

COPELAND LOCAL DEVELOPMENT FRAMEWORK

INFRASTRUCTURE DEFICIT

Core Strategy Evidence Base

Baseline Analysis Paper

February 2011



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INTRODUCTION

Background

It is recognised that to create sustainable communities, providing housing and employment opportunities alone is not sufficient. There is also a need to provide the necessary supporting “infrastructure” including utility services, energy, transport, schools, health and leisure services. These services are provided by a range of organisations but there is currently little or no integration of that provision to meet the needs of existing communities nor their future needs. The preparation of an integrated Infrastructure Plan is essential for local authorities and their partners to fulfil their “place shaping” role.

The revised Planning Policy Statement 12 (PPS12)¹ identifies the Core Strategy as the means of “orchestrating the necessary social, physical and green infrastructure required to ensure that sustainable communities are created”. To fulfil that role and to be considered “sound”, the Core Strategy must identify the infrastructure requirements for its area; who will provide it and when.

The production of an integrated Infrastructure Plan will also yield significant benefits for “partner” service providers. To provide an effective infrastructure plan, planners and their partner organisations need to actively engage in the process.

Revisions to Planning Policy Statement 12² have meant that local planning authorities are now required to demonstrate a reasonable prospect of infrastructure delivery in relation to land allocations for development. In response to this requirement, Copeland Borough Council is undertaking this study to identify capacity issues and the infrastructure required to ensure that the future population of Copeland has access to a level of facilities and services to enable them to be successful, sustainable communities.

Purpose of Study

The Infrastructure Plan underpins the Core Strategy and forms part of the evidence base. The Plan will need to include:

- Infrastructure capacities, needs and costs
- Phasing of infrastructure provision
- Funding sources
- Responsibility for delivery

¹ DCLG, “Planning Policy Statement, Local Spatial Planning”, Jun 2008, pp.08-17

² DCLG, “Planning Policy Statement, Local Spatial Planning”, Jun 2008, pp.08-17

The purpose of this study is to inform the Local Development Framework of medium to long term plans for infrastructure delivery in the borough of Copeland, establishing a clear agreed view of current infrastructure provision and the capacity to accommodate additional demand.

Infrastructure Plans are part of long term spatial planning; they should be flexible, include considerations of land supply and development viability and should plan for up-turn in development, with plans and evidence in place to accommodate sufficient opportunities for development; thus contributing to the vision set out in the Sustainable Community Strategy for West Cumbria.

The Infrastructure Plan has two broad aims:

- a) Establish the existing infrastructure provision and capacity; and
- b) Establish the infrastructure requirements of proposed developments over a planned period.

These broad aims will be achieved through the following objectives:

- a) Identify the current availability of infrastructure provision;
- b) Identify any deficit in the existing infrastructure provision;
- c) Identify any planned capital allocation for infrastructure improvement/expansion;
- d) Identify any priorities for infrastructure delivery associated with the growth scenarios over a planned period;
- e) In addition, it will be necessary that infrastructure improvements, as a consequence of possible Nuclear New Build proposals within the borough, be considered.

Structure of Study

The Infrastructure Plan will be prepared in two stages to allow for stakeholders' consultation and meaningful involvement by key partners:

- a) Baseline Analysis Paper (Infrastructure Deficit Report) – will align with the study's aim to establish the existing infrastructure capacity and the study's objectives to identify the availability and any deficit in existing infrastructure provision.
- b) Infrastructure Plan – will align with the study's aim to establish the infrastructure requirements over a planned period and the Core Strategy's objectives, including identifying feasible growth scenarios and any priorities for infrastructure provision, including those relating to nuclear new build.

Limitations of Study

Three key concerns have been identified in relation to this study:

- a) Not all relevant stakeholders and partners could be engaged with this study;
- b) Not all relevant stakeholders and partners could be involved effectively within the timeframe available; and
- c) Requirements to identify infrastructure needs, cost/funding sources, phasing and providers were, in some cases limited by technical expertise.

The Government recognises that the budgeting processes of different agencies may mean that less information may be available when the core strategy is being prepared than would be ideal. It is important therefore that the core strategy makes proper provision for such uncertainty and does not place undue reliance on critical elements of infrastructure whose funding is unknown. The test should be whether there is a reasonable prospect of provision. Contingency planning – showing how the objectives will be achieved under different scenarios – may be necessary in circumstances where provision is uncertain.

Steps taken to address key concerns:

- a) Ensure stakeholders and partners are identified and fully informed from the start;
- b) Adopt a flexible approach to consultation (i.e. “open door”, face to face consultation, telephone interview) where possible;
- c) Existing key strategy documents and statistical data will underpin this study; and
- d) Technical expertise and neutral agreements will be sought from consultees at key stages to ensure best practice and credibility of the study.

Methodology

Between June 2009 and February 2011, a wide range of evidence has been gathered and used for the analysis contained within this paper.

This Baseline Analysis Paper aims to assess existing infrastructure capacity. This has been assessed by establishing the availability of current infrastructure in Copeland and applying current standards of provision against demand (by dwelling, population or distance, as appropriate). As part of the baseline analysis, this paper identifies, as far as possible, the sources of funding available for each service area and attempts to highlight any gaps between funding and the amounts required.

Policy Requirement

Planning Policy Statement 12³ (PPS 12) indicates that spatial planning has a critical role in “*providing a robust basis for assessing the need for and providing infrastructure...for economic development*” (p.5). It suggests that the Core Strategy of a Local Development Framework should:

“be supported by evidence of what physical, social or green infrastructure is needed to enable the amount of development proposed for the area, taking into account of its type and distribution...” (p.8)

Good infrastructure planning considers the infrastructure required to support development, the costs, sources of funding, timescales for delivery and any gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. This has been a major theme highlighted and considered via HM Treasury’s CSR07 Policy Review on Supporting Housing Growth. The infrastructure planning process should identify, as far as possible:

- a) Infrastructure needs and costs;
- b) Phasing of development;
- c) Funding Sources (*and funding gaps*); and
- d) Responsibilities for delivery.

PPS 12 indicates that there is a need for infrastructure to support housing growth and the associated need for an infrastructure delivery planning process has been highlighted further in the Government’s recent Housing Green Paper. The outcome of the infrastructure planning process should inform the Core Strategy and should be part of a robust evidence base. It will greatly assist the overall planning process for all participants if the agencies responsible for infrastructure delivery and the local authority producing the Core Strategy were to align their planning processes. Local authorities should undertake timely, effective and conclusive discussion with key infrastructure providers when preparing a core strategy. Key infrastructure stakeholders are encouraged to engage in such discussions and to reflect the core strategy within their own future planning.

³ DCLG, “Planning Policy Statement 12, Local Spatial Planning”, Jun 2008

Copeland Borough

The borough of Copeland is located in the northwest of England, within the county of Cumbria. The area has an estimated population of 71,200, (2009) and is projected to grow to 76,500 by 2024 and 77,900 by 2029. Currently around 12.8% are aged 65 or over and this figure is set to reach 24.7% by 2024 and 27.2% by 2029⁴.

Copeland is situated on the West Coast of Cumbria between the Derwent and Duddon rivers. It is a roughly elongated triangular shape with an area of 73,711 hectares. It is an area of surprising contrast and diversity, with mountain and coastal scenery, distinctive towns and villages and a diverse natural ecology which make it an attractive place to live, work and visit. The Irish Sea coast is a particularly significant feature of the Borough, given the importance of the major service centres and industrial activity located there. To the east lie the central fells of the Lake District National Park including England's highest mountain, Scafell Pike and deepest lake, Wastwater. Still further east, outside the Borough are the main national transport routes, the M6 and West Coast Mainline Railway corridor and the A69, A66 and A65 Trans-Pennine roads.

The landscapes within Copeland are very diverse. They range from low-lying and flat estuarine areas around the mouth of the Duddon, and at Ravenglass/Drigg over the craggy peaks and lush valleys of the Western Lake District, the moorland escarpments of North Copeland and the sandstone sea-cliffs at St Bees – the only Heritage Coast designation between Wales and Scotland. Much of the Borough is underlain by clay soils and comprises open countryside with stands of natural woodland in lowland areas, some being the vestige of an ancient great forest. Here too, the fields are typically small, hedged or dyked and reflect a primarily pastoral agriculture. The uplands are almost entirely given over to grazing with open fellsides, stone boundary walls and the ubiquitous Herdwick sheep. Forest plantations continue to be another feature of the upland areas with good examples around Ennerdale and Eskdale.

The exceptional quality landscapes and natural environment create many different types of habitat. This has led to a number of national and international designations of sites for wildlife conservation throughout the Borough, particularly around the Duddon Estuary, Drigg, east of Egremont and along the River Ehen. Rare species can also be found, including the Natterjack Toad and bee orchids, which colonise areas of a Local Nature Reserve at Millom.

As well as giving Copeland its unique character, the geography of the Borough also helps create some of its greatest challenges. The physical barrier of the mountains and lakes proves a major obstacle to land-based transport and Copeland is perceived by many as being remote and difficult to get to, which can act as a barrier for investment and inward migration. Its location on the periphery of the main markets and centres of population in the North West, the North East and Scotland creates a dependency on its own local economy to fulfil local need. Improvements will also need to be made to the infrastructure of the area to facilitate inward investment and to aid businesses to expand and access regional, national and international markets.

⁴ ONS (2008) *2006 Based Sub National Population Projections*, National Statistics Online

Scope of Study Area

Copeland has five natural areas identified as 'localities' in the West Cumbria Sustainable Community Strategy (called 'Local Areas' in the LDF Sustainability Appraisal Scoping Report).

The term "locality" is used here to mean the centres identified, along with their surrounding communities and hinterland. Each of the localities has a strong and distinctive identity and has its own particular issues and needs. Each of these localities has, or is in the process of developing, its own locality plan which will inform LDF production and which will operate through the locality's own local partnership arrangements. Generally, most public services will be delivered through these arrangements and it is only land-use planning which will continue to operate on a different model.

Copeland's LDF has to provide the main planning policy framework for the area outside the Lake District National Park where the Borough Council is the local planning authority responsible for most day-to-day planning decisions (the County Council deals with all minerals and waste development). The Lake District National Park Authority is preparing its own LDF for the Park, which includes the large area of central Copeland.

The Council will continue close collaboration with the Lake District National Park Authority to ensure that the respective LDFs are coordinated with each other and with the other service delivery strategies being developed by the locality partnerships.

The Locality Areas to be used in this study are:

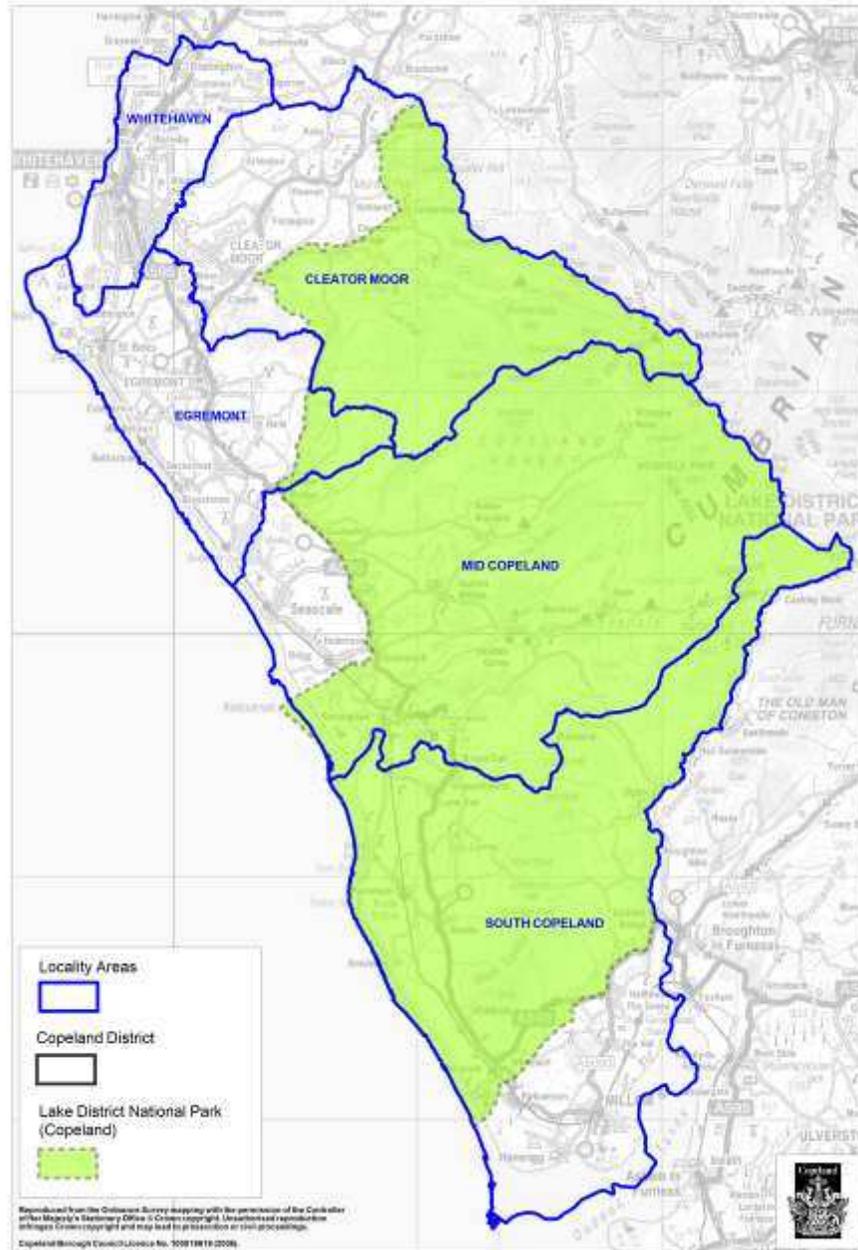
- a) Whitehaven Locality Area
- b) Egremont Locality Area (a small amount of this Locality Area is within the Lake District National Park)
- c) Cleator Moor Locality Area (a large amount of this Locality Area is within the Lake District National Park, although the majority of the resident population is outside the National Park)
- d) Mid Copeland Locality Area (a very significant amount of this Locality Area is within the Lake District National Park, although the majority of the resident population is outside the National Park)
- e) South Copeland Locality Area (a very significant amount of this Locality Area is within the Lake District National Park, although the majority of the resident population is outside the National Park)

Areas for Analysis

This study is place-specific, taking into account administrative boundaries. The Infrastructure Deficit Plan will include areas within the planning administrative boundary of Copeland Borough Council, analysis of areas inside the Lake District National Park boundary will be on a selective basis depending on its significance and function as infrastructure facilitator to the rest of borough.

