

WHITEHAVEN TOWN COUNCIL

Clerk and Responsible Financial Officer: Marlene Jewell
Telephone: 01946 67366
Chairman: Councillor C Maudling

To: Members of Whitehaven Town Council

You are duly **SUMMONED** to attend a **MEETING** of **WHITEHAVEN TOWN COUNCIL** which will be held in **THE BEACON PORTAL** at **THE BEACON, WHITEHAVEN** on **THURSDAY 28th July 2022** at **6:00pm**

Signed.....*Marlene Jewell*..... Dated.....*22nd July 2022*.....
Marlene Jewell, Clerk and Responsible Financial Officer

AGENDA

1. Apologies for Absence

2. Declarations of Interest

To receive declarations of interest by elected Members in respect of Agenda items.

If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact the Clerk at least 24 hours in advance of the meeting.

3. Public Participation

4. Minutes of the Council Meeting held on 30th June 2022

5. Planning Applications

6. Finance Report

7. Asbestos on Midgey Allotments

8. Office Accommodation Quotes for Fire Engineering Review

9. Local Cycling and Walking Infrastructure Plan

- 10. Council Representative at Nuclear Strategic Energy Board and other Nuclear Stakeholder Groups – Councillor E Dinsdale to report**
- 11. Councillor Ward Matters**
- 12. Date, Time and Place of Next Council Meeting**

IN PRIVATE

That prior to the following items of business the Chairman will move the following resolution:

That in view of the special or confidential nature of the business about to be transacted it is advisable in the public interest that the public and or press be instructed to withdraw.

- 13. Grant Application - WTG**

WHITEHAVEN TOWN COUNCIL

Minutes of the Council Meeting held on the 30th June 2022

Present: Councillor C Maudling (Chairman); Councillor E Dinsdale; Councillor J Carr; Councillor G Dinsdale; Councillor R Gill; Councillor C Hayes; Councillor J Rayson; Councillor R Redmond; Councillor G Roberts; Councillor G Stevens

M. Jewell, Clerk and Responsible Financial Office

V. Gorley, Assistant Clerk

Member of the Public

Member of the Press

2037/22 Apologies for Absence

Apologies for absence were received from:-

Councillor B O’Kane

On Holiday

Councillor C Walmsley

Family Commitment

It was proposed by Councillor Gill and seconded by Councillor Hayes that the apologies for absence be accepted and noted. A vote was held and it was unanimously

RESOLVED – That the apologies for absence be accepted and noted

2038/22 Declarations of Interest

Councillor Maudling declared an interest in Item 5 as he was a member of CBC’s Planning Panel

Councillor Roberts declared an interest that he was a member of CCC

2039/22 Minutes of the Annual Council Meeting held on 26th May 2022

It was proposed by Councillor Gill and seconded by Councillor Roberts that the Minutes of the Annual Council Meeting held on 26th May 2022 be approved and signed by the Chairman as a correct record. A vote was held and it was unanimously

RESOLVED – That the Minutes of the Annual Council Meeting held on 26th May 2022 be approved and signed by the Chairman as a correct record

2040/22 **Public Participation**

There was no public participation

2041/22 **Planning Applications**

The Council considered a list of Planning Applications received from CBC and shown at Appendix 1.

Councillor Rayson referred to the Harras Moor Planning Applications and said she had just the usual concerns which had previously been mentioned – infrastructure etc.

Councillor Roberts referred to the Harras Moor Planning Applications and said he had given the Clerk and Deputy Clerk some guidance notes on this but that he had concerns about:-

- The infrastructure
 - The local plan
 - The lack of it
 - Access
 - The scale in relation to the curtilage of the land
 - Drainage
- i. Councillor Gill said that as a matter of record it was important that as a Council they agreed with the views of the local Councillors and it was proposed by Councillor Gill and seconded by Councillor Stevens that the Clerk takes up this matter with CBC on behalf of the local Councillors and submits the above comments and notes as the Council's representations to the Harras Moor Planning Applications to CBC. A vote was held and it was unanimously

RESOLVED – that the Clerk takes up this matter with CBC on behalf of the local Councillors and submits the above comments and notes as the Council's representations to the Harras Moor Planning Applications to CBC.

- i. It was proposed by Councillor Gill and seconded by Councillor Hayes that CBC be informed that following consideration of the remainder of the planning applications on Appendix 1 there were no further representations.

RESOLVED – That CBC be informed that following consideration of the remainder of the Planning Applications on Appendix 1, there were no further representations.

2042/22 Finance Report

The Council considered a Finance Report.

- i. Appendix 1 – The Assistant Clerk reported that there was 1 extra invoice to consider namely:

Cumbria Media	£148.00 for uploading to website
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It was proposed by Councillor Gill and seconded by Councillor Carr that the invoices on Appendix 1 plus the 1 additional invoice listed above be approved and paid. A vote was held and it was unanimously

RESOLVED - That the invoices on Appendix 1 plus the 1 additional invoice listed above be approved and paid.

- ii. Appendices 2 and 3 – the Council considered Appendices 2 and 3 and it was proposed by Councillor Hayes and seconded by Councillor Gill that these be approved and noted. A vote was held and it was unanimously

RESOLVED – That Appendices 2 and 3 be approved and noted.

2043/22 Christmas Lights

The Council considered a report on a quote of £24,400.00 plus VAT received from the Council's preferred supplier for the erection, maintenance, dismantling and repair of the Council's Christmas Lights and considered whether to suspend Financial Regulations in order to accept the quote and also the reasons for suspension and the risks.

It was proposed by Councillor Gill and seconded by Councillor Maudling (i) that the Council makes a Resolution to suspend Regulation 11 to allow CCC to erect, maintain, dismantle and repair the Christmas Lights and having made the Resolution (ii) that in accordance with Financial Regulation 18 the reasons for suspension and also the assessment of the risks stated in the Report be accepted and approved and that CCC undertake the work at a cost of £24,400.00

RESOLVED – That (i) the Council makes a Resolution to suspend Regulation 11 to allow CCC to erect, maintain, dismantle and repair the Christmas Lights and having made the Resolution
(ii) that in accordance with Financial Regulation 18 the reasons for suspension and also the assessment of the risks stated in the Report be accepted and approved and that CCC undertake the work at a cost of £24,400.00

2044/22 Winter Bedding Plants

The Council considered a report on a quote of £3,162.54 plus VAT received from the Council's preferred supplier for winter bedding plants and considered whether to suspend Financial Regulations in order to accept the quote and also the reasons for suspension and the assessment of the risks.

- (i) It was proposed by Councillor G Dinsdale and seconded by Councillor Gill that the Council makes a Resolution to suspend Financial Regulation 11 to allow the winter bedding plants to be purchased from the preferred supplier. A vote was held and it was unanimously

RESOLVED – That Council makes a Resolution to suspend Financial Regulation 11 and the winter bedding plants be purchased from the preferred Supplier

- (ii) It was proposed by Councillor Hayes and seconded by Councillor Gill that having made the Resolution in (i) above that the reasons for the suspension and also the assessment of the risks contained in the Report be accepted and approved and that the quote of £3,162.54 plus VAT be accepted.

RESOLVED – That the reasons for the suspension and also the assessment of the risks contained in the Report be accepted and approved and that the quote of £3,162.54 plus VAT be accepted.

2045/22 Concerns about the level of service provided to the people of Whitehaven by GP Practices

Councillor Gill gave a verbal report on concerns about the level of service provided to the people of Whitehaven by GP Practices. He made the following points:-

- He was concerned that every day more and more he was seeing people having problems about being able to see their GP
- He said that he had had problems and that the Government was pressurising GPs to do more
- He said at his GPs Receptionist Staff were being trained to deal with people's ailments but that he didn't think that people had much confidence in this and that this was not only over this town but over the country
- That in his practice there were the same number of doctors there now after covid but that things didn't seem to have opened up again
- He said people were ringing up at 8.00 o'clock in the morning, sometimes sitting for 20-25 minutes on the telephone only to find that all the appointments have gone
- That this problem was all over the Town and the country but that he was really concerned about the level of service being provided by all the GP practices in Whitehaven

- Councillor Gill thought that the Council should be trying to do something even if it turned out to be unsuccessful
- That he didn't know what the answer was but that the least the Council could do was to write to the Cumbria County Health and Scrutiny Committee.
- He said what he could not understand was that there were the same number of doctors at the surgeries that there were before covid and that when he went into the doctor's surgery when he eventually got an appointment there was no one in there
- He said people were going to Cuedoc or A and E at West Cumberland Hospital and it was heaving because people couldn't see their doctor and that this was putting the NHS at the hospital under pressure.

Councillor Stevens asked for a rider to be put to any proposal to the CCC Health and Scrutiny Committee that dental services in Whitehaven be included. It was proposed by Councillor Gill and seconded by Councillor Maudling that the Council write to the CCC Health and Scrutiny Committee to ask them to have an investigation into the provision of doctors and dentists in Whitehaven. A vote was held and it was unanimously

RESOLVED – That the Council write to the CCC Health and Scrutiny Committee to ask them to have an investigation into the provision of doctors and dentists in Whitehaven.

2046/22

Councillor Ward Matters

- i. Councillor Stevens said that she had been trying to track down who owned the broken bench at Sandwith. Councillor Gill said it was owned by St Bees School
- ii. Councillor Rayson referred to the grass at the top of St Benedicts going to the Golf Club and said it was a really bad junction and the grass was high on both sides. Councillor G Dinsdale said it was on the CCC cutting regime
- iii. Councillor Carr said that Mirehouse Community Centre had a play park behind it and Councillor Walmsley had said that they were going to be getting a new play park provided by Well Whitehaven. He said the grass was overgrown and Councillor Walmsley had contacted several people trying to get it cut down to make it useable through the summer.
- iv. Councillor E Dinsdale referred to the grass cutting at Bransty which the CCC said they would do and said he had received a text from the resident to say it still had not been done. The Clerk said she would send a reminder to CCC.
- v. Councillor E Dinsdale referred to road surfacing issues and lack of lighting at Maple Grove at Valley park. The Clerk said that she had contacted Brian Holmes the CCC Lighting Manager. He said that he had done a survey of all the lighting columns in Copeland and as a result some had been found to be unsafe and had been condemned and removed and

the street light on Maple Grove was one of them. He said the new lighting columns had been ordered but there was a 12 week lead in time and CCC was in the process of obtaining tenders from outside contractors to install the new lighting columns. As regards the road surfacing problems the Clerk said she had sent an email to Craig McCarron at CCC and asked when this would be carried out.

vi. Councillor E Dinsdale said that the Magnox reprocessing comes to an end on 29th July 2022 which follows on from the Thorpe reprocessing which ended on 20/08/19 and that we must be the most reliant area on the nuclear industry in the whole of the UK. He made the following points

- With the direction that the nuclear industry is going a lot of jobs were based around these 2 main streams of reprocessing and asked should the Council not have someone representing the 23,000 people that it represents with all the stakeholders involved who could then feed back to the Council because he was concerned for the town around the direction that the nuclear industry was going
- Everything in the Town was underpinned by the nuclear industry and ultimately the Council needed to know what the strategy is
- What is going to be there to mitigate the thousands of jobs that are going to go within the next so many years
- What impact is that going to have on the people that the Council represents
- We need somebody to represent the Council and to lead on these key points of strategy and delivery
- There were quarterly stakeholder meetings being held at Cleator Moor Civic Hall
- Meetings were taking place at BEC
- There was a Strategic Nuclear Energy Board

Councillor Gill said we should write and ask for a place on that Board so that the people of Whitehaven knew what was going on. The Clerk said she would write to the Board to ask for a representative of WTC to sit on the Board and Councillor E Dinsdale agreed to give the Clerk a list of the stakeholders so that we could write to them. Councillor Rayson said that the MP should be copied into this.

vii. Councillor Carr said it was 19 years since he had worked at Sellafield but that everytime you go down you see it's always changing but is it really getting that bad that there's nothing new job wise happening. Are the new buildings on there creating jobs or is it getting to the point where people will not be transferred anywhere and there will be redundancies.

