off-street breakdown of PCNs issued as well as the provision of detailed information of the locations where the highest number of PCNs were issued.

Alternative Options:

There were no alternative options as it was a requirement of the Government that accounts were to be published setting out income and expenditure from on-street parking.

DECISION: that the Cumberland Parking Services Annual Report 2023/24, (attached as an Appendix to the report) be noted.

Reason for Decision:

- (1) The Cumberland Parking Services Annual Report 2023/24 provided clear information on the parking service and its financial income and expenditure with transparent, informative details on the service provision.
- (2) The Annual Report provided an understanding of Cumberland Council's Parking Services provision and how this Service supported highway activities for both on-street and off-street parking.

HSTB.44/24 Highways and Transport 3-Year Works Programme 2025 to 2027

(Non-Key Decision)

Portfolio: Sustainable, Resilient and Connected Places

Relevant Scrutiny: Place Overview and Scrutiny

Subject:

The Board considered a report which detailed the final Works Programme for the Highways & Transport Service for the 2025/2026 budget year and beyond. Members noted the availability of funding within each of the various budget lines which had been determined in line with the Highway Maintenance Allocation received from the Department for Transport.

Members welcomed the update and asked that 'District' be replaced with 'Ward' in future.

A concern was raised regarding the proposed surface dressing on the A595 Holmrook Square to Rueberry Drive, Drigg. It was felt further updating of the infrastructure was required when taking into account the nearby Low Level Waste Repository. It was agreed the Senior Manager – Highways Delivery would discuss this matter further with the Local Area Network Manager.

A Member raised a concern regarding the lack of any proposed infrastructure schemes on Brigham Road, Cockermouth and it was agreed the Senior Manager – Highways Delivery would investigate the matter further.

The proposed footway reconstruction at Millriggs was welcomed and a Member asked if this would include dropped kerbs. The Senior Manager – Highways Delivery advised that community engagement took place on proposed schemes and that dropped kerbs could be included provided there were no additional financial impacts.

A Member advised the Board of the significant number of heavy goods vehicles which travelled along the A595 between Wigton and Silloth and raised concerns regarding the damaged infrastructure. During the course of discussion concerns were also raised regarding the road surface on Criffel Street, Silloth.

A Member raised a query regarding the lack of footway schemes in the South and the Senior Manager – Highways Delivery confirmed that further schemes identified by the Local Area Network Managers could be considered for inclusion and funded from centrally held budgets.

During the course of discussion concerns were raised regarding the effects on footways due to the lack of verge maintenance. Officers confirmed there had been changes in the inspection process and that this would be investigated further and changes could be included as part of the new maintenance regime.

The Assistant Director – Highways and Transport outlined the funding challenges and highlighted the asset management approach for future schemes. Members were advised that the Works Programme was the best endeavour to give an indication as to proposed future schemes whilst highlighting that any unforeseen circumstances, such as inclement weather, could have an impact on future works.

The Board was encouraged to report any concerns on the Authority's HIAMS system and was advised that engagement with members would take place in the early summer to inform a future assessment scheme.

The Board asked that their thanks and appreciation be conveyed to all officers for their positive involvement during the recent storms.

Alternative Options:

No alternative options have been considered.

DECISION: that the following be noted:-

- (1) the Highways & Transport Works Programme 2025/26 which is proposed to be delivered in the 2025/2026 budget year (attached as Appendix 1 to the report);
- (2) the longer list of schemes which are indicated for delivery over the next 3 years, although that will be subject to the availability of funding.

Reason for Decision:

- (1) The report was for information only and provided details of the proposed Highways & Transport Works Programme for 2025/26 and beyond.
- (2) The report was intended to provide details of the proposed Programme for the coming year and the following 2 years, as well as offering an opportunity for members to understand the process followed by officers in developing the overall Works Programme.

HSTB.45/24 Date of Next Meeting

It was noted that the next meeting of the Board was scheduled for Tuesday 22 April 2025 at 2.00 pm in Conference Room A/B, Cumbria House, Botchergate, Carlisle, CA1 1RD.

The meeting finished at 3.30 pm