Due to the strategic nature of infrastructure provision, some critical infrastructure such as transport, water and energy may require analysis beyond administrative boundaries.

Map 1 Locality Areas



Five Locality Areas, identified by the West Cumbria Partnership, have been used in this study, as illustrated in Map 1.

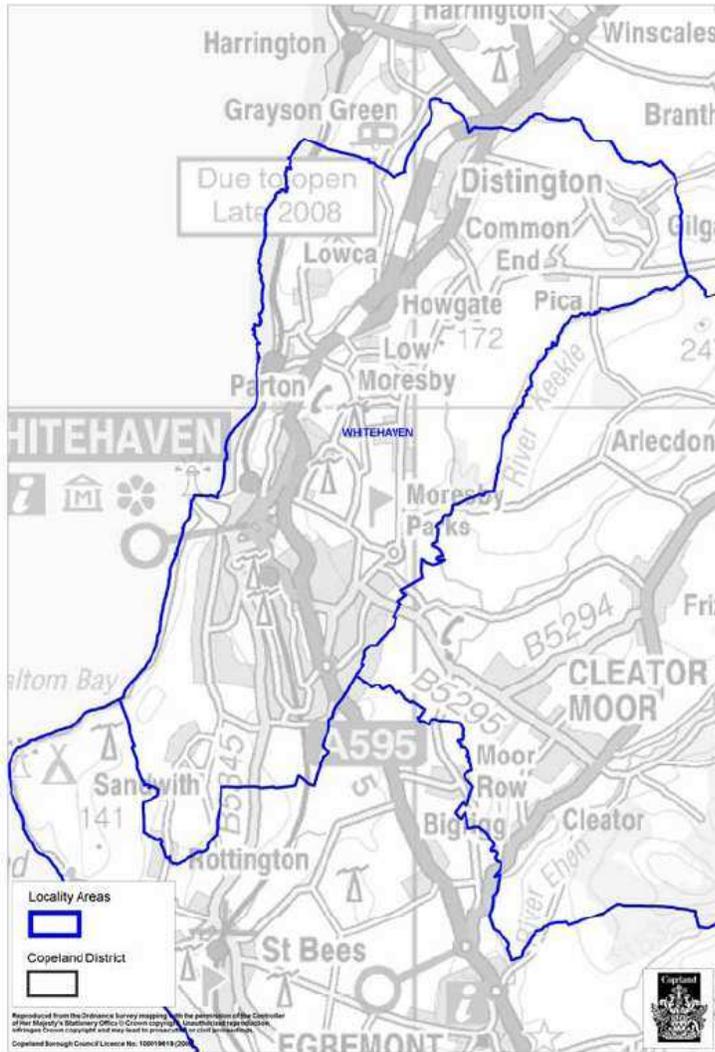
Localities for Analysis

Table 1 – Locality Areas

Localities	Towns and Parishes
Whitehaven Locality Area	Comprising the town of Whitehaven and the parish areas of Moresby, Parton, Lowca and Distington
Egremont Locality Area	Comprising the parish areas of St Bridget's Beckermeth, Haile & Wilton, St John's Beckermeth, Lowside Quarter, Egremont & St Bees
Cleator Moor Locality Area	Comprising the parish areas of Cleator Moor, Ennerdale & Kinningside, Arlecdon & Frizington, Weddicar and Lamplugh
Mid Copeland Locality Area	Comprising the parish areas of Muncaster, Eskdale, Irton with Santon, Drigg & Carleton, Ponsonby, Gosforth, Seascale and Wasdale
South Copeland / Millom Locality Area	Comprising the parish areas of Millom, Millom Without, Whicham, Bootle, Waberthwaite and Ulpha

Whitehaven Locality Area

Map 2 Whitehaven Locality Area



The Whitehaven locality area covers the northern coast of Copeland and includes the wards of Distington, Bransty, Moresby, Kells, Hillcrest, Harbour, Hensingham, Mirehouse and Sandwith (part).

The central feature of this locality area is the Borough's principal town, Whitehaven, based on its Georgian planned town centre and harbour. It is the second largest employment centre in the Borough after Sellafield and a focus for services, commercial activity, retailing etc.

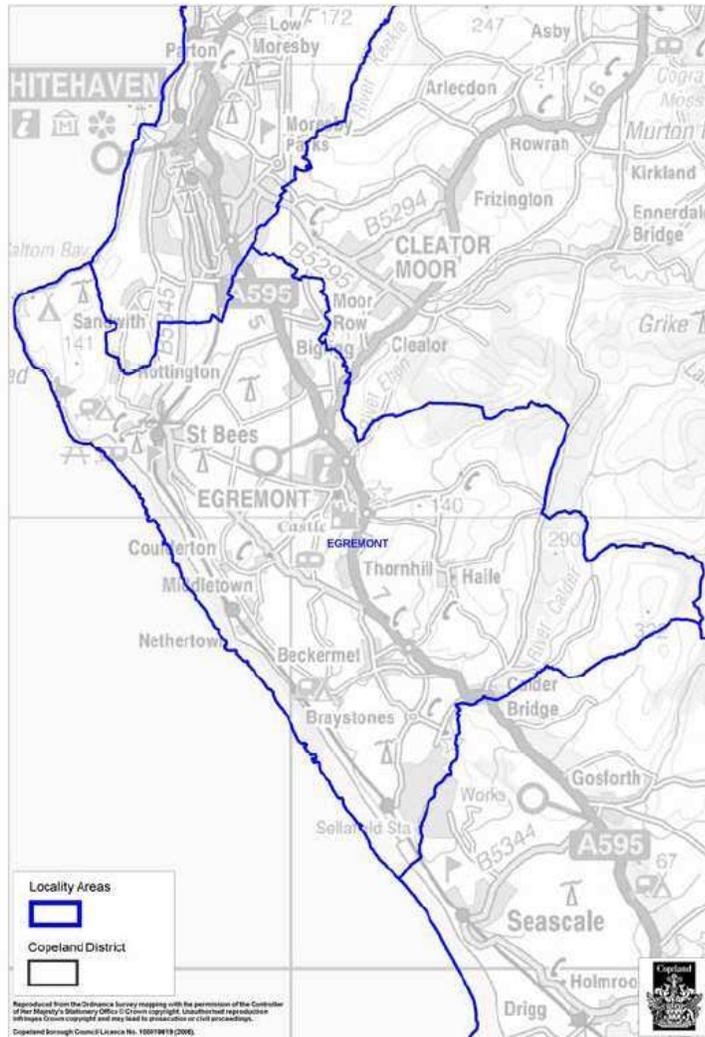
The other communities in this area to the north are the rather urbanised villages of Parton, Lowca and Distington, now bypassed by Copeland's first dual carriageway road, and the more rural, though essentially commuter villages of Low Moresby and Gilgarran.

Moresby Parks and Pica were coalmining creations, the former now performing as a suburb of Whitehaven with a large area of new housing and a Business Park.

The population of the locality area is 30,741, of which 25,500 live in Whitehaven.

Egremont Locality Area

Map 3 Egremont Locality Area



The Egremont locality area is situated to the north-west coast of the Borough and covers the wards of Egremont North, Egremont South, Beckermel, St Bees and part of Sandwith wards. The area is home to approximately 12,000 people.

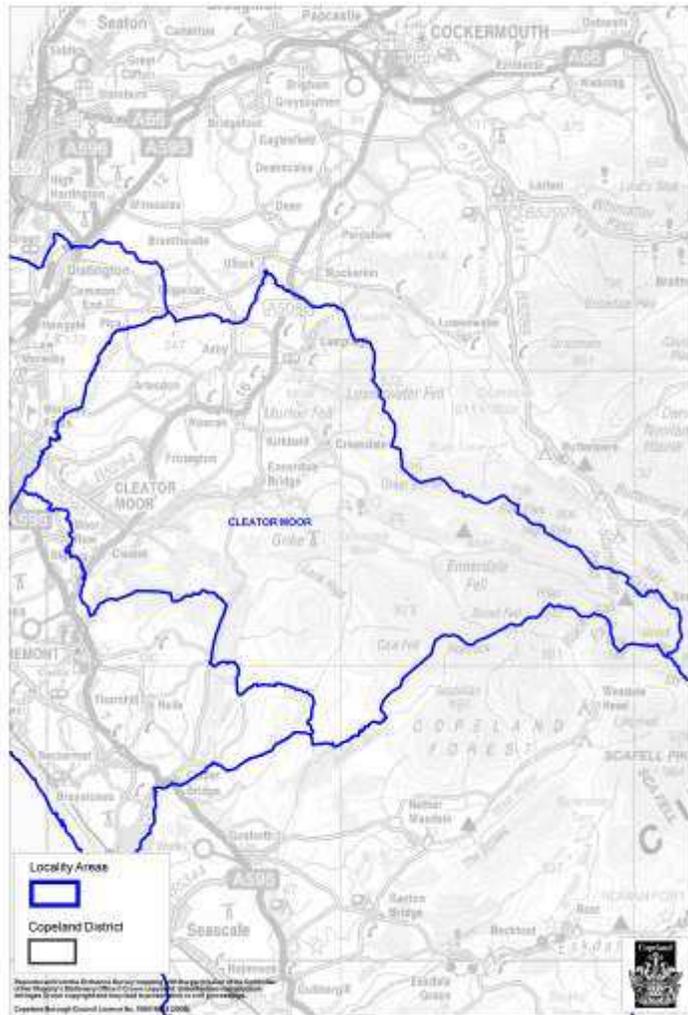
The main service centre in this locality area is the traditional market town of Egremont. It is the historic capital of Copeland with the remains of a Norman Castle dominating the town, a market charter dating back to 1267.

More recently, it has been the centre for iron ore mining and limestone quarrying and has a fine main street and market place, now designated as a Conservation Area. It is situated on the River Ehen flowing from Ennerdale to the sea at Braystones, which is a pleasant green corridor and wildlife habitat whose currents have powered many different kinds of mill over the last millennium.

Outside of Egremont town, the locality area encompasses a number of smaller communities within its dramatic coastal environments and low-lying farmland. St Bees developed in linear form from its early Priory complex and its monks were very active in economic pursuits like mining and acquiring land holdings. It is essentially agricultural in origin and remains a largely rural village, but it is now a popular commuter settlement for those who work at the Sellafield site (eight miles away) and in the nearby towns of Whitehaven, Workington and Egremont. The portion of the nuclear plant north of the River Calder is included in this locality area. It is also an area which attracts tourists. The cliffs of St Bees Head are a particularly fine feature and bird habitat. They have been designated as part of the Heritage Coast whilst the historic value of the village itself is recognised by a Conservation Area designation, as is Beckermel – another farming community expanded by mostly private sector housing for commuters.

Cleator Moor Locality Area

Map 4 Cleator Moor Locality Area



Cleator Moor locality area has a population of 12,167 and covers the north-east area of Copeland, including the town of Cleator Moor (Cleator Moor North and Cleator Moor South wards) and the wards of Arlecdon, Ennerdale and Frizington. Ennerdale is one of the most sparsely populated wards in Cumbria, whilst Cleator Moor is one of West Cumbria's main industrial towns.

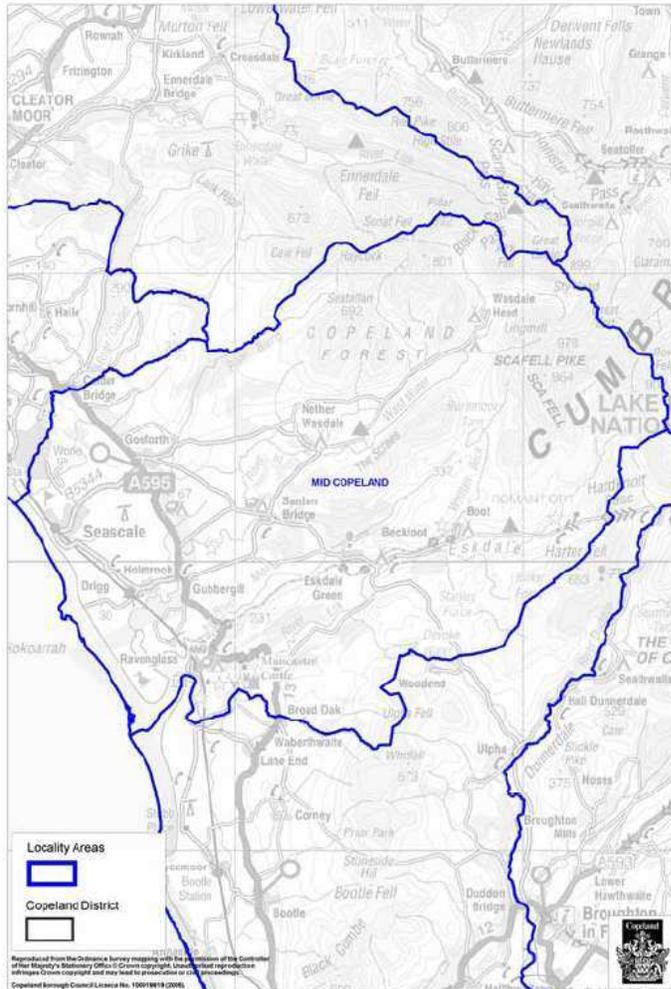
Cleator Moor has developed in a linear pattern along the B5295 and is separated into east and west residential areas by the Leconfield Industrial Estate. The town has a small centre focused around the Civic Hall and Library building group. The historic value of Cleator Moor town centre is recognised and it is designated as a Conservation Area.

Large parts of this area are designated as Landscapes of County Importance, at Ennerdale Bridge, Arlecdon to Asby and covering the area between the River Ehen and the River Calder.

There is a National Nature Reserve at High Leys between Kirkland and Rowrah and the scars of many pits and quarries scattered throughout the area.

Mid Copeland Locality Area

Map 5 Mid Copeland Locality Area



The area of Mid Copeland encompasses the parishes of Drigg and Carleton, Eskdale, Gosforth, Irton with Santon, Muncaster, Ponsonby, Seascale and Wasdale. The area is sandwiched between the mountains and the coast and is very rural, being largely populated with small villages and scattered hamlets.