Councillor G Dinsdale said certain places do need more staff and were working with less staff than they need. At the moment some people were doing 2/3 people's jobs.

viii. Councillor Maudling thanked Councillor E Dinsdale for standing in for him when he was away. He also thanked the Clerk and Assistant Clerk for the wonderful Jubilee weekend.

- ix. Councillor Maudling referred to Schoolhouse Lane and the hedge going across to the Westminster Café and said it was right on the pavement and that people were stepping out when there could be a car there and asked if anything could be done to cut the hedge back. The Assistant Clerk said there could be nesting birds in the hedge and the hedge would not be cut down during that time.
- x. Councillor Gill referred to the state of the roads in Hensingham and said he was working with County Councillor Mike Hawkins on this and that he was doing his best.
- xi. Councillor Hayes said that the 3 Councillors on Kells were going to have a chat with locals because there had been a lot of vandalism, graffiti etc and they were going to try and sort this out with the police
- xii. Councillor G Dinsdale said there had been a few highway issues but she had reported them.
- xiii. Councillor Rayson referred to the path from Inkerman Terrace to Tower Hill and said that although nobody had complained to her about this she had walked up it a couple of weeks ago and it was covered and you couldn't get up it. Councillor G Dinsdale said that this came under CCC and that she would put a report into them about it.

2047/22 Date Time and Place of next Meeting

The next Council Meeting would be on 28th July 2022 at 6.00pm at the Beacon Portal, Whitehaven.

IN PRIVATE

2048/22 That prior to the following items of business the Chairman moved the following resolution: -

That in view of the special or confidential nature of the business about to be transacted it is advisable in the public interest that the public and or press be instructed to withdraw from the meeting.

Councillor Hayes proposed this and Councillor Maudling seconded it. A vote was held and it was unanimously

RESOLVED – That in view of the special or confidential nature of the business about to be transacted it is advisable in the public interest that the public and press be instructed to withdraw from the Meeting. All members of the public and press then left the Meeting.

2049/22 Grant Application - GCC

Councillor Maudling declared an interest in this item

The Council considered a Grant Application from GCC for a grant of £1,000.00. It was proposed by Councillor Rayson and seconded by Councillor Roberts that a Grant of £1,000.00 be awarded to GCC. A vote was held and it was unanimously

RESOLVED – That a Grant of £1,000.00 be awarded to GCC

2050/22 **Grant Application** - WTG

The Council considered a Grant Application from WTG for a Grant of £1,000.00. Following a discussion it was proposed by Councillor Gill and seconded by Councillor E Dinsdale that a Grant of £1,000.00 be awarded to WTG. A vote was held and 6 Councillors voted for the proposal and 4 Councillors voted against

RESOLVED – That a Grant of £1,000.00 be awarded to WTG

2051/22 **Queen's Platinum Jubilee Events**

The Council considered a report on the Queen's Platinum Jubilee Events organised by the Council which contained commercially sensitive information.

It was proposed by Councillor Roberts and seconded by Councillor Hayes that the report be approved and noted. A vote was held and it was unanimously

RESOLVED – That the report be approved and noted

2052/22 **Office Accommodation and Quotes**

The Council considered a report on the Office Accommodation and quotes that had been received for necessary works to the building which had been requested by the Architects. It was proposed by Councillor Gill and seconded by Councillor Roberts that (i) the quote of £550.00 for the Refurbishment and Demolition Asbestos Survey be accepted and the work carried out and (ii) that the quote of £950.00 for the opening up/investigation work be accepted and the work carried out. A vote was held and it was unanimously

RESOLVED - That (i) the quote of £550.00 for the Refurbishment and Demolition Asbestos Survey be accepted and the work carried out and (ii) that the quote of £950.00 for the opening up/investigation work be accepted and the work carried out.

2053/22 **Social Media Policy**

The Chairman raised an issue over certain comments made on social media that

he had received complaints about and a discussion on this followed during which it was stated that the only way to deal with it was to use the Code of Conduct and refer it to the Monitoring Officer.
There was no decision made on this as it was for information/discussion only.

Councillor Rayson apologised as she had to leave the meeting and did not return.

2054/22 Sand Sculpture for HarbourFest

The Clerk reported that the Council had been informed that a sand sculptor (RS) was available to attend the HarbourFest event on Saturday 2nd July 2022 at a cost of £400.00 and that the Harbour Commissioners were happy for him to attend. It was proposed by Councillor Maudling and seconded by Councillor G Dinsdale that the sand sculptor be booked for the HarbourFest event at a cost of £400.00. A vote was held and it was unanimously

RESOLVED - That the sand sculptor (RS) be booked for the HarbourFest event at a cost of £400.00.

2055/22 Cumbria in Bloom

The Clerk reported that CBC had entered the Cumbria in Bloom competition for Whitehaven including the Harbour and Hensingham.

This was an information item only and no decisions were made on this and comments made were noted.

The Meeting closed at 7.35pm

Chairman

Planning Application for Consideration by Whitehaven Town Council

<u>Application Number</u>	<u>Detail</u>
4/21/2489/0F1	Consultation on Additional and Amended Information: RESIDENTIAL DEVELOPMENT OF 37 DWELLINGS LAND WEST OF CLEATOR MOOR ROAD, WHITEHAVEN
4/22/2135/0F1	Consultation on Additional and Amended Information: PROPOSED RESIDENTIAL DEVELOPMENT FOR 23 DWELLINGS INCLUDING ASSOCIATED INFRASTRUCTURE AND LANDSCAPING LAND AT HARRAS ROAD, HARRAS PARK, WHITEHAVEN
4/22/2217/0F1	Consultation on Additional and Amended Information: IMPORTATION & DEPOSIT OF EARTH MATERIAL TO REPROFILE EXISTING GROUND LEVELS/CONTOURS; INSTALLATION OF SURFACE WATER DRAINAGE INFRASTRUCTURE INCLUDING INSTALLATION OF FOUL WATER DRAINAGE INFRASTRUCTURE LAND TO THE WEST OF VALLEY VIEW ROAD, WHITEHAVEN
4/22/2233/0F1	Consultation on Amended Description: SINGLE STOREY REAR EXTENSION WITH FIRST FLOOR BALCONY 31 WATERS EDGE CLOSE, WHITEHAVEN
4/22/2269/0F1	REPLACE CORRUGATED GARAGE WITH CONCRETE GARAGE WITH TILED ROOF AND UP AND OVER DOOR PLOT 13, OVEREND ROAD GARAGE SITE, OVEREND ROAD, WHITEHAVEN

<u>Application Number</u>	<u>Detail</u>
4/22/2278/0F1	ERECTION OF A TWO BED BUNGALOW DALELANDS, SANDWITH
4/22/2286/0F1	SINGLE STOREY STORAGE BUILDING AND 2.4M HIGH PALISADE SECURITY FENCE EXTENSION WOODHOUSE STORES, WOODHOUSE ROAD, WHITEHAVEN
4/22/2287/0F1	SINGLE STOREY EXTENSION AT REAR TO FORM NEW LOUNGE 3 GILL CLOSE, WHITEHAVEN
4/22/2293/0F1	CONVERSION OF FIRST AND SECOND FLOORS FROM FORMER OFFICES INTO FOUR RESIDENTIAL APARTMENTS 34 LOWTHER STREET, WHITEHAVEN
4/22/2297/0F1	CONVERSION & ALTERATIONS TO THE FORMER MEDICAL SURGERY TO CREATE 3 NO. NEW RESIDENTIAL APARTMENTS; DEMOLITION OF EXISTING GARAGE TO THE REAR & THE ERECTION OF A NEW DWELLING ON SITE OF THE DEMOLISHED GARAGE ALONG WITH ASSOCIATED CAR PARKING AREA AND GARDENS; TRINITY HOUSE SURGERY, 17 IRISH STREET, WHITEHAVEN
4/22/2298/0L1	LISTED BUILDING CONSENT FOR WORKS ASSOCIATED WITH THE CONVERSION AND ALTERATIONS TO THE FORMER MEDICAL SURGERY TO CREATE 3 NO. RESIDENTIAL APARTMENTS; DEMOLITION OF EXISTING GARAGE TO THE REAR & THE ERECTION OF A NEW DWELLING ON SITE OF DEMOLISHED GARAGE ALONG WITH ASSOCIATED CAR PARKING AND GARDENS;

Application Number

Detail

**TRINITY HOUSE SURGERY, 17 IRISH STREET,
WHITEHAVEN**

4/22/2309/0F1

**INSTALLATION OF VEHICLE ACCESS AND
DRIVEWAY FROM EXISTING GARDEN AREA AT
THE FRONT OF THE PROPERTY
5 VICTORIA VILLAS, EGREMONT ROAD,
WHITEHAVEN**

FINANCIAL REPORT

Purpose of the Report

Members are asked to consider a list of invoices for authorisation and payment as shown at Appendix 1 and approve the recommendations in paragraphs 3.1 and 3.2.

1.0 INTRODUCTION

- 1.1 Authorise the payment of all invoices as listed in Appendix 1.
- 1.2 The Council is asked to note the cashbook as reconciled with the bank account as shown at Appendix 2 together with income and expenditure at Appendix 3.

2.0 FINANCIAL POSITION

- 2.1 The bank reconciliation was carried out on 21st July 2022. This shows a balance of £478,707.98. There currently payments totalling £19.10 waiting to be cleared.
- 2.2 The balance in the deposit account is £453,327.71.

3.0 RECOMMENDATION

- 3.1 The invoices listed and shown in Appendix 1 be approved and authorised for payment.
- 3.2 The Cashbook (Appendix 2) and the Income and Expenditure (Appendix 3) be noted.