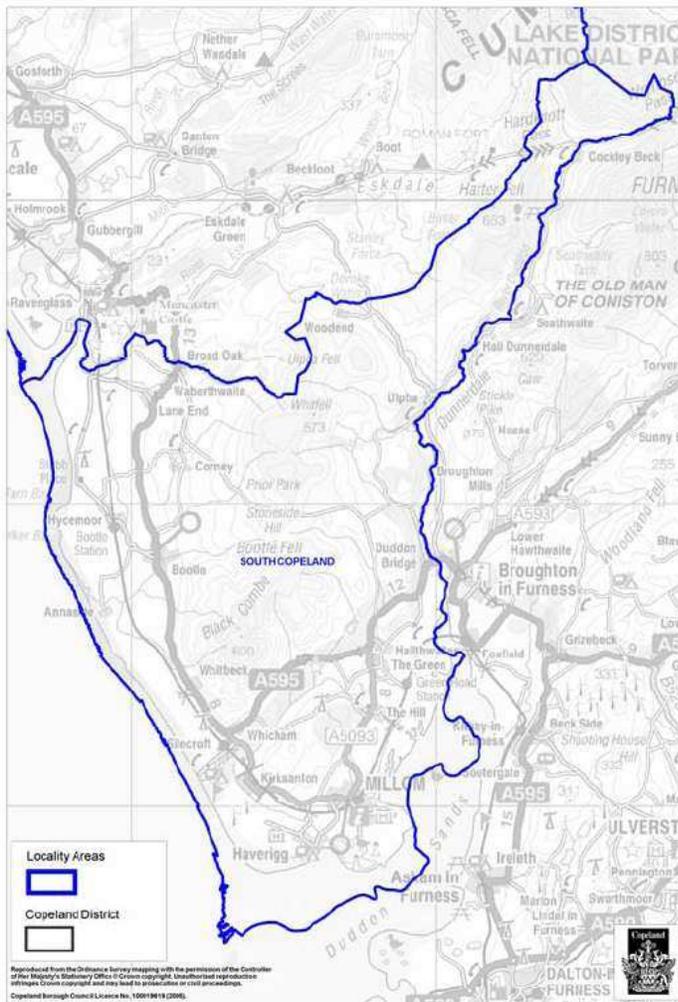
The majority of this locality area is located within the Lake District National Park. The A595 marks the boundary of the coastal strip and as far south as Holmrook, of the Park itself.

Seascale provides the largest service centre and includes a doctors' surgery, a primary school and railway station. Within the National Park, Gosforth provides other Local Centre services and there are also railway stations at Drigg and Ravenglass.

There are a number of very important nature conservation sites in this area which are recognised internationally. These include parts of the Drigg Coast, the Lake District High Fells and Wastwater.

South Copeland / Millom Locality Area

Map 6 South Copeland Locality Area



South Copeland is the most southerly part of West Cumbria, encompassing coastal areas and fell country. The main town in the locality is Millom, which is separated from the Furness peninsula by the Duddon Estuary and is bounded to the west by the Irish Sea.

Haverigg Prison is the major employer in the area and is the fourth largest employer in the Borough.

Millom is the most important service centre for the area, providing employment and services for residents and visitors. The surrounding parishes are Bootle, Millom Without, Waberthwaite, Whicham and Ulpha.

Millom has two nature reserves and the Duddon Estuary is a Site of Special Scientific Interest (SSSI), as well as having international designation as a

Special Protection Area for nature conservation value. There is a designated Conservation Area in the town of Millom, and a number of Scheduled Ancient Monuments in the locality area, including the ruins of Millom Castle to the north of the town.

Haverigg is the only sizeable village and with its proximity to Millom is often treated as an extension of the town. Here there are fine stretches of beach and sand dunes which have attracted visitors for generations and together with the freshwater lagoon at Hodbarrow, hosts two caravan sites.

IDENTIFYING INFRASTRUCTURE TYPES

Reflecting spatial planning requirements for this study, the term *Infrastructure* will include all services and provisions which contribute to the functioning of a local area. Infrastructure will be considered within three broad types:

- a) Physical Infrastructure;
- b) Social Infrastructure and
- c) Environmental Infrastructure;

Infrastructure Categories & Sub Categories

Through consultation with relevant partners and stakeholders, a list of infrastructure categories and sub categories have been identified, within the above categories, for the Copeland area and these are highlighted in Table 2 below.

Table 2 INFRASTRUCTURE TYPES

Physical Infrastructure

Physical	Sub categories	Indicative capital programmes and sources of standards	Tier of governance
Transport	Roads	Highways Agency CCC	C Gov CCC
	Passenger Transport (Buses)	CCC	CCC
	Cycle Routes	CCC Sustrans	CCC Voluntary
	Transport Interchange	CCC/BECWC	CCC CBC
	Whitehaven Town Centre Traffic M'ment Scheme	CCC	CCC
	Community Mini Bus Provision	CCC	CCC Voluntary sector
	Footpaths	CCC	CCC CBC
	Car parking	CBC Private providers	CBC Whitehaven Harbour Commissioners Private
	Taxis	Private companies	CBC
	Rail	Network Rail Northern Rail Cumbria Community Rail	C Gov Private Partnership
	Ports/harbours	Port/harbour authorities	CCC Private
	Airports	Airport Authorities/ Private companies	Private

Physical	Sub categories	Indicative capital programmes and sources of standards	Tier of governance
Energy	Transmission and distribution systems for Electricity	Individual companies	C Gov Private
	Transmission and distribution systems for Gas	Individual companies	C Gov Private
	Wind Energy	CCC Private sector	C Gov CCC Private
	Nuclear Energy	Private	C Gov Private
Water and wastewater	Water supply	Individual water companies	United Utilities
	Waste water	Water treatment companies	United Utilities
Flooding	Flooding and flood defences	Environment Agency LAs	C Gov CBC
Waste	Collection	CBC Private sector	CBC Private
	Disposal	CCC	CCC
Telecommunications	Telecommunications	BT Private sector	C Gov Private sector
ITC	Broadband and wireless	BT Ofcom Individual tel. cos	C Gov
Historic legacy	Conservation Areas Listed buildings Scheduled Ancient monuments TPO's	English Heritage CBC	C Gov CBC

Green Infrastructure

Green infrastructure	Sub categories	Sources of capital programmes and standards	Tier of governance
Open Space	Allotments	LAs	CBC
	Amenity greenspace	LAs	CBC
	Natural & semi natural green spaces	LAs	CCC, CBC
	Parks & gardens	LAs	CBC
	Children's play areas	LAs	CBC
	Sports pitches and courts	LAs Private sector Voluntary sector	CBC
	Coast	Beaches	LAs
Historic landscapes	Historic sites	English Heritage English Nature	C Gov CBC

Social and Community Infrastructure

Social and Community Infrastructure	Sub categories	Sources of capital programmes and standards	Tier of governance
Affordable housing	Social rented Hostels	LAs RSLs Private sector	C Gov CBC
Education	Early Years' Provision	LA Private sector	CCC CBC
	Primary Schools	LA Private sector	CCC
	Secondary Schools	LA Private sector	CCC
	Special needs and disability	LA	CCC
	FE	LA	CCC
	HE	Universities	C Gov
	Adult Education	LA	CCC
Children's Services	Children's Centres	LA	CCC
	Extended Services	LA	CCC
Employment	Job Centre Plus	DWP	C Gov
Health	Health centres/GP surgeries	PCT	Sub Regional
	Hospitals	Hospital Trust	Hospital Trust
Post Offices	Main post offices	Post office DBERR	C Gov
Community services	Community Centres/Halls	LAs Voluntary sector	CBC Voluntary sector
	Youth Services	LAs Voluntary sector	CCC Voluntary sector

Social and Community Infrastructure	Sub categories	Sources of capital programmes and standards	Tier of governance
	Adult Social Services	LAs Voluntary sector	CCC Voluntary sector
	Police	Police Authority	CCC
	Fire	Fire Authority	CCC
	Ambulance	Ambulance Trust	Regional
	Cemeteries and crematoria	LAs	CBC
	Courts	Ministry of Justice	C Gov
	Prisons	Home Office	C Gov
Recreation/Culture	Sports Facilities	LAs Private sector	CBC Voluntary sector Private
	Libraries	LAs	CCC
	Theatres	LAs Charities Private sector	CCC CBC Voluntary sector Private
	Museums/galleries	LAs Charities Private sector	CCC CBC Voluntary sector Private
	Cinemas	Private sector	CBC
	Markets	LAs	CBC

TRANSPORT

ROADS

The Highways Agency, a Central Government department, is responsible for trunk roads within Copeland. Cumbria County Council is the Highway Authority for the Copeland area and has responsibility for non trunk roads, road safety, passenger transport, cycling and footpaths.

Highways Agency

There are no currently planned trunk road schemes within Copeland Borough.

Cumbria County Council

Major Schemes

There are no major schemes within Copeland programmed within the County's current capital programme.

Priority Transport Improvement Schemes

The Priority Transport Improvement (PTI) Schemes are transport improvement schemes over £50k. A three year programme for schemes has been produced by the County Council. Each scheme has a prioritisation score which assists in closely aligning the PTI programme with the objectives and targets of the Local Transport Plan (LTP).

The capital programme for 2009/10 (below) shows schemes that are deliverable and are being designed using the 2008/09 preparation pool allocation. The further two years are provisional. The programme will be reviewed to accommodate newly emerging schemes and funding sources.

Table 3 Summary of Cumbria County Council's Transport Capital Programme 2009/2010

Category	2008/09	2009/10	Comments	Appendix No
	(£ 000s)	(£ 000s)		
Integrated Transport				
Major Schemes	845	550 750	CNDR overspend from 2008/09 Carlisle Northern Development Route (CNDR)	1
Priority Transport Improvement Schemes (Over £50k Improvements)	2,065	1,803		2
Annual Package of Measures (Under £50k Improvements)	816	816	Budgets and Programme devolved to Local committees	3
Speed Limit Review Implementation	90	50		4
Preparation Pool	240	240		2
Road Safety	1,122	1,100	Includes: BWTS £300k, ESS £380k, APM safety £204k and Safety Cameras £216k	5
Community Mini buses	105	120		6
Rural Wheels	140	0		
SUB TOTAL	5,423	5,429		
Maintenance				
Principal Road Maintenance	3,625	3,600		7
Principal Road Maintenance - Safety Fence	100	100		7
Non-Principal Road Maintenance:	10,676	11,943	Budgets and programme devolved to Local committees 80% carriageway and 20% footway	8
Lighting Column Replacement	1,000	1,000		
Minor Structural Maintenance	1,200	1,350		
Structures Assessments, Strengthening and Maintenance	2,300	2,400		9
Primary Route Bridges		250		9
SUB TOTAL	18,901	20,643		
TOTAL	24,324	26,072		
De-trunked roads	900	unknown	2009/10 figure subject to bid	10
GRAND TOTAL	25,224	26,072		

The transport interchange in Whitehaven continues to be progressed. The County Council is working to deliver the interchange and to secure partnership funding with Network Rail, Stagecoach, West Lakes Renaissance and others. CCC funding is spread over three phases. In 2010/2011 detailed options, consultation and design will be progressed ready for tender in 2011.

Park Map is a traffic regulation order database with GIS that will allow the County Council to work with the district councils to share information and help enforce parking.

There are no firm delivery plans for the Gosforth to Seascale Cycleway. Funding is yet to be secured to progress this design study.

A sum of £240k has been allocated for the preparation pool which allows the preparation of PTI schemes in advance of their delivery.

Annual Package of Measures (APM)

The Annual Package of Measures (APM) is a programme of small-scale improvements schemes estimated at under £50k. The Local Committees are now responsible for both determining the programme and financial delivery and have been guided to deliver a programme of works across four broad headings; Local Safety, Public Transport, Cycling and Walking and Traffic Management/Traffic Calming schemes. The figures are set out in the table below. All APM schemes are now prioritised on the same basis as the PTI schemes.

The allocation for each Local Committee has been calculated on the basis of the maintenance revenue formula, i.e. weighted equally by population and road length. The following has been allocated within Copeland.

Table 4 Annual Package of Measures

	Local safety schemes	Public transport schemes	Cycling and walking schemes	Traffic management and traffic calming schemes	Total (£)
Proportion (%)	20%	20%	40%	20%	100%
	23,000	23,000	46,000	23,000	115,000

Road Safety

The road safety capital programme is comprised of four elements:

- Better ways to School
- Engineering Safety Schemes
- Annual Package of Measures
- Safety Cameras

Better Ways to School (BWTS)

Better Ways to School is part of the national Safer Routes to School and School Travel Plan scheme, which aims to reduce unnecessary car journeys and improve safety along routes to and from schools. BWTS remains a priority for the County Council in tackling climate change, local traffic congestion and air quality, improving road safety and promoting healthy lifestyles. The programme is on track to meet the targets set in the LTP and Local Area Agreement. 2009/10 is the last year of the project, at the end of which all schools in Cumbria will have had the opportunity to undertake a school travel plan and assuming that their plan has been approved by the DfT, they will have received a Capital Grant to help implement some of the outcomes from their plans.

Engineering Safety Schemes (ESS)

It is proposed to investigate those routes or sites with a high accident rate per km and a high number of killed and seriously injured casualties (KSI). Only one single site study is proposed, in Copeland and that is at Seascale.

Community Minibuses

Minibus Brokerage is a sharing scheme that enables groups and organisations within the community to use accessible and affordable community minibuses. There are over 30 minibuses available for hire within the county and most are wheelchair accessible. (see map below showing mini bus locations throughout the county).