28/07/2022

Appendix 1

Invoices for Consideration by Whitehaven Town Council

Date	Supplier	Category	Detail	Total Amount	Power	Column1
01/01/2022	Copeland Borough Council	Premises	Commercial Waste collection (01.01.2022 - 31.03.2022)	£ 15.93		s111 LGA 1972
25/06/2022	Eden Springs (UK) Ltd	Supplies & Services	Environmental Levy for water coolers (July 2022) - 6 x 18.5l water	£ 37.22		s111 LGA 1972
01/07/2022	AJ-Security (North) Ltd	Events	Provision of 2 x security personnel for 5 nights	£ 2,772.00		s144 LGA 1972
01/07/2022	Deborah McKenna Ltd	Events	Final 50% fee for Stefan Gates	£ 1,500.00		s144 LGA 1972
04/07/2022	Lockhart Leisure Ltd	Events	Supply of marquee, flooring and chairs for event held on 23-24 June 2022	£ 2,028.00		s144 LGA 1972
07/07/2022	Sharp Business Systems UK PLC	Supplies & Services	Photocopier Charges - minimum charge for June 2022	£ 30.00		s111 LGA 1972
08/07/2022	Copeland Borough Council	3rd Party	Grass Cutting Contract - July 2022	£ 2,045.51		s111 LGA 1972
08/07/2022	Copeland Borough Council	3rd Party	Allotment and Pigeon Loft Maintenance Contract - July 2022	£ 720.80		s111 LGA 1972
08/07/2022	Copeland Borough Council	3rd Party	Ranger Contract - July 2022	£ 3,500.59		s111 LGA 1972
08/07/2022	Copeland Borough Council	3rd Party	Assistant Ranger Contract - July 2022	£ 2,227.00		s111 LGA 1972
13/07/2022	Copeland Borough Council	Premises	Commercial Waste collection (01.07.2022 - 30.09.2022)	£ 15.93		s111 LGA 1972
16/07/2022	Mrs V Gorley	Supplies & Services	Coffee	£ 4.49		s111 LGA 1972
18/07/2022	Cleator Moor Brass	Events	Jubilee Event Performance - Whitehaven Harbour - 03.07.2022	£ 200.00		s144 LGA 1972
18/07/2022	Mr C E Maudling	Employees/Allowances	Mileage Claim for return trip on 03.07.2022 from Couderton to Tithe Barn Carlisle	£ 49.00		s111 LGA 1972
18/07/2022	Mr C E Maudling	Employees/Allowances	Mileage Claim for return trip on 17.07.2022 from Couderton to Wigton Methodist Church	£ 35.50		s111 LGA 1972
19/07/2022	Mrs V Gorley	Supplies & Services	Adobe Acrobat Export PDF subscription 19.08.2022 - 18.08.2023	£ 21.14		s111 LGA 1972

£ 15,203.11

	15.06.2022	BACS	Staff	5012.56															£ 5,012.56	£ 5,012.56	1931/21 (i)				
	15.06.2022	BACS	HMRC	2020.96															£ 2,020.96	£ 2,020.96	HMRC				
	15.06.2022	BACS	Cumbria LGPS	768.14															£ 768.14	£ 768.14	6317/17 (ii)				
73	17.06.2022	BACS	Mrs Julie Hartley			250.00													£ 250.00	£ 250.00	replacement				
74	18.06.2022	DD	Crown Gas & Oil		154.59														£ 154.59	£ 7.73	£ 162.32	Contract			
75	19.06.2022	DD	BT Group			43.95													£ 43.95	£ 8.79	£ 52.74	Contract			
76	22.06.2022	DD	Water Plus		41.34														£ 41.34	£ 1.34	£ 42.68	Contract			
77	22.06.2022	DD	Water Plus				6.72												£ 6.72	£ 6.72	Contract				
July-2022																									
78	05.07.2022	BACS	Quality Cleaning & Contracting Ltd																£ 585.00	£ 117.00	£ 702.00				
79	05.07.2022	BACS	AJ-Security (North) Ltd																£ 385.00	£ 77.00	£ 462.00				
80	05.07.2022	BACS	Hampshire Flag Company																£ 350.74	£ 70.15	£ 420.89				
81	05.07.2022	BACS	Carlisle City Fire Protection		50.00														£ 50.00	£ 10.00	£ 60.00				
82	05.07.2022	1095	Copeland Borough Council			15.93													£ 15.93		£ 15.93				
83	05.07.2022	BACS	Eden Springs UK Ltd			1.80													£ 1.80	£ 0.36	£ 2.16				
84	01.07.2022	1096	David Callow																£ 19.10		£ 19.10				
85	05.07.2022	BACS	Mrs M Jewell																£ 125.90		£ 125.90				
86	05.07.2022	BACS	Mr C J Hayes																£ 23.22		£ 23.22				
87	05.07.2022	BACS	AJ-Security (North) Ltd																£ 945.00	£ 189.00	£ 1,134.00				
88	05.07.2022	BACS	Lockhart Leisure Ltd																£ 2,615.00	£ 523.00	£ 3,138.00				
89	05.07.2022	BACS	Quality Cleaning & Contracting Ltd																£ 480.00	£ 96.00	£ 576.00				
90	05.07.2022	BACS	Sharp Business Systems UK Plc			42.66													£ 42.66	£ 8.53	£ 51.19				
91	01.07.2022	1097	Copeland Borough Council						1704.59										£ 1,704.59	£ 340.92	£ 2,045.51				
92	01.07.2022	1098	Copeland Borough Council					600.67											£ 600.67	£ 120.13	£ 720.80				
93	01.07.2022	1099	Copeland Borough Council																£ 2,917.16	£ 583.43	£ 3,500.59				
94	01.07.2022	1100	Copeland Borough Council																£ 1,855.83	£ 371.17	£ 2,227.00				
95	01.07.2022	1101	J & R Bennett																£ 4,269.70	£ 853.94	£ 5,123.64				
96	01.07.2022	1102	J & R Bennett																£ 3,030.00	£ 606.00	£ 3,636.00				
97	01.07.2022	1103	J & R Bennett																£ 85.80	£ 17.16	£ 102.96				
98	05.07.2022	BACS	Fluid Productions Limited																£ 1,586.40	£ 317.28	£ 1,903.68				
99	05.07.2022	BACS	Mrs V Gorley			6.98													£ 6.98		£ 6.98				
100	05.07.2022	BACS	Cumbria Media			148.00													£ 148.00		£ 148.00				
101	05.07.2022	BACS	Whitehaven Heritage Action Group					1000.00											£ 1,000.00		£ 1,000.00				
102	05.07.2022	BACS	West Coast Surveys Ltd		550.00														£ 550.00	£ 110.00	£ 660.00				
103	05.07.2022	BACS	ZMCD Claims Recoveries Account																£ 83.00		£ 83.00				
	13.07.2022	DD	Water Plus				52.99												£ 52.99		£ 52.99				
	15.07.2022	BACS	Staff	5041.99															£ 5,041.99		£ 5,041.99	1931/21 (i)			
	15.07.2022	BACS	HMRC	1991.53															£ 1,991.53		£ 1,991.53	HMRC			
	15.07.2022	BACS	Cumbria LGPS	768.14															£ 768.14		£ 768.14	6317/17 (i)			
	16.07.2022	DD	Crown Gas & Oil		115.93														£ 115.93	£ 5.80	£ 121.73	Contract			
	19.07.2022	DD	BT Group			123.31													£ 123.31	£ 24.66	£ 147.97	Contract			
				32103.17	16156.09	6477.51	429.00	2931.90	3758.31	0.00	0.00	5113.77	0.00	21839.85	7385.50	250.00	0.00	0.00	12835.09	0.00	0.00	£ 109,363.19	£ 10,828.66	£ 120,191.85	

INCOME 2022-2023

Date	Item	Precept	Interest	Other
01.04.2022	Allotment Rents 2022/2023			3318.33
	Zurich Insurance (Claim for damaged bus shelter)			83.00
12.04.2022				
13.04.2022	HMRC - VAT Refund (March)			8862.83
	Zurich Insurance (Claim for damaged bus shelter)			83.00
20.04.2022				
21.04.2022	Allotment Rents 2022/2023			977.50
22.04.2022	Precept 2022/2023	455593.93		
04.05.2022	Allotment Rents 2022/2023			260.00
09.05.2022	Allotment Rents 2022/2023			20.00
11.05.2022	Thomas Graham credit returned			156.55
16.05.2022	Cheque 1086 returned			3500.59
06.06.2022	Donation from Taylors Fair			2500.00
17.06.2022	HMRC - VAT Refund (May)			2711.44
27.06.2022	HMRC - VAT Refund (April)			1974.65
20.07.2022	Allotment Rents 2022/2023			153.00

455593.93	0.00	24600.89	480194.82
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WHITEHAVEN TOWN COUNCIL
SUMMARISED INCOME & EXPENDITURE STATEMENT
FINANCIAL YEAR 2022-2023

Expenditure Net
of VAT Invoices not yet
 processed Budget

BANK BALANCES BROUGHT FORWARD

CBS 53905917 (01.04.2022)	118,685.91	
CBS 53906216 (01.04.2022)	453,327.71	
TOTAL OPENING BALANCE	£ 572,013.62	

INCOME:

Precept	455,593.93	
Interest (Deposit)		
Other Income	24,600.89	
TOTAL INCOME	£ 480,194.82	

EXPENDITURE

Employees & Allowances	32103.17	
Premises	16156.09	
Supplies/Services	6477.51	
3rd Party	429.00	
Grants	2931.90	
Allotments	3758.31	
Markets	0.00	
Community Plan	0.00	
Ground Maintenance	5113.77	
Civic Hospitality	0.00	
Ranger	21839.85	
Whitehaven In Bloom	7385.50	
Ward Grants	250.00	
Elections	0.00	
Environmental Improvements	0.00	
Events	12835.09	
Contingencies	0.00	
Reserves	0.00	
VAT (to be reclaimed)	10828.66	
TOTAL EXPENDITURE	£ 120,191.85	

CASH BOOK BALANCE

Brought forward	£	572,013.62
Income	£	480,194.82
Expenditure	£	120,191.85
Town Council Funds	£	932,016.59

BANK BALANCES

CBS 53905917 (21/07/2022)	478,707.98	
CBS 53906216 (21/07/2022)	453,327.71	
	£	932,035.69

Unpresented Cheques 2022/2023

19.10

FINANCIAL POSITION

£ 932,016.59

Asbestos on Allotments

Purpose of the Report

To inform Members of a recent discovery of possible asbestos material and the actions being taken.

1.0 INTRODUCTION

- 1.1 During a recent viewing with a new tenant at Midgey Allotments it was highlighted that a number of fence panels could contain asbestos.
- 1.2 In view of this and the possibility that there may be other potential sources of asbestos we have requested that our Ranger and Assistant Ranger conduct a survey of all the plots on Midgey, Crow Park and Sneckyeat. The Site Rep at Cartgate has reported that there is nothing on any of the plots on their site which could contain asbestos but has said that the roof on the garage that is used to store equipment could possibly contain asbestos.
- 1.3 Once the survey has been conducted it will be forwarded to a specialist company to obtain a quote for removal which will be reported to Full Council for authorisation.

2.0 RECOMMENDATION

- 2.1 To note the contents of the report and to agree for quotes to be sought from specialist companies who deal with the safe disposal of asbestos waste.

**OFFICE ACCOMMODATION QUOTES FOR FIRE
ENGINEERING REVIEW**

Purpose of Report and Recommendation

To inform Members of the quotes being sought for a Fire Engineering Review of the Council's building at 148 Queen Street, Whitehaven and to agree a course of action in the event of an urgent decision being required.

1.0 INTRODUCTION

- 1.1 The Council's Architect has been seeking quotes from contractors to carry out a Fire Engineering Review of our Offices at 148 Queen Street.
- 1.2 Very briefly a Fire Engineering Review is a process used to identify significant fire risk hazards and most likely scenarios so that the required level of quantified safety design can be established.
- 1.3 It may seem expensive in the early stages of a project. However it can be a very valuable exercise which can identify problems early and potentially help to reduce project cost and risk.
- 1.4 Our Architect was asked for a detailed description of what a Fire Engineering Review is and his reply is shown at Appendix 1 together with the one quote he has received although he is contacting alternative companies. The contractors who submitted the quote have requested a further meeting with our Architect to firm things up.

2.0 RECOMMENDATION

- 2.1 That Members consider the situation and make a decision on how this should be progressed in the event of an urgent decision being required in respect of a quote for this work if there is no time to take it to Full Council and in those circumstances Members are asked to consider delegating this decision to the Clerk (Proper Officer) in consultation with Councillors and thereafter ratified by Full Council.

Whitehaven Town Council

From: Paul Morton <p.morton@phparchitects.co.uk>
Sent: 20 July 2022 10:22
To: Whitehaven Town Council
Subject: RE: Fire engineer
Attachments: Estimate PHP Cumbria.pdf

Hi Marlene,

In response to your request RE a Fire Engineer. We are looking to commission a RIBA Stage 4 Fire Strategy, including existing condition review.

This basically entails a full assessment of the existing building and the proposals to understand the functional objectives of the development and form a systematic approach to addressing the 'hazard and consequence of fire' to achieve risk to that of an acceptable level.

They will assess fire load densities, site conditions, construction type, sources of ignition, escape routes, compartmentation, fire suppression, smoke control requirements (if any) and fire detection measures in conjunction with the design team.

Essentially the report will be project specific and be in accordance with current Building Regulations / Standards to ensure the finished premise is both operationally functional to the end users and offers suitable safety protection of its occupants and users.

The phasing of the proposals will be of particular importance as this will include a hybrid of new compliant construction and the fire engineer can help determine the extent of remedial and required upgrades to any existing fabric / doors etc to ensure the upper floors can be utilised and protected in terms of fire / smoke and evacuation as required.

The following fire safety measures are to typically to be addressed and given full consideration:

- Adequacy of means of preventing fire.
- Means of fire detection and raising the alarm (providing early warning).
- Design provisions for means of escape and progressive horizontal evacuation (PHE).
- Provision and requirement if any for smoke control.
- Control of the rate of fire growth.
- Structural resistance to the effects of fire.
- Degree of fire containment.
- Fire separation between various parts of the building (compartmentation).
- Standard of active measures for fire extinction or control.
- Facilities to assist the Fire and Rescue Service.
- Quality of premises management.

We have received a response from your contact at Carlisle City Fire Protection and they have advised this is not a service they can provide at present.

We are therefore struggling a little to obtain alternative quotations from others for comparison purposes. The companies we have contacted and generally use are either already too busy or are more commercially and generally only deal with multi-million pound schemes. I've put the feelers out to a couple of alternative companies we haven't previously used but as yet I haven't heard anything back.

I've attached the previously sourced fee estimate but this is subject to further firming up with ~~XXXXXXXXXX~~ as they requested a further meeting to discuss and agree extent of works etc.

Estimate PHP Cumbria

Date of estimate: 17/03/2022

Reference number: 3388248

Client:
PHP Partnership Architects

Premises:
146 Queen St Whitehaven Cumbria

Your reference/contact: Paul Morton

Services:

- Provide Fire Engineering services for the above named project, working within the design team, providing solutions, guidance, and alternative ways to achieve compliance up to and including RIBA 4
- Provide a written fire strategy to RIBA 4 Technical design for submission to the Responsible Authorities.

*Not included CFD modelling or smoke calculation /modelling which is outsourced and passed to the client at cost. This is not expected on this project

Fee: £9350.00 subject to VAT at current rate

Christine Marshall Business accounts manager



**THE WHITEHAVEN LOCAL CYCLING AND WALKING
INFRASTRUCTURE PLAN**

Purpose of the Report and Recommendation

To inform Members of a The Whitehaven Local Cycling and Walking Infrastructure Plan and to endorse the document

1.0 INTRODUCTION

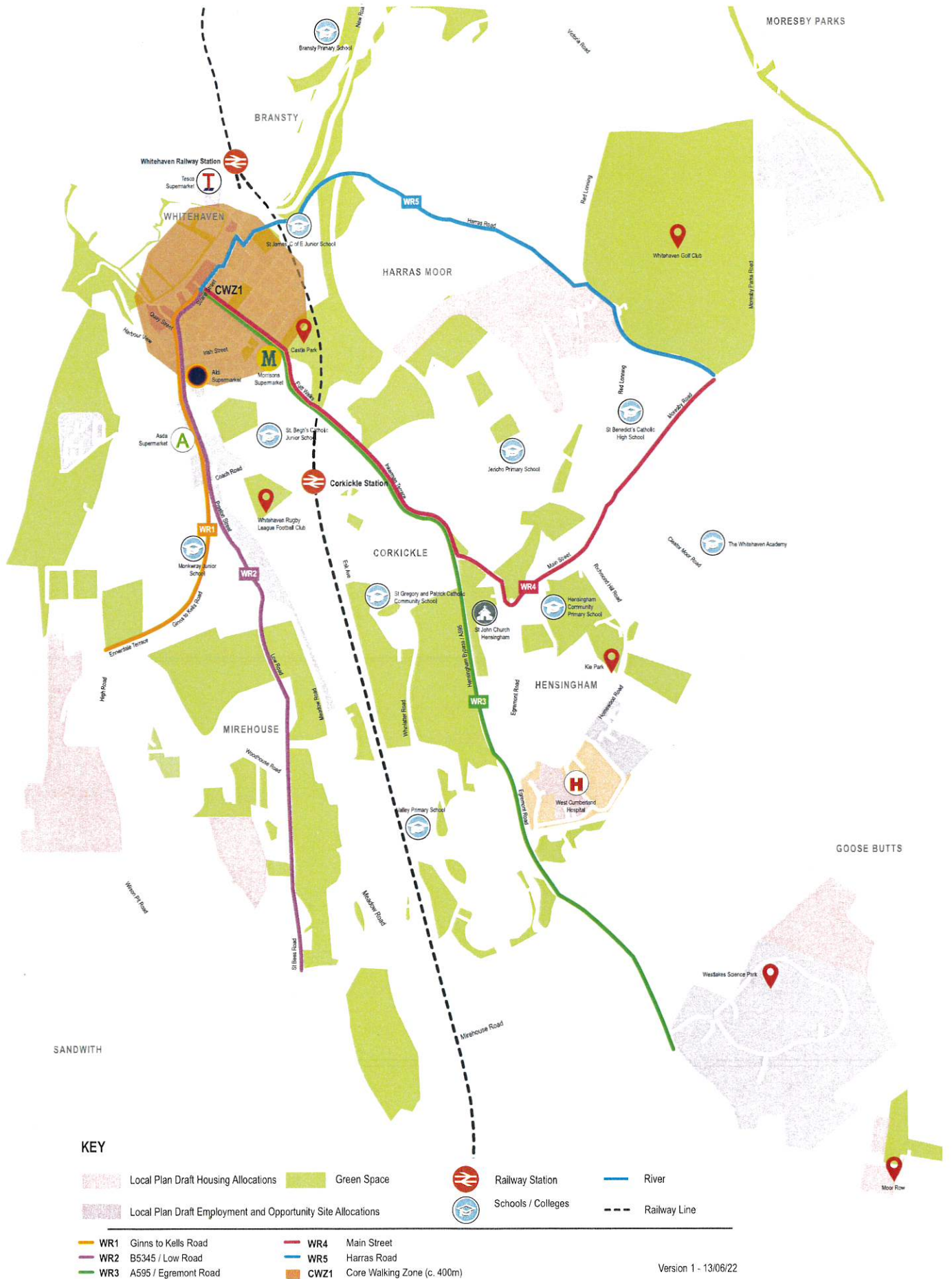
- 1.1 The Whitehaven Local Cycling and Walking Infrastructure Plan (LCWIP) was prepared to bring about a coherent list of cycling and walking investment priorities.
- 1.2 Attached at Appendix 1 are 2 plans showing the proposed LCWIP Whitehaven walking network and the cycling network and 1 showing the LCWIP Prioritised cycling network together with the Whitehaven Local Cycling and Walking Infrastructure Plan 2022-2037
- 1.3 This Plan is being taken for approval at the CCC Local Committee on 20th July 2022 and attached at Appendix 2 is a copy of the Report to the Local Committee.
- 1.4 The CCC are asking the Council to consider the LCWIP and to endorse the document.