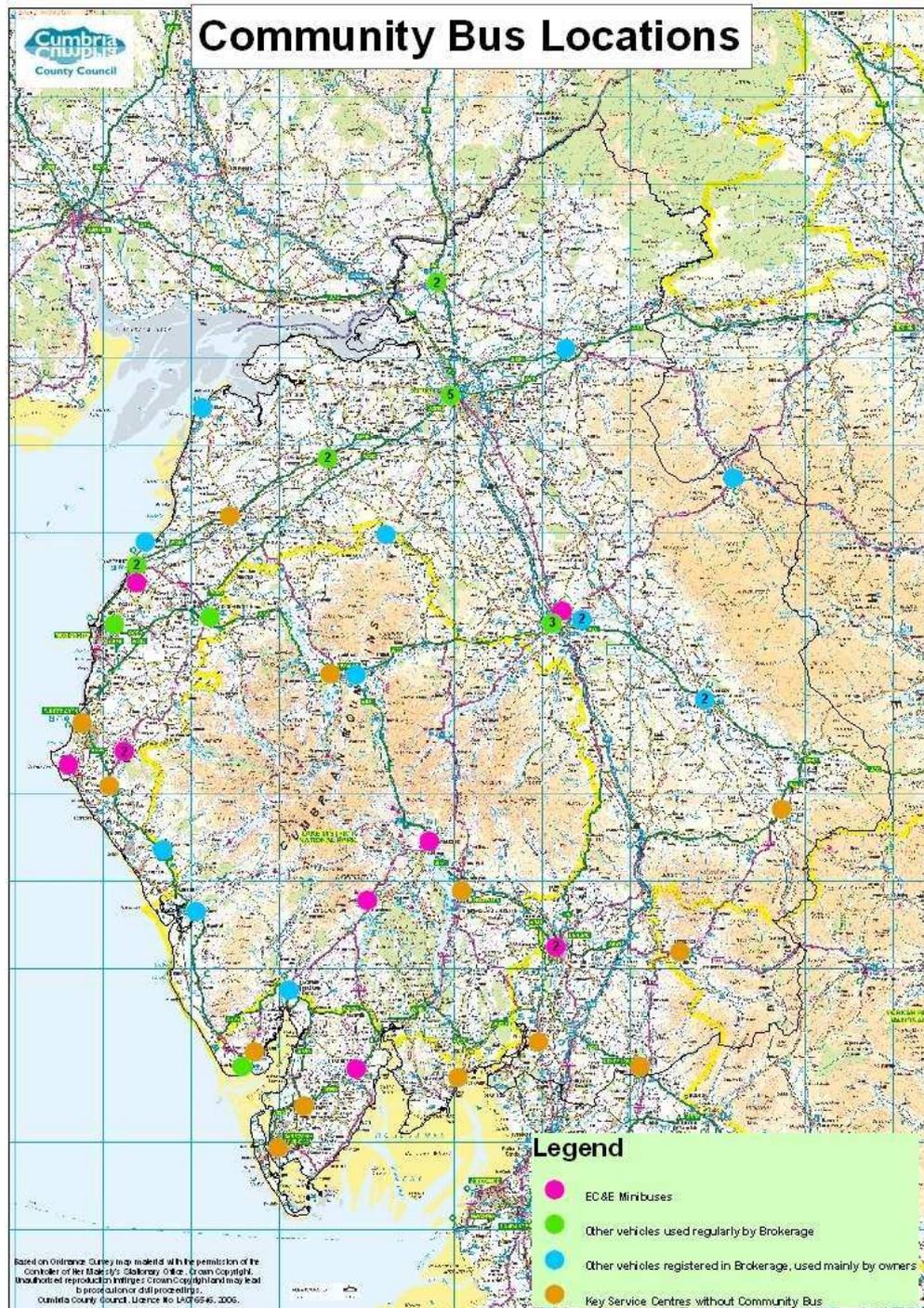
Any group or organisation within the community that is '*not for profit*', can use the service, including:

- associations
- charities
- clubs
- societies
- schools
- volunteering organisations
- youth groups

Disabled individuals may also access community minibuses throughout Cumbria. Using a minibus from the brokerage ensures that trips are more affordable, safe and legal and provided in a properly serviced and well-maintained vehicle. Minibuses can be hired on a self-drive basis (after initial training) or may be made available with a trained volunteer driver.

In Copeland the administration of the scheme is undertaken by Cumbria Community Transport from the Howgill Centre, Cleator Moor

Map 7 Community Bus Locations



All vehicles funded, either those owned by the County Council or those owned by Community Transport Groups are placed in the minibus brokerage scheme. This scheme enables community groups to use accessible and affordable transport and through the sharing of vehicles, maximises the potential of existing resources.

Bridges and Structures

This includes allocations for assessments, maintenance and strengthening of bridges. The majority of the funding is mainly for structural maintenance work. The programme includes £980k for strengthening work. This includes an allowance of £200k for the estimated overspend in 2008/09, mainly caused by increased costs on vehicle incursions onto the railway schemes and Braystones Bridge. An allowance of £350k has been made to continue progress with the strengthening of Network Rail bridges. This will allow for design work, a contribution to works costs where applicable and interim mitigation measures at agreed sites.

Road Capacity

The Highway Authority (Cumbria County Council) has undertaken road capacity studies and has identified the stretch of the A595 between the A5086, south of Egremont, and the Sellafield Visitor Centre as being under stress (2008). The capacity of this section of road is 1600 and the morning peak in 2008 is at 94.9% capacity. Projections indicate that the morning peak in 2011 will be at 99.4% capacity and by 2016 will be at 106.9% capacity with the evening flow being at 90% capacity. By 2021 the morning peak is forecast to be at 113.5% capacity and the evening flow at 95.5% capacity.

Pow Beck Regeneration Project

Plans are being progressed for a Sports Village as part of the regeneration of the Pow Beck Valley. The first phase is planned to be accessed from existing highways, although the medium term plans include a new spine road through the site which will also improve highway conditions in south Whitehaven.

Cumbria Transport Plan 2011 – 2026 (Core Strategy – Consultation Draft June 2010)

The County Council is in the process of reviewing the Local Transport Plan 2 to produce the LTP 3. Within the consultation version, the following Strategic Infrastructure Improvements within Copeland are included as “priority schemes”.

West Cumbria Transport Improvements	A595 and A5086 road and junction improvements from A66 to Sellafield A595 and junction improvements from Sellafield to A590
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The following additional schemes are included as Potential Strategic Infrastructure Improvements

Whitehaven Regeneration Project	Highway and transport schemes that contribute to improving the public realm in Whitehaven
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Whitehaven Eastern Relief Road	A new route east of Whitehaven to improve access to Energy Coast developments
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Copeland Candidate List of Potential Transport Schemes

The County Council have also compiled a long list of further potential projects within the Copeland area, (see Table 5 below) which have been suggested at various times. At present these projects have no status, but may come forward from time to time as situations change or external funding becomes available.

Where additional housing or employment land is identified for development, transport planners will be involved early in the process to help identify what the transport requirements of development are, to assist in devising measures to provide for these and to set out how these measures can be funded.

Table 5 Copeland Candidate List of Potential Transport Schemes

ID	Scheme Name	Scheme Estimate	LTP Score	Source	District	Parish
842	Boorwood Junction	1,500	0.0	Engineering Safety Scheme	Copeland	Gosforth CP
843	Muncaster Castle entrances	10,000	0.0	Engineering Safety Scheme	Copeland	Muncaster CP
844	Holmrook (North)	7,500	0.0	Engineering Safety Scheme	Copeland	Irton with Santon CP
875	St Mary's Church Cleator Moor	1	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
876	High Street near Phoenix Bridge	1,000	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
877	Whitehaven Road adjacent to Bowthorn Road and The Crescent	3,000	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
878	Wreah Junction	3,000	0.0	Engineering Safety Scheme	Copeland	Weddicar CP
961	Loop Road / New Road - Whitehaven. Warning sign alteration	1,200	0.0	Engineering Safety Scheme	Copeland	
962	Loop Road / New Road - Whitehaven. 'SLOW' markings	1,500	0.0	Engineering Safety Scheme	Copeland	
963	Loop Road / New Road - Whitehaven. 'SLOW' markings	1,500	0.0	Engineering Safety Scheme	Copeland	
964	Loop Road / New Road - Whitehaven. Remark giveaway	1,200	0.0	Engineering Safety Scheme	Copeland	
968	Gosforth	10,000	0.0	Engineering Safety Scheme	Copeland	Gosforth CP
969	Holmrook (North and Bridge)	10,000	0.0	Engineering Safety Scheme	Copeland	Drigg and Carleton CP
970	High Street near Birks Road junction	15,000	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
971	Leconfield Street roundabout access to Co-op	35,000	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
974	Disused railway bridge near Woodend	6,350	0.0	Engineering Safety Scheme	Copeland	Egremont CP
975	Parkside Bridge	5,650	0.0	Engineering Safety Scheme	Copeland	Arlecdon and Frizington CP
976	The Forge	5,500	0.0	Engineering Safety Scheme	Copeland	Egremont CP
977	Ennerdale Road (B5295) / Frizington Road (A5086)	6,000	0.0	Engineering Safety Scheme	Copeland	Cleator Moor CP
631	A595 -Valley End speed reduction	17,233	0.5	Engineering Safety Scheme	Copeland	Whicham CP
676	Bransty Row Whitehaven. Mini roundabout	15,000	0.5	Engineering Safety Scheme	Copeland	
625	Duddon Bridge signing improvements	1,134	1.0	Engineering Safety Scheme	Copeland	Millom without CP
630	A595 - Becksid speed reduction	17,472	1.0	Engineering Safety Scheme	Copeland	Whicham CP
646	A595 to Lowca traffic calming measures	22,500	1.0	Engineering Safety Scheme	Copeland	Lowca CP
647	Lowca Village speed reduction	3,000	1.0	Engineering Safety Scheme	Copeland	Lowca CP
681	B5345 Whitehaven to St Bees Centre lining	10,000	1.0	Engineering Safety Scheme	Copeland	St. Bees CP
627	Lanthwaite Bridge signing	2,882	1.5	Engineering Safety Scheme	Copeland	Whicham CP
628	A595 - Fox and Goose speed reduction	10,614	1.5	Engineering Safety Scheme	Copeland	Whicham CP
675	Main St Hensingham. Speed tables	34,380	1.5	Engineering Safety Scheme	Copeland	
629	A595 - Buckman Brow Signing	8,201	2.5	Engineering Safety Scheme	Copeland	Millom without CP
626	Thwaites junction speed reduction	43,322	5.0	Engineering Safety Scheme	Copeland	Millom without CP
748	North Road Footway Measures 1	6,500	5.0	Mobility Plan	Copeland	Egremont CP

ID	Scheme Name	Scheme Estimate	LTP Score	Source	District	Parish
708	Obstacle Free Walkways - Egremont	3,000	5.5	Mobility Plan	Copeland	Egremont CP
745	Ehen Court Road Footway Measures	12,000	6.0	Mobility Plan	Copeland	Egremont CP
787	Lonsdale Road Footway Measures	12,000	6.0	Mobility Plan	Copeland	Millom CP
793	Lonsdale Terrace Footway Repair	10,000	6.0	Mobility Plan	Copeland	Millom CP
746	Grove Road Footway Measures	10,000	6.5	Mobility Plan	Copeland	Egremont CP
749	South Street Footway Measures	5,000	6.5	Mobility Plan	Copeland	Egremont CP
751	Vale View Footway Measures	20,000	6.5	Mobility Plan	Copeland	Egremont CP
752	Daleview Gardens Footway Measures	2,000	6.5	Mobility Plan	Copeland	Egremont CP
783	Millom - Obstacle Free walkways	7,000	6.5	Mobility Plan	Copeland	Millom CP
784	Horn Hill Footway Measures	5,000	6.5	Mobility Plan	Copeland	Millom CP
792	War Memorial Area Footway Measures	3,500	6.5	Mobility Plan	Copeland	Millom CP
743	Church Street Footway Measures	3,500	7.0	Mobility Plan	Copeland	Egremont CP
744	Cross Side Footway Measures	10,000	7.0	Mobility Plan	Copeland	Egremont CP
753	Egremont Castle Footway Measures	1,000	7.0	Mobility Plan	Copeland	Egremont CP
742	Bookwell Primary School Footway Measures	40,000	7.5	Mobility Plan	Copeland	Egremont CP
750	South Street Walkway Study	10,000	7.5	Mobility Plan	Copeland	Egremont CP
788	Moor Road Footway Measures	5,000	7.5	Mobility Plan	Copeland	Millom CP
791	Station Road / Station St Footway Measures	7,500	7.5	Mobility Plan	Copeland	Millom CP
785	Lancashire Road Footway Measures	10,000	8.5	Mobility Plan	Copeland	Millom CP
782	Millom Bus Stop Improvements	11,000	9.0	Mobility Plan	Copeland	Millom CP
754	St Bridgets Lane Walkway Study	2,000	9.5	Mobility Plan	Copeland	Egremont CP
786	Lapstone Road Footway Measures	13,000	9.5	Mobility Plan	Copeland	Millom CP
789	School Terrace Footway Measures	21,000	9.5	Mobility Plan	Copeland	Millom CP
790	Mainsgate Road Footway Measures	60,000	10.0	Mobility Plan	Copeland	Millom CP
709	Main Street Bus Stop Improvements	12,000	12.5	Mobility Plan	Copeland	Egremont CP
747	Main Street Footway Measures1	2,000	12.5	Mobility Plan	Copeland	Egremont CP
1120	Footway Silecroft shore road	250,000	0.0	Other Study	Copeland	Whicham CP
526	Millom to Foxfield to Barrow to Askam-in-Furness cycle route	0	0.0	ROWIP	Copeland	Millom without CP
527	Eskmeals Viaduct cycle route	0	0.0	ROWIP	Copeland	Waberthwaite CP
1577	Seascale to Gosforth cyclepath	0	0.0	ROWIP	Copeland	Gosforth CP
1579	Lamplugh off road route	0	0.0	ROWIP	Copeland	Lamplugh CP
907	Signage - Valley School	1,500	0.0	School Travel Plan	Copeland	
908	School warning sign - Gosforth School	500	0.0	School Travel Plan	Copeland	Gosforth CP

ID	Scheme Name	Scheme Estimate	LTP Score	Source	District	Parish
909	School profiling - Captain Shaw's School	2,500	0.0	School Travel Plan	Copeland	Bootle CP
910	School profiling - Captain Shaw's School	2,500	0.0	School Travel Plan	Copeland	Bootle CP
911	School profiling - Captain Shaw's School	2,500	0.0	School Travel Plan	Copeland	Bootle CP
912	Pedestrian safety barrier - Parkview Nursery	750	0.0	School Travel Plan	Copeland	Millom CP
913	Solar flashing lights - Waberthwaite School	3,000	0.0	School Travel Plan	Copeland	Waberthwaite CP
914	Footpath improvements - Lowca School	1,500	0.0	School Travel Plan	Copeland	Lowca CP
1251	St Begas - install flashing patrol lights	0	0.0	School Travel Plan	Copeland	Eskdale CP
1252	Beckermet - school patrol lights on Mill Lane	3,100	0.0	School Travel Plan	Copeland	St. John Beckermet CP
1253	Orgill - school warning signs lit up	3,600	0.0	School Travel Plan	Copeland	Egremont CP
1254	Orgill - Speed bumps to slow traffic	12,000	0.0	School Travel Plan	Copeland	Egremont CP
1255	Bookwell Primary School - 20mph zone	7,500	0.0	School Travel Plan	Copeland	Egremont CP
1256	Ennerdale and Kinniside - Provide drainage on Stockhow Lonning	0	0.0	School Travel Plan	Copeland	Ennerdale and Kinniside CP
1257	Ennerdale and Kinniside - new footway	0	0.0	School Travel Plan	Copeland	Ennerdale and Kinniside CP
1258	Ennerdale and Kinniside - Flashing lights	0	0.0	School Travel Plan	Copeland	Ennerdale and Kinniside CP
1259	Ennerdale and Kinniside - Improve lighting on footways	0	0.0	School Travel Plan	Copeland	Ennerdale and Kinniside CP
1260	St Gregory and St Patricks - Improvements to pedestrian entrance	3,900	0.0	School Travel Plan	Copeland	
1261	St Gregory and St Patricks - Improvements to bus bay	5,700	0.0	School Travel Plan	Copeland	
1262	St Gregory and St Patricks - Investigate bus terminals	0	0.0	School Travel Plan	Copeland	
1263	St Gregory and St Patricks - school signing and making improvements	3,500	0.0	School Travel Plan	Copeland	
1264	St Gregory and St Patricks - Entrance improvements and lighting	8,000	0.0	School Travel Plan	Copeland	
1265	St Gregory and St Patricks - enforcement of parking restrictions outside the school	0	0.0	School Travel Plan	Copeland	
1266	Moresby - identify safe walkways for pupils walking from village	0	0.0	School Travel Plan	Copeland	Moresby CP
1267	Moresby - Provide safe crossing points on School Brow and	0	0.0	School Travel Plan	Copeland	Moresby CP
1268	Moresby - cycle route	0	0.0	School Travel Plan	Copeland	Moresby CP
1269	Kells - Identify 20mph school safety zone to support calming measures outside the school.	12,000	0.0	School Travel Plan	Copeland	