2.0 RECOMMENDATION

- 2.1 That the Council endorses the LCWIP

WTC 28/7/22
ITEM 9
APPENDIX 1

Whitehaven LCWIP Walking Network

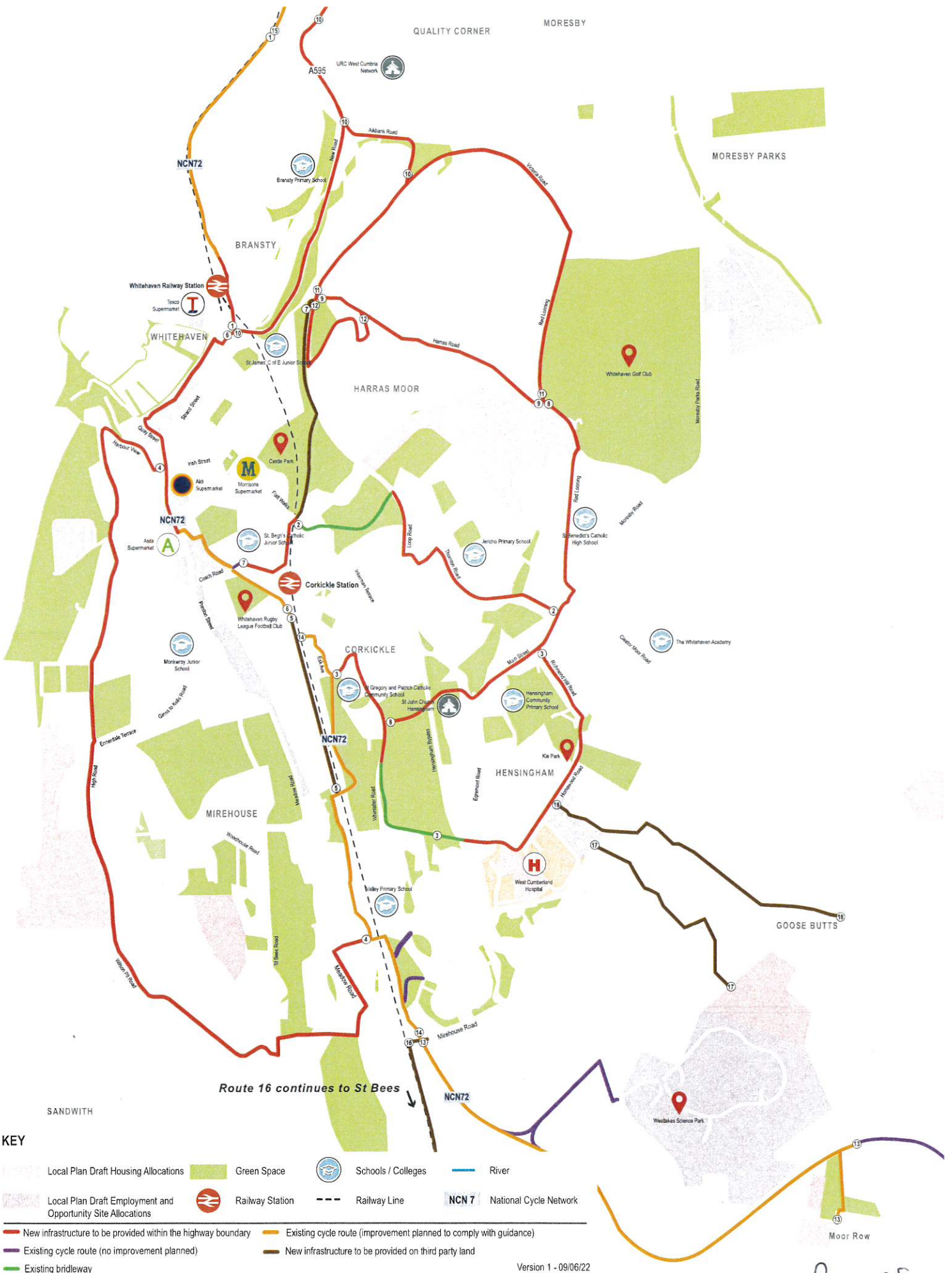


KEY

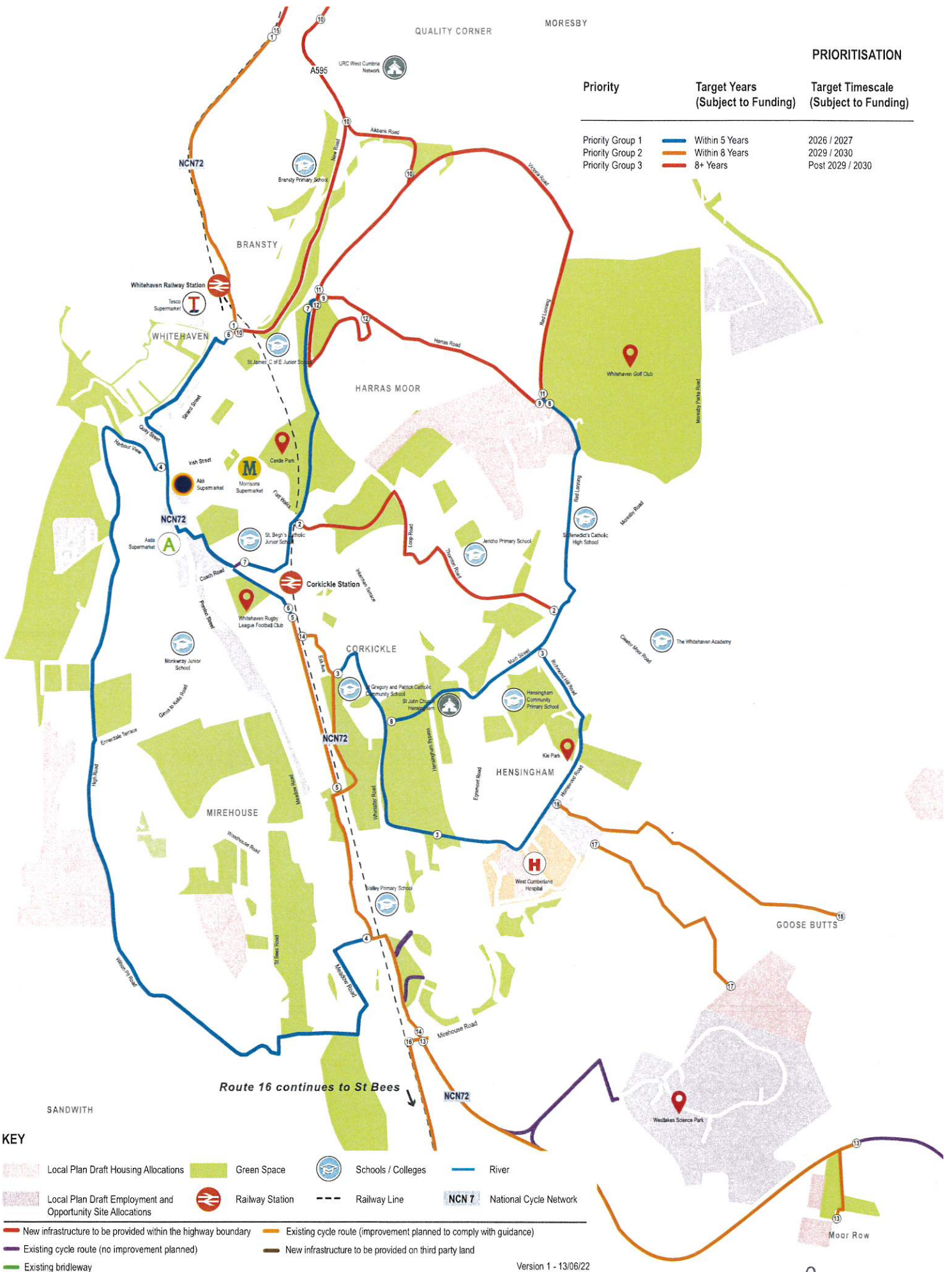
- | | | | |
|--|----------------------------------|-----------------|-------|
| Local Plan Draft Housing Allocations | Green Space | Railway Station | River |
| Local Plan Draft Employment and Opportunity Site Allocations | Schools / Colleges | Railway Line | |
| WR1 Ginns to Kells Road | WR4 Main Street | | |
| WR2 B5345 / Low Road | WR5 Harras Road | | |
| WR3 A595 / Egremont Road | CWZ1 Core Walking Zone (c. 400m) | | |

Version 1 - 13/06/22

Whitehaven LCWIP Cycling Network



Whitehaven LCWIP Prioritised Cycling Network



PRIORITISATION

Priority	Target Years (Subject to Funding)	Target Timescale (Subject to Funding)
Priority Group 1	Within 5 Years	2026 / 2027
Priority Group 2	Within 8 Years	2029 / 2030
Priority Group 3	8+ Years	Post 2029 / 2030

KEY

- Local Plan Draft Housing Allocations
- Green Space
- Schools / Colleges
- River
- Local Plan Draft Employment and Opportunity Site Allocations
- Railway Station
- Railway Line
- NCN 7 National Cycle Network
- New infrastructure to be provided within the highway boundary
- Existing cycle route (improvement planned to comply with guidance)
- Existing cycle route (no improvement planned)
- New infrastructure to be provided on third party land
- Existing bridleway

June 2022

Whitehaven Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 - 2037



Contents

Foreword **Page 2**

1. Vision and Aim **Page 3-5**

What is a Local Cycling and Walking Infrastructure Plan?

Why is an LCWIP important for Whitehaven?

2. Existing Context **Page 6-9**

National policy context

Local policy context

Transport and placemaking schemes

How to people currently make local journeys?

Potential for more walking and cycling

3. Cycling and Walking Infrastructure **Page 10-17**

Developing the LCWIP

Engagement and public consultation

Infrastructure improvements

Cycling infrastructure improvements

Walking infrastructure improvements

Cycling network

Walking network

Prioritisation

4. Conclusion and Next Steps **Page 18**



Foreword

To insert

I am pleased to introduce Cumbria County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) for Whitehaven, which outlines the proposed network of key cycling and walking routes in the district. The plan will work in conjunction with our wider infrastructure plans, including the Cumbria Transport Infrastructure Plan to support transport and connectivity, which will help Cumbria to become one of the best-connected rural geographies in the UK, whilst also incorporating the growth of Cumbria and responding to climate change.

The LCWIP identifies cycling and walking improvements at a local community level and is designed to facilitate a long-term approach to developing cycling and walking networks. Encouraging people to adopt a more active lifestyle will benefit their health, but collectively this will have a positive impact on net zero carbon emissions.

This document gives a summary of the county council's goals and objectives, while sharing more specific information about the communities that we have consulted with in Whitehaven.

I'd like to thank all the residents, businesses, and visitors for their support and feedback on engagement and consultations to date.



Cllr Keith Little
Cumbria County Council Cabinet Member for
Highways and Transport



Cllr Keith Hitchen
Cumbria County Council Chair of Copeland Local
Committee

Vision and aim

What is a Local Cycling and Walking Infrastructure Plan?

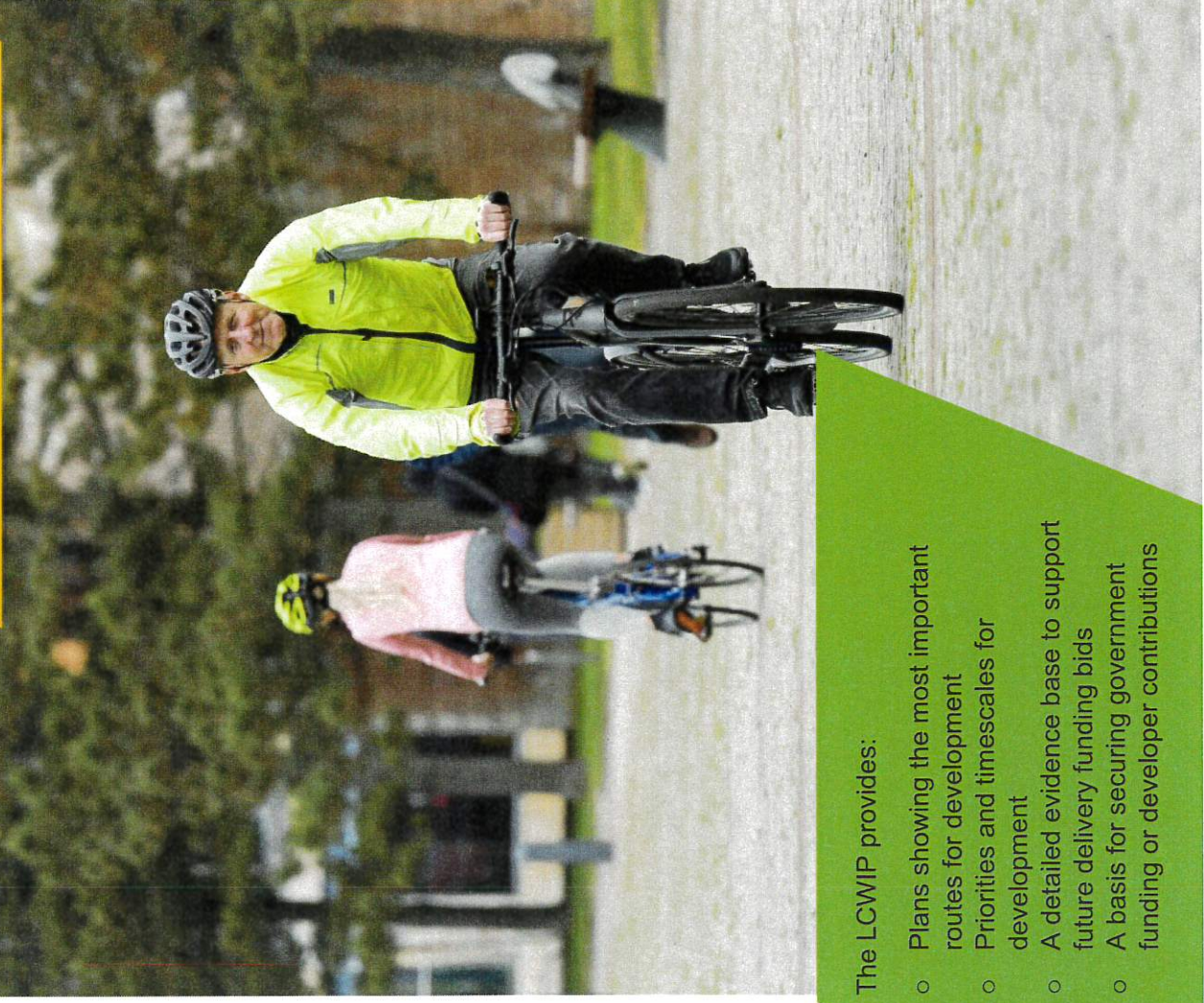
A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a document that identifies and prioritises cycling and walking improvements at a local level. It sets out an approach for developing prioritised routes over the period of the Plan (2022-2037), with the aim of **encouraging more people to make journeys on foot or by bike.**

The focus of the LCWIP is the improvement of routes used for **everyday shorter journeys**, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way. Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the LCWIP aims to prioritise future investment where the most benefits can be realised. The LCWIP is a not a funded plan. However, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.