ID	Scheme Name	Scheme Estimate	LTP Score	Source	District	Parish
1270	Haverigg - Improve cycle routes to school in particular North Lane	0	0.0	School Travel Plan	Copeland	Millom CP
1271	Bransty - Identify 20mph school safety zone around the school	7,000	0.0	School Travel Plan	Copeland	
1272	Bransty - Crossing point	3,000	0.0	School Travel Plan	Copeland	
1273	Bransty - Investigate creating a drop off point	1,000	0.0	School Travel Plan	Copeland	
1274	Whitehaven - safety improvements	0	0.0	School Travel Plan	Copeland	
1275	Whitehaven - New pedestrian entrance/exit on to Cleator Moor Road	0	0.0	School Travel Plan	Copeland	
1276	Whitehaven School - Improvements to pathways leading to school	0	0.0	School Travel Plan	Copeland	
1277	Frizington - amend school entrance markings	1,000	0.0	School Travel Plan	Copeland	Arlecdon and Frizington CP
1278	Frizington - traffic calming measures. Investigate 20mph zone.	25,000	0.0	School Travel Plan	Copeland	Arlecdon and Frizington CP
1279	Millom - School warning lights	0	0.0	School Travel Plan	Copeland	Millom CP
1280	Moor Row - School signage and warning lights	0	0.0	School Travel Plan	Copeland	Egremont CP
1281	Jericho - Traffic calming	0	0.0	School Travel Plan	Copeland	
1282	Jericho - New pathways and improved pathways	0	0.0	School Travel Plan	Copeland	
1283	Jericho - drop off points	0	0.0	School Travel Plan	Copeland	
1284	Jericho - establish safe crossings	0	0.0	School Travel Plan	Copeland	
1285	Monkway - safety improvements on Monkway Brow	0	0.0	School Travel Plan	Copeland	
1286	St James - Re-define vehicle entrance	0	0.0	School Travel Plan	Copeland	
1287	St James - Illuminate signs on approach to school during busy periods	0	0.0	School Travel Plan	Copeland	
1288	Montreal - Segregate pedestrian and vehicular entrances	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1289	Montreal - Investigate links from school to existing off road cycle path	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1290	Montreal - Investigate crossing and traffic calming	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1291	Montreal - Investigate provision of footpath	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1406	Hensingham - Traffic calming	0	0.0	School Travel Plan	Copeland	
1407	Hensingham - Crossing points and improvements	0	0.0	School Travel Plan	Copeland	
1408	Hensingham - Enforcement of car ban at school main entrance and zig zag road markings	0	0.0	School Travel Plan	Copeland	
1409	Hensingham - Footpath improvements	0	0.0	School Travel Plan	Copeland	
1410	Hensingham - An access only sign on Williamsons Lane	0	0.0	School Travel Plan	Copeland	

1411	Hensingham - Establish off road cycle route from Overend road to lower school yard entrance	0	0.0	School Travel Plan	Copeland	
1412	Hensingham - Speed restrictions in places	0	0.0	School Travel Plan	Copeland	
1413	St Benedict's - Various traffic calming measures	0	0.0	School Travel Plan	Copeland	
1414	St Benedict's - pedestrian improvements	0	0.0	School Travel Plan	Copeland	
1415	St Benedict's - Improve street lighting	0	0.0	School Travel Plan	Copeland	
1416	St Benedict's - Entrance/exit improvements	0	0.0	School Travel Plan	Copeland	
1417	St Benedict's - Bus safe boarding zone	0	0.0	School Travel Plan	Copeland	
1418	Seascale - Pavement maintenance	0	0.0	School Travel Plan	Copeland	Seascale CP
1531	St Benedict's - Disabled access improvements	0	0.0	School Travel Plan	Copeland	
1532	St Patrick's - Pedestrian improvements	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1533	St Patrick's - Double yellow lines	0	0.0	School Travel Plan	Copeland	Cleator Moor CP
1534	Frizington Nursery - Entrance improvements	1,000	0.0	School Travel Plan	Copeland	Arlecdon and Frizington CP
1535	Frizington - Traffic calming	50,000	0.0	School Travel Plan	Copeland	Arlecdon and Frizington CP
1554	Park View Nursery - Pedestrian barrier	750	0.0	School Travel Plan	Copeland	Millom CP
382	Incorporation of cycle route into the grounds of Tesco	6,350	4.5	Urban Cycle Network	Copeland	
333	Moor End (Haverigg Rd) Millom- Provide cycle chute	5,500	5.0	Urban Cycle Network	Copeland	Millom CP
331	St Georges Rd Devonshire Rd and Mainsgate Rd Millom-Cycle symbol markings	1,800	6.0	Urban Cycle Network	Copeland	Millom CP
339	Public footpath Mainsgate Rd - Sea View via Red Hills-Provide cycle path	125,000	7.0	Urban Cycle Network	Copeland	Millom CP
328	A5093 Horn Hill and Station Rd Millom-ACL	34,000	8.0	Urban Cycle Network	Copeland	Millom CP
332	A5093 - Haverigg Rd - North Lane Millom-Cycle direction signing	19,250	8.0	Urban Cycle Network	Copeland	Millom CP
378	A595 Crossing point close to the Sunnyhill pub. ACL	38,900	8.0	Urban Cycle Network	Copeland	
381	Coloured road surfacing to indicate crossing close to Focus DIY store	950	8.5	Urban Cycle Network	Copeland	
336	Existing byway through holiday village Millom-Cycle route	2,200	9.0	Urban Cycle Network	Copeland	Millom CP
330	St George's Rd south of rail bridge refuge Millom-ACL	16,475	9.5	Urban Cycle Network	Copeland	Millom CP
338	Public footpath Borwick Rails - Hodbarrow Pt Millom-Provide cycle path	155,000	9.5	Urban Cycle Network	Copeland	Millom CP
334	Outer Barrier to Hodbarrow Lake Millom-Shared use path	192,500	10.5	Urban Cycle Network	Copeland	Millom CP
ID	Scheme Name	Scheme Estimate	LTP Score	Source	District	Parish
337	Permissive path from Lancashire Rd to Millom Iron Works Nature Reserve Millom- Formalise path	165,000	10.5	Urban Cycle Network	Copeland	Millom CP
379	Swingpump Lane and Preston St. ACL	22,000	10.5	Urban Cycle Network	Copeland	
380	Bransty Row and Tesco Improvements	3,575	10.5	Urban Cycle Network	Copeland	
335	Byway on east side of Hodbarrow Lake Millom-Improve existing surface	50,000	11.0	Urban Cycle Network	Copeland	Millom CP
329	A5093 - Horn Hill - Station Rd - Salthouse Rd Millom-Direction signing cycle route	1,320	11.5	Urban Cycle Network	Copeland	Millom CP

PASSENGER TRANSPORT - BUSES

Cumbria County Council has various public transport objectives as part of its Local Transport Plan 2001-2006:

- To provide a safe and secure public transport system for all users
- To provide access to employment opportunities
- To provide choice and quality
- To meet all the physical needs of the travelling public
- To provide an integrated timetable and fares system

The Council sets out to achieve these objectives by close working with public transport operators and the other bodies responsible for public transport provision, such as the Traffic Commissioners.

In partnership with the public transport operators, the county aims to secure an integrated public transport network that meets the needs of the community and visitors.

Most bus services in Cumbria, especially in urban areas, are provided on a 'commercial' basis. The bus operators' costs of running the service are covered by the fares they collect from passengers on the route. The timetable, route and fares on these services are set by the bus operator and the County Council has no direct influence on them.

Where the costs of operating a bus service are not covered by the fares collected from passengers and, therefore, the service is not commercially 'sustainable', the County Council can offer subsidies to operators to provide transport services which would otherwise not run. The County Council's strategic Local Transport Plan aims to improve access to work opportunities and essential services for all residents. Thus, by making subsidies available, some of the county's social needs and objectives can be met.

The County Council currently spends around £200,000 of its own budget and about £1.6 million of Central Government grants to support bus services. These funds are fully committed and to provide any new services, existing less well used supported services would have to be withdrawn. The route and timetables of these services are set by the County, as in many cases are the fares charged. On the majority of supported services the operator is paid a set fee and all fares collected are returned to the County to help to support further services.

Where there are gaps in the network the county council and others may support services under contract to fill these. A set of criteria (see below) has been established to help to decide where scarce resources should be invested in such support.

- Conventional transport provision will be based on serving a hierarchy of service centre from Key Service Centres, Local Service Centres (as defined by district councils) and individual settlements.

- There will be a minimum access to a Key Service Centre of at least once a week. This may be by demand responsive transport or conventional bus service.
- There will be a network of Key Routes across the County. These will be the links between Key Service Centres. In many instances these are provided commercially and elsewhere supported by the County Council.
- Key Routes will provide an optimum level of accessibility to Key Service Centres and out with the larger urban areas, will provide the greatest level of inter-settlement accessibility.
- Access to employment opportunities will be provided to Key Service Centres Level 1 and 2 when there are significant volumes of workers travelling at peak times.
- Access to local health facilities (GPs and dentists) away from the Key Routes will be focussed on demand responsive provision (eg through Rural Wheels and voluntary social car schemes).
- Access to further education will be provided for Key Service Centres levels 1 and 2.
- Service levels for scheduled services will be categorised in bands: once a week, daily or more frequently.
- Remote rural areas where it is not practicable to provide any service by conventional buses will be served by demand responsive transport (Rural Wheels) where demand can best be catered for by this means. High levels of demand may still be met by “market day” type services where this would best meet the largest accessibility needs cost effectively.

To encourage greater use of bus services the County Council:

- Produces, in partnership with Stagecoach, the 'Cumbria and Lakes rider' timetable booklet
- Produces the 'To & Through Cumbria' travel map
- Produces individual timetable leaflets for services provided with financial support
- Is a partner in the Traveline telephone enquiry service
- Subscribes to the Internet-based 'Journey Planner'

Map 8 Cumbria Bus Passenger Transport Map (South – part)



Bus Routes and Services

The bus routes (30 and 31) between Workington and Whitehaven are frequent (15 – 30 minutes) Monday to Saturday whilst Sunday services are up to one hour and two hour frequencies.

Services between Egremont and Whitehaven (including the hospital) on the 22 route are only every two hours Monday to Saturday. There is no Sunday service on this route. The 30 and 31 route provides a half hourly service during the day, Monday to Saturday, with an hourly service on Sundays. The 6 and X6 services operate on this route, providing between them roughly a two hourly service, Monday to Saturday and a two to three hour service on Sundays.

Cleator Moor to Whitehaven services (600) are half hourly, Monday to Saturday, but there are no Sunday or Bank Holiday services. The 22 service is two hourly, Cleator Moor to Whitehaven, including the hospital, Monday to Sunday.

There are Sellafield Works services (85, 86 and 87), Monday to Friday which serve the site, to the Yottenfews car park to meet the shuttle buses. The 85 from the north, covers Distington, Parton Brow/A595, Whitehaven Loop Road, Hensingham Square, Bigrigg and Blackbeck Roundabout. The 86 covers Bransty, Whitehaven Duke Street, south Whitehaven/Mirehouse, Hospital, Cleator Moor Square. Wath Brow, Egremont Main Street, Blackbeck Roundabout and Yottenfews car park. The 87 covers the route from Cockermouth through Distington, Parton Brow/A595, Whitehaven Loop Road, Hensingham Square, Bigrigg and Blackbeck Roundabout to Yottenfews.

The 6 route serves the rural area to the south of Egremont as far as Ravensglass and Muncaster Castle. This service is roughly two hourly during the day, Monday to Saturday, but only as far as Seascale, beyond which the service is very infrequent. The Sunday service (Whitehaven to Barrow, X6) is two to three hourly.

There is a dial a ride service operating between Seascale-Gosforth-Wasdale Head, connecting on a Thursday and Saturday with certain journeys on Service 6.

The coastal route to the south of the borough, from Whitehaven, serving Ravensglass, Muncaster Castle, Bootle, Kirksanton, Haverigg, Haverigg Prison and Millom is only provided on Sundays by the Whitehaven to Barrow, X6 route. There is no service through the week.

To summarise, weekday bus services between the main towns in the borough is provided, although Sunday and Bank Holiday services are totally lacking on some main routes. No weekday service on the coastal route from Whitehaven to Millom is available. Bus services to certain villages including Asby, Rowrah, Common End, Haile, Lamplugh, Low Moresby, Moor Row, The Hill and Wilton are lacking completely.

CYCLE ROUTES

There are two long distance footpaths in Copeland: the Sea-to-Sea route and the National Cycle Route 72.

The Sea-to-Sea (C2C) Cycle Route

The Sea-to-Sea Cycle Route, established in 1994, leaves both Whitehaven and Workington on the west coast and runs through the northern Lake District and Durham. The C2C is part of National Cycle Route 71. The route ends in Sunderland with links to Newcastle and the North Sea coast. The route comprises 140 miles and is largely based on minor roads and specific traffic free trails.

From Whitehaven the cycleway runs to Rowrah along the former railway line, which travels along the Whitehaven to Ennerdale cycle path, past Cleator Moor and Rowrah.

The Whitehaven to Ennerdale Cycle path is a 10 mile surfaced cycling route from Whitehaven on the west coast, passing through Cleator Moor, then to Sheriff's Gate, near Kirkland. From here it is only a short distance along quiet roads to Ennerdale Lake and Ennerdale Forest.