The LCWIP has been developed using principles set out in the Government's first Cycling and Walking Investment Strategy, 2017. This Strategy sets out the ambition "**to make walking and cycling the natural choices for shorter journeys or as part of a longer journey**". Government guidance outlining a recommended approach for developing LCWIPs has also been followed.

The LCWIP is based on data and evidence of existing and future potential need and demand. It has also been guided throughout by effective engagement with partners, stakeholders and the public.

The LCWIP covers Whitehaven, with a focus on the urban centre but including links to surrounding communities such as Distington and St Bees.



The LCWIP provides:

- Plans showing the most important routes for development
- Priorities and timescales for development
- A detailed evidence base to support future delivery funding bids
- A basis for securing government funding or developer contributions


Why is an LCWIP important for Whitehaven?

Creating attractive places to live and work

Copeland District employs approximately 27,400 people, which accounts for 13% of all employment in Cumbria. The nuclear sector and its supply chain are a major employer within the area, accounting for 59% of jobs. The coastal town of Whitehaven is the administrative seat of Copeland. Built on shipping and mining, both industries have now declined however, Whitehaven retains a rich cultural heritage with over 250 listed buildings.

Investment in the streets where people live or work can create more attractive and desirable places. Improvements to the street scape can encourage more people to walking and interact with their surroundings, promoting journeys on foot, generating a greater sense of pride in their town and increasing wellbeing.

Responding to the climate crisis




Transport accounts for **27%** of the UK's greenhouse gas emissions – **61%** of this is from cars and taxis

(DTF Transport Statistics for Great Britain 2021)

Cumbria has set itself an ambitious challenge to be the first carbon-neutral county in the UK by 2037 (Cumbria Zero Carbon Partnership, 2021). De-carbonising transport is key to achieving this goal. Cycling and walking has a much lower carbon footprint compared to other forms of transport and undertaking more journeys on foot or by bike will help to tackle climate change. The LCWIP for Whitehaven focusses on everyday short journeys such as those to work, school and the shops, where there is the greatest potential for change.

Supporting health, wellbeing and access for all

Active travel can play a crucial role in supporting public health and wellbeing. It is one of the simplest and most effective ways of enabling adults and children to meet the recommended levels of physical activity. The LCWIP for Whitehaven has an important role to play in promoting behavioural change. By setting out well planned networks that connect people to the places they want to go and focussing on inclusive design that ensures access for all, the LCWIP presents a real opportunity for behavioural change that will last for generations to come.



25.9% of people in Copeland (16+) are **inactive**

Compared to 27.5% in England (Active Lives Survey 10, 2021)



0.4% of adults in Copeland cycle for travel at **least 3 days** per week

Compared to 2.3% in England (Active Lives Survey, 2019-20)



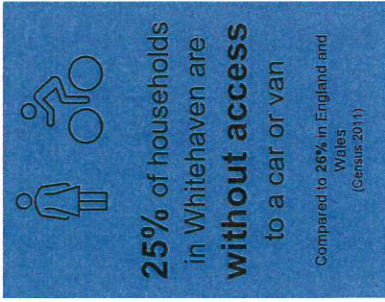
11.5% of adults in Copeland walk for travel at **least 3 days** per week

Compared to 15.1% in England (Active Lives Survey, 2019-20)

The health cost of inactivity to Copeland is **£1,300,000** every year

(Sport England Local Sport Profiles)

Improving accessibility and social inclusion



Households who struggle to access employment and education opportunities, key services and facilities due to transport poverty can suffer from social exclusion. Cycling and walking are generally affordable modes of transport, accessible to most people. Enabling people to walk or cycle to the places they want to travel to can facilitate social inclusion. The LCWIP for Whitehaven aims to connect people to jobs, education and each other, which is especially important when other modes of transport are not available.

Improving the tourism offer

Whitehaven is an attractive Georgian coastal town and one of the 51 Gem Towns in England, chosen by the Council for British Archaeology for being 'particularly splendid and precious'. It is a key gateway for the visitor economy in the western Lakes, with a number of attractions such as The Beacon Museum, The Rum Story, Rosehill Theatre, and the harbour - which was once the third largest in the UK with trade links all over the world.

Whitehaven's location on the west coast makes the town well placed for access to the western Lake District and coastal landscapes, with fantastic leisure cycling and walking opportunities. Whitehaven is one of two potential starting points for the 'Sea to Sea' (C2C) cycle route, one of the UK's most popular challenge routes, ending in either Tynemouth or Sunderland on the east coast. The Hadrian's Cycleway, a 174 mile route from Ravenglass to South Shields in Tyne and Wear, also runs through the town. The LCWIP network builds on these established longer distance links and aims to consolidate Whitehaven's position as a premier cycling and walking town.



Existing Context

National policy context

Gear Change: A bold vision for cycling and walking (DfT, 2020) [1]

Sets out the government's vision for the delivery of far higher quality cycling infrastructure. Accompanied by Local Transport Note 1/20 with new ambitious cycle design standards.

Cycling and Walking Investment Strategy (DfT, 2017) [2]

Aims to make active modes of transport the natural choice by 2040. Sets out the need for LCWIP to inform locally targeted investments.

Future of Mobility: Urban Strategy (DfT, 2019) [3]

Includes the principle that 'walking, cycling and active travel must remain the best option for short urban journeys'.

Clean Air Strategy (DEFRA, 2019) [4]

A change to more sustainable modes of transport is key to delivering a reduction in emissions.

Decarbonising Transport: A Better, Greener Britain (DfT, 2021) [5]

Sets out the government's commitments and actions needed to decarbonise the UK's transport system.

Key Local Policy documents include:

- o Cumbria Transport Infrastructure Plan, 2022-2037 [6]
- o Cumbria Local Industrial Strategy, 2019 [10]
- o Cumbria Cycling Strategy, 2017-2022 [11]
- o Copeland Local Plan, 2021-2038 (draft) [9]
- o Economic Recovery Plan, 2020 [12]
- o Destination Borderlands and the Borderlands Growth Deal, 2021-2031 [13]
- o Cumbria Rural and Visitor Economy Growth Plan, 2017 [14]

National and local policy has guided and shaped the development of the Whitehaven LCWIP. The Plan supports key environmental, health, social, economic and sustainable mobility goals to better connect **people and places**.

UK Net Zero Target (2020) [6]

National target to bring all greenhouse gas emissions to net zero by 2050

Inclusive Transport Strategy (DfT, 2019) [7]

A need for inclusive infrastructure with streetscapes designed to meet the needs of all travellers.

Local policy context

There are strong levels of support for cycling and walking in existing local policy.

The **Cumbria Transport Infrastructure Plan (CTIP)** [8] recognises the role that active travel schemes can play in improving health, access to education, employment and services and supporting the local economy. The CTIP places active travel centrally in the aim to develop a 'Clean and Healthy Cumbria'.

The **Copeland Local Plan, 2021-2038** [9] (publication draft) cites cycling and walking as key mechanisms to achieve the goals outlined in several policies including:

- o Policy DS6PU – Design and Development Standards
- o Policy T2PU – Coastal Development along the Developed Coast
- o Policy H6PU – New Housing Development
- o Policy CO2PU – Priorities for Improving Transport Networks within Copeland
- o Policy CO4PU – Sustainable Travel
- o Policy CO5PU – Transport Hierarchy

The Copeland Local Plan also sets out a number of housing and employment growth areas in the borough which need to be considered when developing the active travel network. The main locations for housing growth within the Whitehaven LCWIP area are:

- Land at the West Cumberland Hospital (127 dwellings),
- Red Lonning and Harras Moor (370 dwellings),
- Former Marchon site (532 dwellings),
- Land at Edgehill Park Phase 4 (120 dwellings),
- Land to south-west of Summergrove (80 dwellings),
- Land adjacent to Abbots Court (58 dwellings), and
- Land south and west of St Mary's School (60 dwellings).

Employment land is allocated at:

- Whitehaven Commercial Park (11ha)
- Sneckyear Road (1.1ha)
- Red Lonning (0.6ha) and,
- Furnace Row, Distington (3.1ha)

The Copeland Infrastructure Delivery Plan, 2020 identifies sustainable transport schemes required to support the delivery of the Copeland Local Plan.

The West Cumbria Corridor Travel Plan, 2016 identifies sustainable transport measures which could be developed or improved to enable and encourage visitors and residents to travel to work and leisure purposes without the use of a car.

Transport and placemaking schemes

Cumbria County Council and Copeland Borough Council are exploring opportunities for government funding to deliver active travel and place-based schemes. These schemes aim to improve the Borough's offer as

an attractive place to live, work, study, visit and invest. They may also feature improvements to connectivity by sustainable and active modes of travel. Schemes include:

Levelling Up Fund (LUF)

- Copeland Borough Council are currently preparing a bid to the Government's Levelling Up Fund.
- The bid includes elements of cycling and walking which align closely to proposals in the LCWIP.
- Funding for delivery is subject to the bid being successful.



How do people currently make local journeys?

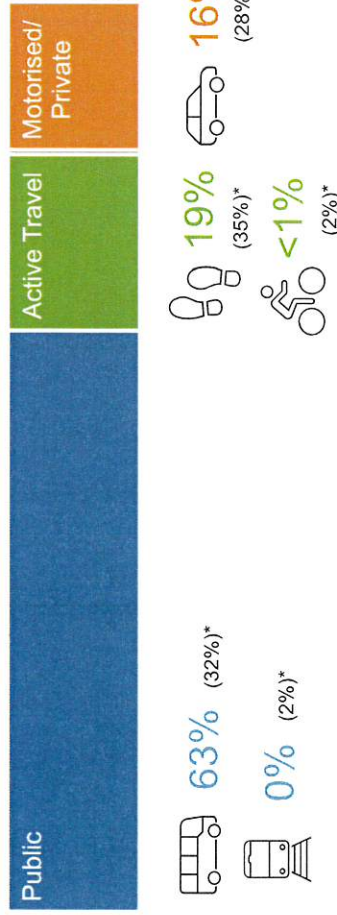
National **travel to work** data from 2011^[15] shows high levels of containment with 78% of residents within the Whitehaven LCWIP area, also working within Copeland. Only 22% of residents travel outside of Copeland for work with neighbouring Allerdale being the work destination for the majority (16%).

Despite short commuting distances there is a high level of car dependency with around **83%** of trips using this mode of travel. Only **2%** of journeys to work were found to be made by cycling and **7%** by walking.