The cycleway follows the route of the old Whitehaven, Cleator and Egremont and Rowrah and Kelton Fell Railways, which were built in the 1850's to carry the coal and iron ore from the mines and quarries that were once very active in this area. By the early 1900's much of the ore had been worked out, and the coal was becoming too expensive to mine. The Rowrah and Kelton Fell line closed in 1933. The Rowrah to Whitehaven section struggled on for a few more years before finally closing in 1978.

The route was developed by the West Cumbria Groundwork Trust in partnership with Sustrans, as part of the West Cumbria Cycle Network.

This part of the route contains an extensive arts programme of seats, sculptural markers, signposts and entrances; all of which interpret the local geology, landscape or social and economic history. From Rowrah the route joins unclassified roads through Kirkland and along the Lake District National Park boundary through Felldyke to Lamplugh, and then up to Fangs Brow Farm and alongside Loweswater.

The Sea-to-Sea Cycle Route is the flagship of Sustrans' long distance routes, having won a global award in 1996.

The West Cumbria Cycle Network

The West Cumbria Cycle Network is a 72 mile network of cycle routes linking off road sections on disused railways with the minor road system. The route links Cockermouth, Workington, Harrington, Distington, Whitehaven, Cleator Moor and Ennerdale. There are branches from Cleator Moor to Egremont and Sellafield and Workington to Maryport. West Cumbria has a wealth of country lanes and by-roads which provide excellent cycling routes, often against a wonderful backdrop of mountains or sea.

National Cycle Route 72

National Cycle Route 72 of the National Cycle Network will start in Kendal and makes its way around the Cumbrian coast via Barrow-in-Furness and Whitehaven to Silloth. The section of the cycle route to the south of Ravenglass is still proposed. Some sections between Ravenglass and Silloth use interim routes and are not signed. This route links with the C2C Cycle route at Whitehaven.

The Ravenglass to South Shields section of the route is known as the Hadrian's Cycleway, which is a 174 mile route stretching the length of Hadrian's Wall World Heritage Site. Magnificent coastal views, breathtaking countryside, roman forts and museums, inspiring modern attractions, quaint villages and attractive market towns, all set in a World Heritage Site: this cycle route has it all!

There are currently no large scale cycling schemes programmed for delivery within Copeland. 25% of the "annual package of measures" funding is allocated to Local Area Committees to deliver small scale schemes in their area. These are not often programmed in advance due to the small, ad-hoc nature of the schemes.⁵

⁵ Information from CCC February 2010

FOOTPATHS

There are two long distance footpaths through Copeland: the Coast to Coast and the Cumbria Coastal Way.

Coast to Coast Walk⁶

The Coast to Coast walk is 190 miles long and runs from St Bees, on the west coast, in Copeland, to Robin Hoods Bay on the North Sea coast.

This “unwaymarked” route was devised by the late Alfred Wainwright in 1973 to link the Irish Sea and the North Sea via the hills, moors and valleys of northern England. The route crosses three National Parks: the Lake District, Yorkshire Dales and the North York Moors. It is scenic, but high-level, including some fairly demanding upland stretches and is considered to be challenging.

Cumbria Coastal Way⁷

This is classed as a Recreational Route running from Silverdale to Gretna. It is 150 miles in length.

This walk includes the southern Cumbrian peninsulas and passes along the coast through Copeland from Duddon Bridge to Millom and north along the coast to Lowca, continuing along the Solway Firth, through the border country to Carlisle.

The route was established by Cumbria County Council in the late 1980s and is easy to walk in short stages using public transport. It will eventually form part of the lengthy North West Coastal Trail from Chester to the Scottish border.

The Cumbria Coastal Way, however, has a number of sections where permissive access agreements have run out⁸. In Copeland these are at Water Bleas, The Tarn, Bootle, Muncaster Castle and Low House, Millom. There are also sections along the beach that do not follow any definitive footpath or bridleway.

The route has recently been assessed by the Cumbria Countryside Access Partnership (a group made up of users and all the access authorities), which discovered that the route is no longer complete on the ground and not supported by any Authority. For this reason, a request has been made to remove it from the next issue of Ordnance Survey Maps.

⁶ Information from Ramblers' Association web site April 2010

⁷ Information from Ramblers' Association web site April 2010

⁸ Information received from CCC May 2010

However, with regard to coastal access, the Marine and Coastal Access Act 2009 intends to deliver coastal access around the coast of England. As part of this work, Cumbria County Council has been selected as a pilot area and work should start on the Gretna to Whitehaven section in 2010, prior to looking at the rest of the Cumbria coast line.

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Cumberland Way¹⁰

This is 80 mile walk from Ravenglass on the Irish Sea, on open fells avoiding mountain summits, across the former county of Cumberland, to arrive at the border of the former county of Westmorland and the market town of Appleby.

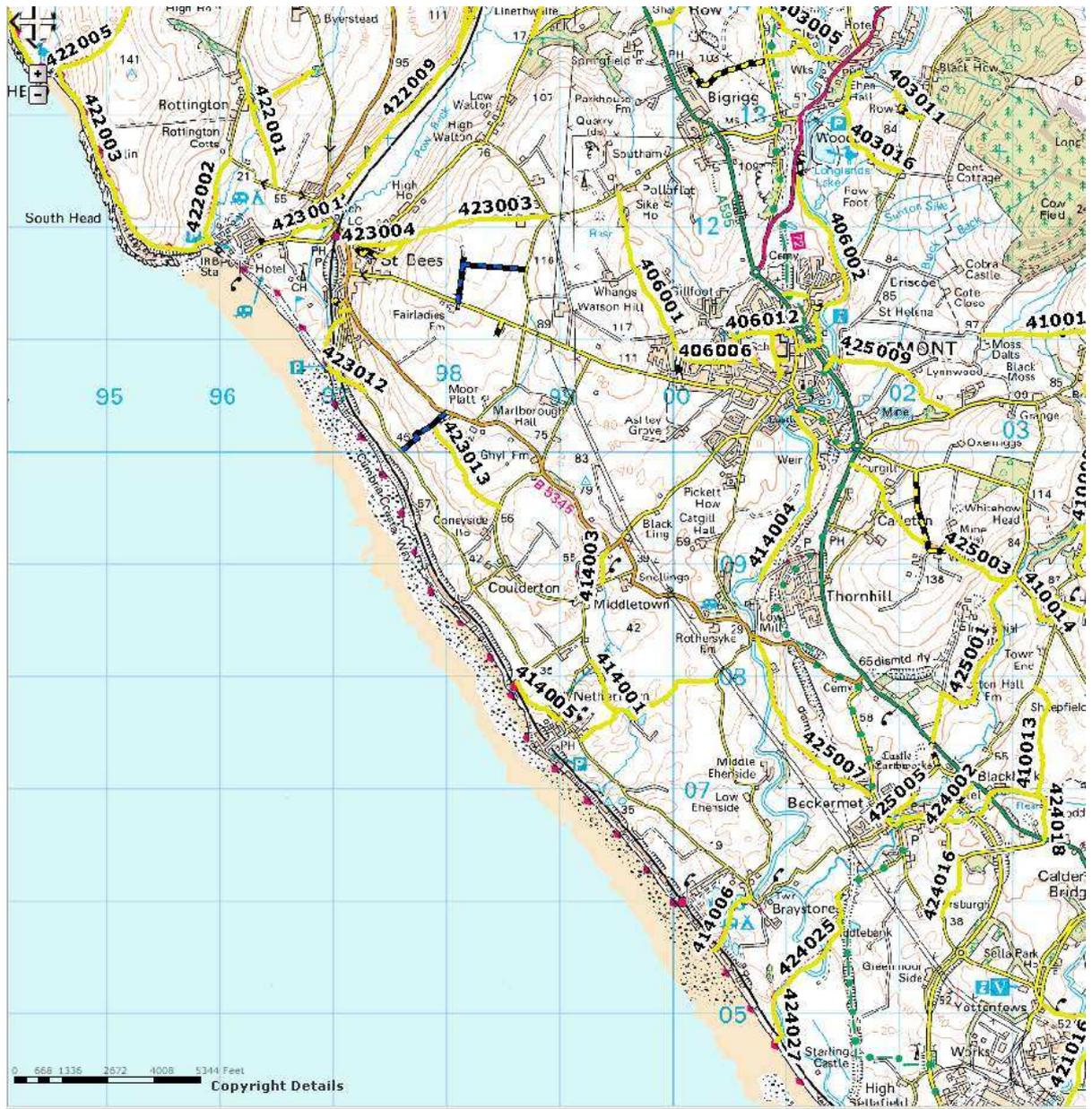
Furnace Way

The Furness Way is 75 miles long and meanders across this tranquil corner of the Lake District from Arnside on the eastern side of Morecambe Bay to Ravenglass on the Irish Sea. The route visits Muncaster Castle and the narrow-gauge steam railway known as La'al Ratty, which add to the interest of this delightful walk.

⁹ Information received from CCC May 2010

¹⁰ Information received from David Oldfield Ramblers' Association May 2010

Map 10 Egremont Area



Map 11 Cleator Moor Area



Map 13 South Copeland Area



There are currently no large scale walking schemes programmed for delivery within Copeland. 25% of the “annual package of measures” funding is allocated to Local Area Committees to deliver small scale schemes in their area. These are often not programmed in advance due to the small, ad-hoc nature of the schemes.

CAR PARKING

Off street, surfaced car parking in Copeland is mainly provided by Copeland Borough Council. In Whitehaven, the Whitehaven Harbour Commissioners also operate some off street, surfaced car parking, including the multi storey car park. There is limited, on-street parking in the main towns of the borough.

Copeland Council currently has no plans to extend or provide additional car parks.

A car parking survey was undertaken in Whitehaven in 2008¹¹, which shows occupation levels of the individual car parks during different seasons and the occupation of on street parking spaces. It also records the occupation of “private, non-residential” (PNR) car parks.

JMP Consultants Ltd Survey of Car Parking in Whitehaven

Based on the information provided to JMP and the results of the surveys undertaken in October 2007, it was concluded that:

- Public off-street car parking usage in Whitehaven is, on average, 13% higher in the months of June, July and August when compared to October. The results for parking in October therefore need to be considered in this context;
- A comparison of the charging structure, currently in place for short and long-stay car parking, has indicated that there is no differentiation between the two. In order to influence the behaviour of car parking in the town, the future strategy will need to consider changes to this structure;
- The overall level of usage of public off-street car parks in Whitehaven is 52% during a weekday and a Saturday in October, whilst the overall occupancy of on-street spaces has been shown to be at a maximum of 78% during a weekday and 73% during a Saturday. With regard to the five PNR car parks considered, it has been shown that the overall maximum occupancy is 75% and 83% during a weekday and Saturday respectively;
- If the combined parking spaces of public off-street, public on-street and PNR are considered, the peak overall occupancy of spaces was recorded at 64% during a weekday and 68% during a Saturday. In light of the robust assumptions made towards usage of the multi-storey car park, JMP consider these figures to be representative of a worst case scenario;
- Notwithstanding the above, there are a considerable number of parking spaces available in Whitehaven and any future parking strategy therefore needs to consider how best to utilise this spare parking capacity and encourage the use of the less popular car parks;

¹¹Whitehaven Car Parking Strategy JMP Consultants Limited August 2008

- With regard to CBC public off-street car parks, there is little distinction between the average length of stay of vehicles in short and long-stay car parks. The survey results also indicate that there is a significant proportion of vehicles parking for a short duration of time (i.e. up to one hour) in long stay WDC car parks. Both of these issues are likely to be linked to the charging structure which is currently in place in the town and this will again need to be considered in the future strategy;
- In terms of overall on-street parking in the town centre, there is a relatively high turnover of spaces with 55% of vehicles parking for up to one hour on average during a weekday and 49% for this duration on a Saturday. The remaining vehicles are considered to have the correct permit to park for longer than this duration on restricted streets or are parking illegally;
- With regard to illegal on-street parking which occurs in the town centre, however, the overall level has fallen considerably between 2004 and 2006.

Table 6 Whitehaven Area Copeland BC Car Parks

Whitehaven Area		Copeland BC Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
Main St	Main St, Distington	Surface Free	No	40	0	0	24 Hours 7 Days a week
The Copeland Centre	Catherine St, Whitehaven	Surface Permits Mon-Fri Pay & Display Sat & Sun	No	105	6	0	24 Hours 7 days a week
Sport Centre	Catherine St, Whitehaven	Surface Pay & Display & Reserved Bay Permit Holders at all times	No	112 Normal Bays 59 Reserved Bays	3	0	24 Hours 7 Days a week
The Beacon	West Strand, Whitehaven	Surface Pay & Display at all times	Yes For The Beacon visitors only	23	2	0	24 Hours 7 Days a week
Senhouse St	Senhouse St, Whitehaven	Surface Pay & Display at all times	No	66	3	0	24 Hours 7 Days a week
Schoolhouse Lane	Schoolhouse Lane, Whitehaven	Surface Pay & Display at all times	No	36	2	0	24 Hours 7 Days a week

Whitehaven Area		Copeland BC Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
South Shore	West Strand, Whitehaven	Surface Pay & Display at all times	No	16	0	6	24 Hours 7 Days a week
North Shore	Off North Shore Rd, Whitehaven	Surface Pay & Display at all times	No	17	3	0	24 Hours 7 Days a week
The Ginns	Preston St, Whitehaven	Surface Free	No	60	0	0	24 Hours 7 Days a week
Main St	Main St, Hensingham	Surface Free	No	18	0	0	24 Hours 7 Days a week
Beckbottom	Main St, Hensingham	Surface Free	No	10	0	0	24 Hours 7 Days a week
Pica	Pica	Surface Free	No	22	0	0	24 Hours 7 Days a week

Table 7 Whitehaven Area Harbour Commissioners' Car Park

Whitehaven Area		Whitehaven Harbour Commissioners' Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
Queens Dock	North of Harbour	Pay & Display	No	53	4	0	24hrs
Tangier Street	West of Tangier Street	Pay & Display	No	35	1	0	24hrs
The Wellington Quay Street North	South of Harbour	Pay & Display	No	27	3	0	24hrs
Quay Street North	South east of Harbour	Pay & Display	No	52	2	0	24hrs
Quay Street South	South east of Harbour	Pay & Display	No	84	5	0	24hrs
Multi Storey	Swingpump Lane	Pay on Foot	No	535	11	0	07:30 to 20:30