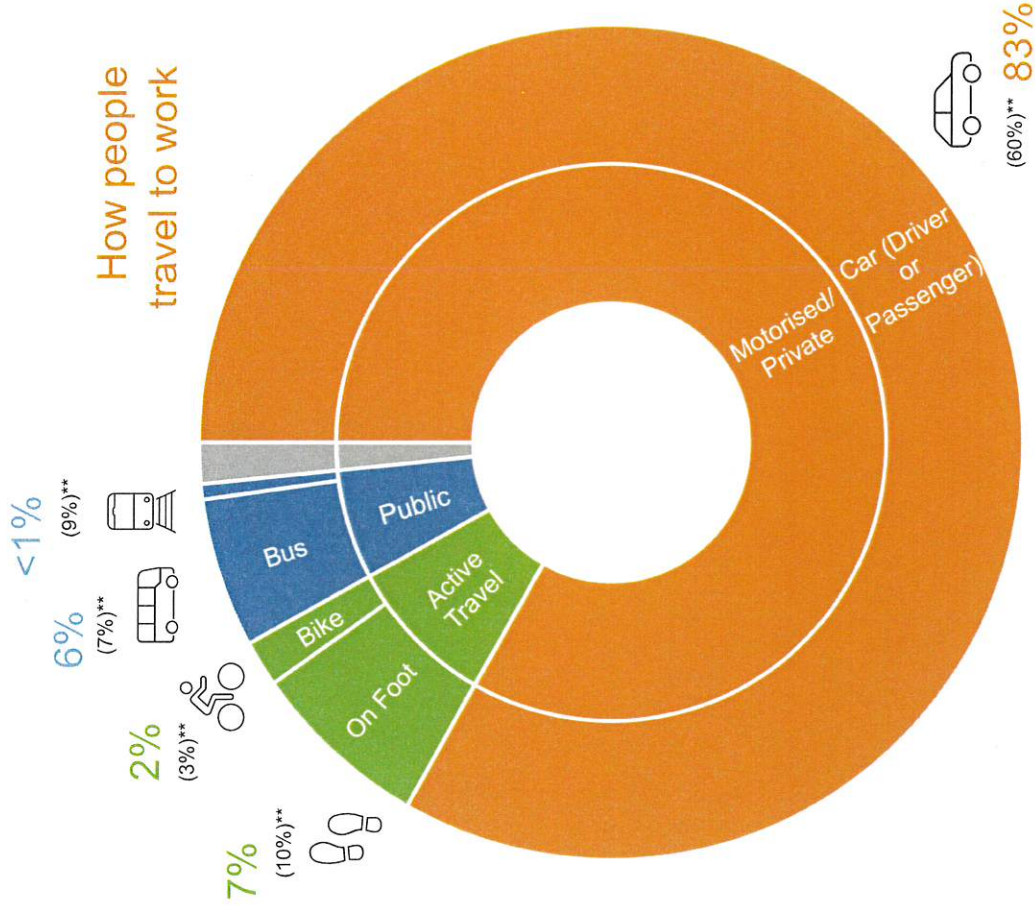
Travel to school ^[16] data indicates **19%** of children in Copeland walk to school, whilst **<1%** cycle. Private motorised transport as a means of getting to school accounted for **16%** of journeys.

The most popular cycle routes ^[17] for travel to work journeys are typically linear connections to the south of Whitehaven. The link between Whitehaven and Bigrigg consisting of Loop Road South and Egremont Road is particularly popular.

How children travel to school



Based on Copeland Borough average v * County average. Data taken from School Travel Demand Surveys 2021, providing an indication of travel modes to/from schools in Copeland Borough pre-COVID. Statistics are based on 2089 respondents countywide and 206 respondents for schools in Copeland Borough.



Based on averages within LSOA relevant to the Whitehaven LCWIP area v ** England average. Data taken from 2001 Census. Method of Travel to Work.

Potential for more walking and cycling



83%
of journeys to work are made by private motorised transport in the Whitehaven LCWIP area

however..

35%
of journeys to work are <5km⁽¹⁸⁾



18%
of journeys to work are <2km⁽¹⁸⁾

but did you know...

Distances of **5km** can be covered in **20 minutes** by **bike**



Distances of **2km** can be covered in **25 minutes** on **foot**



74% of respondents said **improvements to cycling and walking routes** would encourage them to walk and/or cycle **more often** than they do currently.

Levels of cycling and walking in Whitehaven increased during the COVID-19 lockdown in Spring/Summer 2020. This was in part because roads were less busy and quieter, offering more desirable conditions for cycling and walking. The reduction in traffic emissions also led to improvements in air quality. As people returned back to places of work and to school, levels of cycling and walking reduced. This demonstrates that the potential for cycling and walking exists if the right conditions are put in place. Improvements to active travel infrastructure will form part of this.

Despite high levels of car dependency across the Whitehaven LCWIP area, a high proportion of everyday journeys to work, school or the shops are within a distance which is easily achievable either on bike or on foot.

An initial round of public consultation on the Whitehaven LCWIP undertaken in July/August 2021, asked for feedback on what would encourage people to change to cycling and walking for short journeys. Findings were consistent with national data whereby, a large proportion (71%) of respondents identified they currently make journeys by car to places that were within cycling and walking distance. Journeys to the shops, to/from leisure activities and transporting children or other people were the main reasons given.

Cycling and walking infrastructure

Developing the LCWIP

The LCWIP for Whitehaven has been developed in accordance with government guidance and has followed a six stage process.

- **Stage 1: Determine the scope** – establish the geographical context and arrangements for governing and preparing the plan.
- **Stage 2: Gathering information** – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programme.
- **Stage 3: Network planning for cycling** – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the improvements required.
- **Stage 4: Network planning for walking** – identify key trip generators, core walking zones and routes, audit existing provision and determine the improvements required.
- **Stage 5: Prioritising improvements** – prioritise improvements to develop a phased programme for future investment.
- **Stage 6: Integration and application** – integrate outputs into local planning and transport policies, strategies and delivery plans.



Engagement and public consultation

Public consultation and stakeholder engagement have played a key part in the development of the Whitehaven LCWIP with an initial public consultation undertaken in July/August 2021 and a follow up in February 2022. In addition, regular workshops have been undertaken with key stakeholders throughout.

The initial public consultation focused on gaining an understanding of:

- Current travel behaviour – cycling and walking journeys and why these are undertaken;
- Public opinion on the current active travel provision in Whitehaven;
- Any barriers on active travel routes that may prevent cycling and walking;
- What would encourage modal shift to cycling or walking for short journeys; and,
- Feedback on the emerging priority cycling network.

A total of **316 responses** were received for this consultation.

The follow up consultation offered a second opportunity to comment on proposals prior to finalising the Whitehaven LCWIP. This consultation focused on:

- Gauging the level of support for the draft prioritised cycling and walking network plans;
- Whether the network and interventions proposed would encourage the respondent to use active modes more often; and,
- Whether there was support for reduced space for cars to prioritise active modes.

A total of **215 responses** were received for this consultation.

The results of the consultation exercise demonstrate a **desire for future investment** in cycling and walking infrastructure. Responses emphasised the importance of providing **safe, segregated routes** that provide **direct connections** to the places people want to get to. The need to provide routes that were **separate from other modes of travel** was a common theme in the responses and was identified as a key measure for encouraging more cycling and walking. The creation of more **direct** cycling and walking routes, and **better maintained routes** were also supported, along with **lower speed limits** and **greater priority for cyclists at junctions**.

The main perceived barriers to cycling and walking were:

- Busy roads
- Quality of routes
- Feeling unsafe
- Indirect routes
- Unsuitable terrain/geography

The draft priority cycling and walking networks presented received a **high level of support** and the majority of respondents felt that the proposals would encourage them to cycle or walk more often.

“Many people are wanting to be healthier and are more conscious about protecting our environment and living a greener, more sustainable life. If cycle paths are put into our infrastructure, many more people would use them as they would feel safer, and it would become more part of everyday life like it is in cities and towns all over the world.”

- a local resident, open ended question response, February 2022

Existing cycling and walking routes

45% felt the existing cycling routes do not connect to the places they want to go

24% felt the existing walking routes do not connect to the places they want to go

Cycling and walking barriers and opportunities

74% identified "busy roads" as top 3 reason for why it is difficult to cycle

39% identified "quality of route" as top 3 reason for why it is difficult to walk

76% identified "cycle routes separated from other modes of travel" as a top 3 reason for encouraging them to cycle more

58% identified "better maintained pavements/footways" as a top 3 reason for encouraging them to walk more

"We need to [be] encouraging more environmentally friendly forms of transport, going back to how transport was before cars took over."

- A local resident, open ended question response, July/August 2021

"I think the cycle path would help us all to be more active... It would give us more places to walk to rather than using the car. It would also be great for young children to use to ride their bikes safely off the road while keeping fit and active at the same time."

- A local resident, open ended question response, July/August 2021

Support for proposals

91% said they would support cycling and walking improvements even when this could mean less space for other road traffic

93% welcomed more money being spent on cycling and walking in Whitehaven

94% strongly agreed or agreed with the routes prioritised in the draft Whitehaven LCWIP cycling network

89% strongly agreed or agreed with the improvements identified in the draft Whitehaven LCWIP walking network

86% felt the proposals in the Whitehaven LCWIP would encourage them to cycle or walk more often



See Whitehaven LCWIP Technical Report Appendix C for copies of the Consultation Reports

Cycling infrastructure improvements

The Whitehaven LCWIP broadly identifies the types of improvements that could be implemented. All improvements are subject to funding and further development.

On-Highway Fully Segregated Cycleways



Segregated cycleways offering separation from pedestrians and motor vehicles.

Photo shows a stepped cycle track.

On-Highway Lightly Segregated Cycleways



Light segregation providing a protected space.

Photo shows light segregation using 'wands'.

Off-Road Cycleways



Greenways providing rural connections. Shared use paths where pedestrian number are low.

Photo shows a greenway with segregated facilities.

Upgrades to Existing Facilities



Removal of through-traffic to create Low Traffic Neighbourhoods. Slowing traffic i.e. 20mph zones.

Photo shows a Low Traffic Neighbourhood.

Road Crossings and Junctions



Strong visual priority for cyclists and walkers on side junctions. Crossings and junctions offering separation and improved safety.

Photo shows a 'CYCLOPS' junction.

Secure Cycle Parking



Short stay and long stay solutions that are secure and positioned at strategic locations.

Photo shows a secure cycle hub.

Walking infrastructure improvements

Public Realm



Enhancing the look and feel of an area through, planting, paving, seating, and street art.

Photo shows public realm improvements.

Road Crossings



Widening refuges, improving timings, signals and markings.

Photo shows an improved signalised junction.

Blended Footways



Continuing footways across junctions to enforce pedestrian priority.

Photo shows a blended footway.

Wayfinding



Providing simple directional signage, larger maps or interactive screens

Photo shows information and wayfinding signage.

Maintenance

Short term maintenance to bring a route up to standard or planning for longer term maintenance.

Increased Surveillance

Improving sightlines, additional access points or installing CCTV.

Footway Widening

Proving adequate footway widths.

Speed Reduction

Through physical traffic calming measures, enforcement cameras or public realm.

Dropped Kerbs and Tactile Paving

Improving access for pedestrians with limited mobility or sight impairments.

Reduced Kerb Radii

Limiting the speed of motor vehicles at junctions to allow pedestrians to cross more safely

Cycling network

The Priority Cycling Network reflects the importance of connectivity across the city to increase active travel and reduce car journeys. Key aspects of the network include:

- The Hadrian's Cycleway (NCN72) as a core spine to the network;
- Connections to the town centre and railway station;
- Links to education sites including Whitehaven Academy, St Benedict's Catholic High School and Hensingham Community Primary School;
- Links to Westlakes Science and Technology Park;
- Links to surrounding villages including Parton, Lowca, and Moor Row;
- Link to St Bees; and,
- Access to allocated housing and employment sites.

Recognising that it is not possible to connect everywhere, the LCWIP focuses on the most important routes to secure funding for. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the numbers of people cycling and walking.



See Whitehaven LCWIP Technical Report Appendix A for a copy of the Cycling Network Map

The network incorporates new cycling routes and improvements to existing routes, alongside existing provision to provide a coherent, direct, safe, comfortable, and attractive cycle network for Whitehaven.

Whitehaven LCWIP Cycling Network



The walking network map shows Primary and Secondary routes to Whitehaven Town Centre Core Walking Zone. Throughout the lifespan of the LCWIP a more complete walking network will be established by identifying routes and improvements for other Core Walking Zones.

Walking network

As part of the LCWIP, we have identified Core Walking Zones across the study area, along with primary and secondary routes linking into those Core Walking Zones.

- **Core Walking Zones** are areas with the highest potential for footfall such as town centres and employment sites.
- **Primary routes** are those routes that are generally the most direct and have the highest usage.
- **Secondary routes** are alternative routes that are generally less direct but quieter

The LCWIP identifies potential improvements within the Core Walking Zones and along the primary routes which, could include: new or enhanced road crossings; better quality public spaces and paths; and the provision of dedicated and separated space for walkers.

Improvements have been identified for the Whitehaven Town Centre Walking Zone (CWZ1) and connecting primary routes. These are shown on the plan adjacent and further detail is provided in the LCWIP Technical Report.

Throughout the lifespan of the LCWIP, improvements will be identified for the remaining Core Walking Zones and connecting primary routes across the LCWIP area.

See Whitehaven LCWIP Technical Report Appendix A for a copy of the Walking Network Map



Prioritisation

In developing the LCWIP, government guidance setting out a recommended approach to prioritising networks of walking and cycling routes, has been followed. The guidance recommends that priority should be given to areas which have the **greatest potential for increasing cycling and walking trips** and offer the **greatest value for money**.

The delivery of all improvements identified in the Whitehaven LCWIP is subject to securing funding. Routes for delivery have been prioritised using a framework that assesses:

- Effectiveness – the potential to generate cycling trips
- Alignment with policy objectives – such as those in the CTIP
- Economic factors – scheme cost, value for money and likelihood of attracting funding
- Deliverability – engineering constraints, land ownership and stakeholder support

The cycling routes have been prioritised as shown on the adjacent plan. The routes have then been categorised according to the targeted timescale for delivery:

- Funded: These will be delivered in line with the timescales of the funding source
- Priority 1: Delivery within 5 years (2026/27), subject to funding
- Priority 2: Delivery within 8 years (by 2029/30), subject to funding
- Priority 3: Delivery 8 years plus (post 2029/30), subject to funding.



See Whitehaven LCWIP Technical Report Appendix B for a copy of the Prioritised Cycling Network Plan

Whitehaven LCWIP Prioritised Cycling Network



Conclusion and next steps

The Whitehaven LCWIP provides a prioritised investment plan for cycling and walking in Whitehaven over the next 15 years.

The LCWIP takes into account the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.

The LCWIP for Whitehaven is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

The document will be used to assist in securing funding for the delivery of the identified improvements.

Further information

For further information please refer to our webpage for accompanying reports:

www.cumbria.gov.uk/cyclingandwalking

- Whitehaven LCWIP Technical Report
- Appendix A – Cycling Network Plan and Walking Network Plan
- Appendix B – Cycling Prioritised Network Plan
- Appendix C – Supporting Information
- Consultation Reports

Thank you for reading
this document

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**COUNTY COUNCIL LOCAL COMMITTEE FOR
COPELAND**

Meeting date: 20th July 2022

**From: Angela Jones, Executive Director, Economy
and Infrastructure**

**WHITEHAVEN LOCAL CYCLING AND WALKING
INFRASTRUCTURE PLAN**

1.0 EXECUTIVE SUMMARY

1.1 *The purpose of this report is to seek approval of the Local Cycling and Walking Infrastructure Plan (LCWIP) for Whitehaven.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 *By preparing an LCWIP for Whitehaven and working to achieve the delivery of the findings, the Council will be meeting the following Council Plan priorities:*

- *To safeguard children, and ensure that Cumbria is a great place to be a child and grow up*
- *To enable communities to live safely and shape services locally*
- *To promote health and wellbeing, and tackle poverty*
- *To protect and enhance Cumbria's world class environment*
- *To provide safe and well-maintained roads and an effective transport network*
- *To promote sustainable economic growth, and create jobs*
- *To support older and vulnerable people to live independent and healthy lives*

3.0 RECOMMENDATION

- 3.1 It is recommended that Members approve the LCWIP for Whitehaven as attached at Appendix 1.
- 3.2 It is recommended that Members delegate authority to the Executive Director – Economy and Infrastructure in consultation with the Chair and Vice Chair of the Local Committee to make any necessary minor amendments to the Whitehaven LCWIP prior to its publication.

4.0 BACKGROUND

- 4.1 The Cumbria Transport Infrastructure Plan (2022 – 2037) sets out the strategy for Active Travel in Cumbria and the development of LCWIPs are a key part of this. The Council has committed to the development of a series of LCWIPs. The methodology for LCWIPs has been developed by the Department for Transport (DfT) as part of the national Cycling and Walking Investment Plan. DfT funding for local cycling and walking schemes will be dependent upon the schemes inclusion in a LCWIP, with infrastructure to be designed in line with the DfT Cycle Infrastructure Design guide issued in July 2020.
- 4.2 The LCWIP for Whitehaven, outlines the network of key cycling and walking routes in the district. The focus of the Whitehaven LCWIP is the improvement of routes used for everyday shorter journeys, such as to work, school or the shops. It aims to identify good quality infrastructure that connects the places people need to get to, in a coherent, direct, safe and attractive way.
- 4.3 Recognising that it is not always possible to connect everywhere and that funding for delivery needs to be secured, the Whitehaven LCWIP focuses on the routes where the most benefits can be realised. Support for walking and cycling infrastructure usually increases further once it is built and people are using it. Over time these priorities can be built on to deliver a more extensive network to encourage and support a step change in the number of people cycling and walking.
- 4.4 The Whitehaven LCWIP is a not a funded plan however, having an LCWIP in place will put the Council in the best possible position to secure future funding for the delivery of improvements.
- 4.5 Public consultation on the draft LCWIP proposals was undertaken in July and August 2021. During this consultation the draft priority network for cycling was presented. Feedback was sought on the existing barriers to cycling and walking and what improvements could be made to encourage more everyday short journeys to be undertaken by active travel. The consultation received a total of 316 questionnaire responses. Through the consultation it was established that 93% of respondents welcomed more money being spent on cycling and walking in Whitehaven and 86% felt the proposals in the Whitehaven LCWIP would encourage them to cycle or walk more often.

- 4.6 A second round of public consultation took place in February 2022, presenting the updated priority cycling and walking networks reflecting the feedback received in the first consultation. 215 responses were received, showing the same strong desire for future investment in cycling and walking infrastructure.
- 4.7 The Whitehaven Local Cycling and Walking Infrastructure Plan (2022 – 2037) is included in Appendix 1.

5.0 OPTIONS

- 5.1 That Members approve the Whitehaven Local Cycling and Walking Infrastructure Plan.
- 5.2 That Members approve the Whitehaven Local Cycling and Walking Infrastructure Plan with recommended changes.
- 5.3 That Members do not approve the Whitehaven Local Cycling and Walking Infrastructure Plan.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 There are no direct resource implications arising from the recommendations in this report.
- 6.2 Should the Council be successful in obtaining funding for the LCWIP from the DfT, there may be future maintenance requirements that would have to be met from the local committee budget (SEA 22/06/2022).

7.0 LEGAL IMPLICATIONS

- 7.1 There are no direct legal implications if Members approve the Whitehaven LCWIP as it stands or with recommended changes. Likewise there are no direct legal implications if Members do not approve the Plan.
- 7.2 In the event the Plan is approved as it stands or with recommended changes the Scheme of Delegation in Part 3A of the Constitution allows delegation of authority to the Executive Director of Economy and Infrastructure in consultation with the Chair and Vice Chair of the Local Committee to make any necessary minor amendments to the Plan prior to its publication. In law any such amendments to the Plan are the decision of the Executive Director alone notwithstanding the requirement to consult.

8.0 CONCLUSION

- 8.1 The Whitehaven LCWIP provides a prioritised investment plan for cycling and walking in Whitehaven area over the next 15 years.

- 8.2 The LCWIP considers the overlaps and synergies with other plans, schemes and strategies. This means the network priorities will be reviewed and updated periodically, particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies, new development sites, if funding bids are successful and as walking and cycling networks mature and expand.
- 8.3 The LCWIP is a live document that will be regularly reviewed to ensure the most appropriate routes for cycling and walking are identified and prioritised for future delivery.

Angela Jones
Executive Director Economy and Infrastructure

30th June 2022

APPENDICES

Appendix 1: Whitehaven Local Cycling and Walking Infrastructure Plan (2022 - 2037)

Electoral Division(s): All in Whitehaven Town Divisions

Executive Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No
Key Decision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS

The County Council Committee for Copeland approved a recommendation for £15,830 to allow the development of a Whitehaven LCWIP on 13th September 2021.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

REPORT AUTHOR

Contact: Nicola Parker, Senior Programme Manager Cycling and Walking

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Whitehaven Town Council

From: edwindinsdale1@sky.com
Sent: 21 July 2022 14:26
To: Whitehaven Town Council; Charles Maudling
Subject: Proposed Agenda Item

Hello Marlene/Charlie

As we previously discussed, we agreed at the last meeting that the Town Council should have a nuclear representative roll.

The proposed terms of reference for the roll are...

For the roll holder to engage with all aspects of the nuclear community that has an effect on the residents and Town of Whitehaven.

As a Town Council we represent over 23,000 residents. Our town is reliant on the nuclear industry for jobs and funding and we regard Whitehaven Town Council as a key nuclear stakeholder.

The roll holder will attend nuclear stakeholder meetings & events on behalf of the Town Council and report back to the Town Council updates and key points from meetings & events that they have attend.

The meetings & events will include...

Copeland Borough Council Strategic Nuclear & Energy Board meetings.

Sellafield site Stakeholder meetings.

Sellafield Ltd Stakeholder meetings.

Nuclear Decommissioning Authority stakeholder meetings.

British Energy Coast stakeholder meeting.

British Energy Coast Business Cluster Stakeholder meetings.

Office of Nuclear Regulation stakeholder meetings.

Civil Nuclear Constabulary stakeholder meetings.

Tier 2 & contract companies within the nuclear industry.

Geological Disposal Facility stakeholder meetings.

Any other direct or indirect nuclear stakeholder.

Proposed title of the elected or appointed roll Head of Nuclear Strategy and Delivery

It is important that Whitehaven Town Council plays a part in how the nuclear industry moves forward from a strategic point of view, it is also important that this strategy is delivering for the residents and town of Whitehaven.

Kind regards
Edwin