Table 8 Egremont Area Copeland BC Car Parks

Egremont Area		Copeland BC Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
	Beck Green, Egremont	Surface Pay & Display 8am - 8pm	No	28	2	0	24 Hours 7 Days a week
Chapel St	Chapel Street Egremont	Surface Pay & Display 8am – 8pm	No	18	2	0	24 Hours 7 Days a week
Chapel Street	Chapel St, Bigrigg	Surface Free	No	18	2	0	24 Hours 7 Days a week
St Bees Foreshore	Beach Rd, St Bees	Surface Pay & Display 8am - 8pm	Yes	211	16	0	24 Hours 7 Days a week

Table 9 Cleator Moor Area Copeland BC Car Parks

Cleator Moor Area		Copeland BC Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
The Square	The Square, Cleator Moor	Surface Pay & Display 8am - 8pm	No	57	2	0	24 Hours 7 Days a week
Jacktrees Rd	Jacktrees Rd, Cleator Moor	Surface Pay & Display 8am - 8pm	No	28	0	0	24 Hours 7 Days a week
Church St Rear Main St	Church St, Cleator Main St, Cleator	Surface Free	No	11	2	0	24 Hours 7 Days a week
Keekle	Keekle Terrace, Cleator Moor	Surface Free	No	30	0	0	24 Hours 7 Days a week
Frizington	Frizington Rd, Frizington	Surface Free	No	58	4	0	24 Hours 7 Days a week
Frizington	Frizington	Surface Free	No	50	0	0	24 Hours 7 Days a week

Table 10 South Copeland Area Copeland BC Car Parks

South Copeland Area		Copeland BC Car Parks					
Car Park Name	Location	Type	Toilet Facility	No. of Spaces	No. Disabled Spaces	No. Coach Bays	Opening Times
Lancashire Rd	Lancashire Rd, Millom	Surface Pay & Display 8am - 8pm	Yes	46	2	0	24 Hours 7 Days a week
Lord St	Lord St, Millom	Surface Free	No	23	0	0	24 Hours 7 Days a week
Main St	Main St, Haverigg	Surface Free	No	16	0	0	24 Hours 7 Days a week
Haverigg Foreshore	Off Bank End, Haverigg	Surface Free	Yes	28	0	0	24 Hours 7 Days a week

TAXIS

Within the Borough there are 156 hackney taxis which can operate both throughout the borough and outside the borough. There are also 80 private hire operators who are licenced to operate throughout the borough only. The operators cover the whole of the borough, although for the more remote rural areas the time taken to arrive will clearly be greater than in the main settlements.

PASSENGER TRANSPORT - RAIL

Network Rail

Network Rail **owns** and **operates** Britain's rail infrastructure, including the Cumbrian Coast Railway. When Network Rail took over the railway network in October 2002, we inherited a tired, worn-out infrastructure that had been starved of investment for many years. Network Rail's task now is to build on the progress already made to transform Britain's railway into a world-class infrastructure.

Northern Rail

Northern Rail was formed in December 2004 when it won the franchise contract (awarded by the Government) to operate train services in the north of England until September 2013.

Discussions with the Head of Stations and External Relations have revealed that at the present time, (March 2010) Northern Rail do not foresee any capacity issues at any of the stations within Copeland, although they accept that there may be capacity issues in relation to rolling stock.

Northern Rail is seeking partnership funding to assist with any improvements to stations, although no provision is included in their current budgets.

The Cumbrian Coastal Railway¹²

History of Route

The Cumbrian Coastal Railway was constructed in stages between 1844 and 1866 by a variety of companies. Much of the initial development of the route was centred on the iron and steel industries based in Workington, the north Cumbria coalfield and shipbuilding at Barrow.

As the Lake District developed as a tourist destination in the late 19th century, the southern section of the route was expanded and resorts such as Arnside and Grange-over-Sands developed to serve the nascent tourist demand as well as the (now closed) branch lines to both Coniston and Lakeside.

The current line consists of the Furness Railway between Carnforth on the West Coast Main Line (WCML) and Barrow-in-Furness, a middle section between Barrow and Whitehaven (including Sellafield) and a northern section between Whitehaven and Carlisle where the line again connects with the WCML, and also to the Settle and Carlisle line and the Newcastle to Carlisle railway.

¹² The Cumbrian Coastal Railway Capacity Study Draft 3 Ove Arup & Partners Scotland Ltd August 2010

Since the Beeching closure programme, and the more recent running down of heavy industry in northern Cumbria there have been no branches off the route, with the exception of the Dalton Loop – an avoiding line that bypasses Barrow between Park South and Dalton junctions. There are, however, several sidings serving industrial installations which include:

- Barrow Docks;
- Sellafield;
- Drigg;
- Workington Docks; and
- Dalton Oil Terminal.

With regard to freight traffic, as the coal, iron and steel industry in the region declined the nuclear industry sites at Sellafield have been vital in supporting freight traffic on the line. Since 2007, when the Corus steel plant at Workington closed, nuclear flask traffic to Sellafield has been the only significant freight traffic on the western section of the route, with oil traffic between Maryport and Carlisle, and the Port of Workington being the only regular sources of freight traffic.

Passenger flows on the route can be described as being mainly rural in character, punctuated by several significant towns (Ulverston, Barrow, Whitehaven, Workington and Maryport) along its 110 mile length, and both passenger train services and facilities on the route reflect this mixture of markets.

The southern section of route has approximately one “semi-fast” service every two hours between Barrow-in-Furness and Manchester Airport, and a local passenger every two hours between Barrow and Lancaster (hourly in the peak). The northern section of the route between Whitehaven and Carlisle has hourly local passenger services, with some of these also running south to Sellafield, Millom and Barrow.

Route Formation

Most of the route is engineered to double track width. The exceptions to this within Copeland are as follows:

- Sellafield and Whitehaven which was constructed as a single track railway with a passing loop at St Bees;
- Parton to Harrington which was originally constructed as double track formation but has since been singled as part of coastal defence works.

Viaducts

The line crosses several viaducts. The major viaduct within Copeland is the Eskmeals Viaduct (15 chains).

In discussions with Network Rail, no major remedial work is planned on any of these structures.

Sea Wall Defences

The route runs along sea walls in the following locations within Copeland:

- Ravenglass;
- Sellafield;
- Braystones to Nethertown; and
- Parton to Harrington.

In discussions with Network Rail, none of these structures are likely to be in need of major structural work in the foreseeable future.

Tunnels

There are relatively few tunnels along the route, with the longest tunnel being the single track Whitehaven Tunnel which is 1,283 yards in length. In discussions with Network Rail, none of the tunnels are likely to be in need of major structural work in the foreseeable future.

Signalling

The signalling systems employed along the route are as follows:

Route Signalling Systems

Route Section	Signalling System
Barrow in Furness to Sellafield	Absolute Block
Sellafield to Bransty (Whitehaven)	Token Block
Bransty (Whitehaven) to Wigton	Absolute Block

In the Absolute Block sections, signalling varies between semaphore and colour light signals which are controlled from signal boxes located in Copeland at: Bransty (Whitehaven), St Bees, Sellafield, Drigg and Millom.

Level Crossings

The whole route has over thirty level crossings, nineteen of which are operated by Network Rail with the remainder being user operated level crossings. The Network Rail operated crossings are a mixture of colour light and barrier / gated crossings.

Freight Traffic

With regard to freight flows, traffic on the line has until recent years served four major businesses – steel making at Workington (including the Corus plant at Workington that closed in 2007), ship building at Barrow and the concentration of nuclear industry activity around Sellafield and Drigg.

Workington Docks is rail connected, and rail transports some 75,000 tonnes of freight to and from the docks per year. The primary driver of freight activity on most of the route, however, is the nuclear industry centred on Sellafield and Drigg which mainly consists of nuclear flask traffic running to and from the Sellafield reprocessing plant. This traffic originates at the following sites across the UK: Wylfa (Anglesey), Sizewell A & B (Suffolk), Hartlepool (Teesside), Torness (East Lothian), Hunterston (North Ayrshire), Berkeley (Gloucestershire); Hinckley Point (Somerset); Dungeness (Kent); and Heysham (Lancashire).

In addition to reprocessing domestic nuclear waste, the THORP plant at Sellafield also handles waste from abroad, which is imported through Barrow Docks and which is transhipped to Sellafield by rail.

Cumbria Transport Plan 2011 – 2026 (Core Strategy – Consultation Draft June 2010)

The County Council is in the process of reviewing the Local Transport Plan 2 to produce the LTP 3. Within the consultation version, the following Strategic Infrastructure Improvements within Copeland are included as “priority schemes”.

Cumbria Coast Rail Upgrade	Improvements to Cumbria Coastal railway and station facilities to encourage regeneration and support the Energy Coast Masterplan
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Copeland Rail Users Group (CRUG)¹³

Copeland Rail Users Group was established with the following manifesto.

Manifesto

CRUG is working towards these aims. The ones in red are considered more important

Stations:

Long-line audio/visual information and /or maintain hotline phone facility

¹³ CRUG web site

Improve platform access for cyclists and the disabled

Maintain platform lengths

Raise platform heights

Maintain notices/promotion

Protect & improve parking facilities

Promote facilities for cyclists

Ensure road signage to/at stations

Monitor and improve environment (buildings, cleanliness, gardens, etc.)

Maintain staffing and opening hours at Whitehaven

Improve servicing of West Cumbria bay area at Carlisle.

Services:

More evenly spread daytime timetable

Later evening services

Sunday services between Barrow and Whitehaven (in the first instance Barrow to Millom)

Maintain West Coast Main Line connections at Lancaster and Carlisle.

Improve connections/through services to Newcastle and to Preston & beyond.

Possible extension of TPE services to Millom

Rolling Stock:

Abandonment of 142 Pacer usage

Promote provision for cyclists and luggage

Strengthen stock capacity on peak services.

Monitor internal and external cleanliness

Promote provision for newer/better stock 158's/175's (should gauging allow)

Infrastructure:

Remove non-signal box manned-crossings (Kirksanton (2), Saltcoats (1))

Maintain critical structures (viaducts, sea-defences, Whitehaven tunnel)

Promote continuous-welded-rail

Maintain/improve gauging and loading (railtours, freight, newer rolling stock)

Safeguard adjacent land and track-beds

Maintain crossovers at Millom, Silecroft, Bootle & Drigg

Maintain loop at St.Bees

Maintain infrastructure for rail tours

Promote usage of Sellafield-Drigg BNFL traffic

Investigate removal of manual token-block (Sellafield – St.Bees)

Monitor planning applications.

Reinstatement of double track at Parton Brows

Promotion:

Circulation and improvement of timetable leaflets

Creation of group web-site.

Produce line promotional leaflet.

Ticketing/Revenue:

Press for a local area network card (cardholders get a %age reduction on off-peak fares)

Extend the Lakes Day Ranger ticket's northern limit from Sellafield to Carlisle

Ensure fullest possible revenue collection

Promote special and/or cheap travel options

Ensure full range of ticket availability on-train and at manned stations

Commuting/Tourism/Trade:

Engage with local employment, tourism, and business stakeholders

Promote line as a rail tour/steam excursion destination

Promote integration with other transport providers, cross-ticketing, etc.

Station Condition and Facilities

CRUG¹⁴ has also produced the following information about of each of the stations along the line:

Whitehaven Area

Parton

The station is situated off the village square. Station facilities are basic. From a large, free parking area, stairways, unsuitable for disabled persons, lead to two, unraised, platforms on which there are shelters and seats. The platform surface is gravel, and only the short central portions are paved. A timetable display is only on the Northbound (Carlisle) platform, which is reached through a tunnel.

Whitehaven

There are two platforms, but No 1 is too low for wheelchair loading, so trains have to be run into No 2. A side gate gives level access to both platforms when the booking office is unmanned. Within the main building (which is closed when unmanned) there is a toilet with disabled access. There is cycle rack provision. Car parking is sufficient for 10 cars if drivers park properly. Other space is usually taken up by vehicles from Station Garage.

A "dropped kerb" was installed, for wheelchair access from the road, which allows people using powered wheelchairs to enter and leave the station without assistance.

Conductor guards will assist passengers with wheelchairs, prams etc. using the train's ramp when the station is unmanned.

There are plans to install information screens on the platforms.

Corkickle

There is one platform only. There is no cycle racking. Timetables and notices are displayed on the side of the station building.

There is room for a small number of cars to park by the station and along Station Road.

¹⁴ CRUG web site

Egremont Area

St Bees

There are timetables and shelters on each of the platforms and a bank of three seats on the Carlisle platform adjacent to the signal box. There is no cycle storage area and no public toilets; the nearest is at the Station Garage some 20 yards away. There is a pay-and-display car park adjacent to the station.

Access between the platforms is by footbridge when the level crossing gate is closed, otherwise by crossing the line at road level. No steps are negotiated onto either platforms. A higher platform would be helpful: there is a wooden "three-step" on the Carlisle platform.

Nethertown

The station is signposted from the A595, and at each subsequent junction, and is accessed from the Nethertown to St Bees road by a single track. The station can also be accessed by a public footpath across fields from the village of Nethertown - a distance of about half a mile. There is no car park, but space for 2 to 3 cars is possible by parking at the end of the access track.

Access on to the platform is through a narrow gate, which leads to the disused east-side platform. To get to the used platform, go down the ramp at the north end of the platform, crossing the line via a pedestrian level crossing. The used platform is very low, and the surface is unmade (gravel). There is a small shelter (bus stop style) with seating, and a telephone and timetables.

Braystones

The station is signposted from the A595, and at each subsequent junction. The last section of road is an unmetalled single-car-width track. There is no car park, but space for 4 to 5 cars at the end of the track. The platform is gained by a gate at the south end and up a ramp. The platform itself is low, and the surface is unmade. Wooden steps are available to assist entry and exit from trains.

There is a bus-stop style shelter with seating, and open seating on the platform. There are notice boards with timetables and a telephone on the platform.

Sellafield

The station is signposted from the A595. There is parking for 4 to 5 cars. Access to the station is by a covered foyer, with one step. In the foyer there are notice boards with timetables and a telephone. On the southbound platform there are gents toilets. There is also a large waiting room in the main building, with seating, and further seating on the platform.

The northbound platform is an island platform, accessed only by a footbridge.

There is a large shelter on this platform too. There is a signal box at the north end of the island platform.

Mid Copeland Area

Seascale

Seascale Station has basic waiting shelters on both north and south bound platforms. The south bound platform also has a covered cycle shelter. External seating and timetable display boards are provided on both platforms. There are no toilet facilities on the station, however public conveniences exist in the public car park adjacent to the north bound platform. Station parking is available on both sides of the station. There are no public telephones on the station but a direct line to Sellafield Signal Box does exist at the north end of the south bound platform. This may be used in the case of late running. The nearest pay phone is in the Public Car Park on the down side of the line.

There is no direct access (bridge or subway) between the two platforms. Access is by the two station approaches and the narrow road bridge under the railway. Seascale Station is unstaffed and tickets need to be purchased from the Conductor on the train.

Drigg

The station is signed from the A595 in Holmrook; then turn left into Station Road in Drigg, which is the road to the beach as well. The Cumbria Coastal Way runs through Drigg.

The old station building (on the southbound platform) is occupied by Spindlecraft, a craft shop, with many craft items, pictures and paintings, clothes, cards and other quality goods for sale. It also offers coffee and cake, and is open 7 days a week. There is space for several cars just beyond the craft shop.

Access to the southbound platform is through a gate between Spindlecraft and "The Victoria Hotel", or from the northbound platform and then crossing the road inside the crossing gate (which is manual, and operated by the signal box staff) . Both platforms have rather steep ramps from the road, but the access through the gate by Spindlecraft is level.

Both platforms have a wooden "three-step" because the platforms are low and both platforms have timetables, and shelters with seating, but no toilet. The south bound platform shelter also has a phone.

Ravenglass

The station is the interchange point with the Ravenglass and Eskdale Railway services to Eskdale. There is level or easy ramped access to both north and southbound platforms. Northbound wheelchair users should use the village car park from where there is access to the platform across the patio of Ratty Arms. The station approach drive is a rough surface and use by wheelchairs is not advised. Southbound wheelchair users should use access from the car park of the Ravenglass & Eskdale Railway. Both platforms have been raised so as to give easy access to the trains for wheelchair users.

There are no telephones on the station; however, there is a telephone connection to Sellafield Signal Box on the southbound platform. The only information available concerns late running of overdue trains. There are passenger shelters on both platforms and a cycle shelter on the southbound platform. Access between platforms can be made either by leaving the platform and returning to the highway, crossing under the bridge and then regaining the alternative platform. Alternatively, there is a footbridge at the south end of the station accessed from the northbound platform by a gate and the southbound platform by crossing the R&ER car park. This is not suitable for wheelchairs.

Cars can be parked on the northbound side on the approach drive or in the village car park. On the southbound side, they may be parked on the R&ER car park. Toilets are available 24 hrs a day at the entrance to the village car park on the north bound side of the station and during operational hours on Platform 1 of the R&ER..

South Copeland Area

Bootle

Bootle railway station is actually at Hycemoor (the area is otherwise known as Bootle Station), about 2 kilometres (1 1/4 miles) from Bootle, on the road towards the beach and Eskmeals. The station is signed from the A595 in Bootle village.

There is a signalman's portaloo on the Carlisle platform but no public toilet. The road crossing has manual gates operated by the signal box staff. Apart from that, there are all the usual facilities of a station - timetables on both platforms, and shelters with seats. The shelter on the northbound platform is particularly large and spacious. Adjacent to the shelter there is a covered cycle store for 7 bikes.

Both platforms are accessed by a fairly shallow ramp, but the platform heights are too low for easy access to the train. The line can only be crossed on a footway next to the gates (or on the road). There is no car park, but limited parking is available for a few cars on adjacent strips of road edge.

Silecroft

Both platforms are reached by short steep ramps. A telephone is available on the northbound platform. There are shelters and timetables on both platforms. There is no official car park, but parking is possible.

Millom

There is level or easy access to the southbound platform. The northbound platform also has a level access from the larger of the two supermarket car parks, as well as access via steps from the road bridge. There is no telephone on either platform, but over the road on the north side, next to the police station, is a public call box. There are shelters on both platforms, and a large number of seats, both covered and otherwise. There is a footbridge between the platforms. There are timetables on both platforms, plus a notice board outside for each rail

direction. The station building on the north side contains the Millom Folk Museum, plus the Tourist Information, and a small restaurant. There is a small car park next to the station building. There is a public toilet, in the small car park next to the supermarket entrance.

Green Road

Access to the station is via the A5093, from the cross-roads at The Green. The access road has a gate-less barrier, and this is the only means of access to the northbound platform. Both platforms are reached by short steep ramps. There are timetables on both platforms, a telephone on the southbound platform and a shelter on the northbound platforms, but no seat. The seat is outside. There is a station building canopy on the southbound platform, with a seat. There is a covered cycle shelter for many bikes a good-sized but roughly surfaced car park

Cumbria Coast Community Rail Partnership

Strategic Plan 2009 – 2011¹⁵

The Cumbrian Coast Community Rail Partnership (CCCRP) was established during 2008, joining over 60 other partnerships currently operating in England. Community rail partnerships are a bridge between the railway and local communities. They are about positive development, bringing together a wide range of interests along the rail corridor. Partnerships are instrumental in achieving increases in the use of rail through innovative marketing, improved services and better station facilities. Other work includes improved transport links to stations, developing walking and cycling routes, bringing station buildings back to life and organising events to promote the railway and its relevance to the community.

The Carlisle to Barrow railway passes through pastoral landscapes, hugs a scenically-splendid coast, crosses wide river estuaries and has open fell views. The economic landscape is similarly diverse – the West Coast is geographically remote and suffers from severe economic deprivation.

The CCCRP is focussed on meeting the needs of the community served by the railway, and playing a vital role in economic development, regeneration and addressing social need.

The CCCRP enjoys widespread support. Partners are Cumbria County Council, Allerdale Borough Council, Copeland Borough Council, Barrow Borough Council, Northern Rail, Network Rail, West Lakes Renaissance, Copeland Rail User Group, DRS.

This Strategic Plan examines the line and its potential, examines progress to date, looks at possible future developments and 'fit' with wider strategies, and provides an action plan to ensure the CCCRP meets its objectives..

¹⁵ CCCRP web site

Table 11 Footfall figures for the Cumbrian Coast Line

	2007-08	2006-07
Askam	66,066	53,589
Aspatria	25,717	21,032
Barrow-In-Furness	538,702	491,105
Bootle	14,403	14,512
Braystones	876	706
Carlisle	1,470,219	1,365,675
Corkickle	22,575	17,658
Dalton	32,326	20,314
Drigg	10,051	11,724
Flimby	5,809	4,832
Foxfield	16,000	16,414
Green Road	12,981	7,627
Harrington	17,153	12,901
Kirkby-In-Furness	17,320	14,689
Maryport	82,066	60,119
Millom	248,897	215,626
Nethertown	458	420
Parton	4,562	4,536
Ravenglass for Eskdale	27,894	16,068
Seascale	26,740	24,157
Sellafield	352,586	258,777
Silecroft	12,730	7,580
St Bees	38,542	33,578
Whitehaven	220,549	191,256
Wigton	51,668	45,238
Workington	149,731	133,435

Stations located within Copeland Borough are shaded in green.

Table 12 Current train services (May 2009) are as follows

SOUTHBOUND	Mon - Fri	Saturday	Sunday
Carlisle - Barrow	8	8	
Carlisle - Whitehaven	6	6	3
Maryport - Barrow	1	1	
Millom - Barrow	3	3	
Sellafield- Barrow	1	1	
Whitehaven - Barrow	1	1	
Total	20	20	3
NORTHBOUND			
Barrow - Carlisle	9	10	
Barrow - Sellafield	1	1	
Barrow - Whitehaven	-	1	
Barrow - Millom	3	2	
Whitehaven - Carlisle	5	5	3
Whitehaven - Workington	1	-	
Total	19	19	3

Prospectus

A prospectus has been produced in support of service designation in 2009 under the Department for Transport's Community Rail Strategy. This prospectus aims to set out ideas for the development of the line using service designation to facilitate improved outputs for both the railway and particularly the communities and industries served by the railway.

This prospectus aligns with the Local Area Agreement for Cumbria which has been approved by Government Office (North-West). This agreement contains indicators and targets which assist the county to meet and overcome current and future challenges. Service designation of the Carlisle – Barrow line will assist the CCCRP in playing a vital role in meeting these challenges.

Key Aspirations of Service Designation:

The Partnership is seeking the following

Improved train service – in particular an improved evening service. In addition, Sunday services to support tourist development / enable local access to leisure / social and other services. Ensuring that this can be done without disproportionate increases in costs will be important so consideration of the way that the level crossings and signalling is operated will have to be part of the work of the wider partnership.

Improved station environments through increased community involvement – encouraging community involvement with the local railway through station partnerships and local funding

Increased rolling stock allocation (one coach) to eliminate overcrowding and improve service resilience by building a case for stock identified for community rail in HLOS.

Rail Services

Rail services from Workington to Whitehaven (Mon-Fri) run between one and one and a half hours frequency from 6.09 to 22.39. Journey times are 21 minutes. The Saturday service is similar with the first train running at 6.37 and the last one being at 22.34. There are 15 trains per day Monday to Saturday. There is an infrequent service on Sundays with only three trains between 15.49 and 22.39.

Services from Whitehaven to Millom (Mon-Fri) run between one hour and two hours twenty minutes frequency from 6.28 to 18.35. The journey time is between 47 and 55 minutes. The Saturday service is similar. There are ten trains per day, Monday to Saturday. There is no Sunday service to the south of Whitehaven.

PORTS AND HARBOURS

There is a harbour at Whitehaven, a port at Workington, 10 miles to the north of Whitehaven, a port at Millom and one at Barrow, 53 miles south of Whitehaven. There are recreational harbours at Maryport, 16 miles north of Whitehaven, Harrington, 7 miles north of Whitehaven, and at Ravenglass.

Whitehaven Harbour

Whitehaven has had a harbour for over 400 years, and was the third largest harbour in the UK in the 1600s. Today the harbour has been regenerated and supports fishing fleets, commercial craft and leisure boats. A unique feature of Whitehaven Marina is its location in the town centre, offering all the essential shops and services within easy walking distance.

Whitehaven Marina opened in 1998 and the Whitehaven Harbour Commissioners operated both the harbour and marina until 2009, when the Commissioners recognised the need to develop further the scale, quality and marketing of the Marina. In April 2009 Marine Projects, a south coast based company, took over the management of Whitehaven Marina and have invested over £50,000 in upgrading the marina and its facilities.

Whitehaven Marina is a member of TransEurope, a group of independent marinas in the UK, Ireland, France, Belgium, Holland, Spain and Portugal.

Whitehaven Marina is the most comprehensive marina on the north west coast of England; a safe harbour with 285 fully serviced marina berths and extensive quay wall berth areas for larger boats.

Access to the marina is available at almost all states of the tide and the boatyard services include boat lifting, hard standing and under cover boat storage. The Marina has the following features:

- Accommodates vessels up to 40m in length and 5m draught
- Fuel, electrics and water available
- Boatyard services including 45 tonne hoist
- Easy access to cruising grounds of Scotland, Isle of Man, Ireland and North Wales

There is space available in the 'state of the art' boat shed, completed in 2009, and fitted out with the latest boat lifting equipment. This offers an ideal under cover repair facility for leisure and commercial vessels. There are opportunities for marine trades to set up on site at Whitehaven Marina, including new Boat Sales and brokerage, boat chandlers, sail makers, marine engineers, marine electronics, masts and rigging services.

Port Millom

This is an independent, family run port providing a number of marine services to commerce and industry. The port is located on the Duddon Estuary and is linked tidally to the Irish Sea, which allows passage of goods to and from the west coast of Cumbria. The site comprises quay and quayside storage/handling areas. It has approximately 3 hectares of developed land with a further 7 hectares of further potential development.

The November 2009 UK Government National Policy Statement on the future of port facilities identified the need to extend present capacity to meet forecast requirements for freight demand. The NWDA suggested that coastal locations may need to be exploited to facilitate transport of goods and materials more directly to the region, these ports in turn acting as the nuclei of future industrial and commercial activity. The further development of Port Millom will help meet these goals.

The inward channel is buoyed when required by the pilot and tugboat service is available as required. The quayside comprises around 3.2 hectares of level hardstanding and 7 hectares that is suitable for further development. Within the site there are two large portable containers forming a workshop and office, both served by a large industrial generator.

Most recently, the port has been used for the storage and transport of large volumes of aggregate by sea from the nearby Bardon Aggregates Ghyll Scaur Quarry. The large level quayside is ideal for the loading and unloading of bulk materials and, in particular construction materials such as aggregate, steel and timber. The port is seeking partners to further develop this aspect of the business.

The port facility also gives direct access to the Lake District National Park, by sea. The port offers operators a great opportunity to open up this spectacular landscape to visitors without the requirement for long journeys into the region. The port with its tidal Duddon Estuary which links to the Irish Sea, has serviced a number of leisure boats and the port is looking to further develop this service alongside suitable operators with a view to promoting, in particular, the green credentials of travel by sea.

Port Millom has also been used for ship-breaking for over 25 years. The facility has been used to dismantle numerous vessels including warships, dredgers, coasters, trawlers, tug boats, tankers and passenger craft. The shallow water quay, however, restricts this provision for larger vessels. The port no longer break ships directly, but is able to offer the site and facilities to third parties.

Port of Workington

The Port of Workington (within Allerdale Borough) is on the east side of the Solway Firth at the mouth of the River Derwent. The port offers direct seaward access to the Irish Sea. On the landward side, Workington is connected via the A66 trunk road to the M6 motorway.

The port has good rail connections. All berths at the port are rail-served, and the port authority operates its own locomotives on the port's extensive internal rail system. With the establishment of the Rail Freight Container Terminal at the port, rail is playing an increasingly important role in the transport of cargo in the region. The Rail Freight Terminal is operated by the port for English, Welsh and Scottish Railway. The facility handles both bulk and container freight.

The Port of Workington is the largest port in Cumbria and one of the main hubs in the North West. It serves the region's industry and agriculture, including most of the major manufacturing and processing businesses in the area.

Port of Barrow

The Port of Barrow (within Barrow Borough) is operated by Associated British Ports. Centrally located on the West Coast of the UK, Barrow has worldwide trading links. The port has considerable experience in handling specialist cargoes as well as a range of bulk aggregates. It is also an ideal base for offshore and renewable-energy projects located in the Irish Sea, and has become the import hub for Kimberly Clark's wood pulp products.

The dock can accommodate vessels up to 200 m in length with a draught of 10m. Up to 20 ha of secure open storage is available. Several long-term lay-up berths are also available. Mobile cranes, a 120-tonne quayside crane and other plant are also available.

Ravenglass

Ravenglass is a small coastal village and natural harbour. It is the only coastal town within the Lake District National Park, being located at the estuary of three rivers: the Esk, Mite and Irt. Ravenglass became an important naval base for the Romans in the 2nd century, Glannaventa, though little remains of this now.

Many years ago, before the rivers began to silt up this was an important port with vessels trading from across the world. Ravenglass, along with its craftsmen, dealers, farmers and fishermen all prospered from the port. Once iron ore, granite and copper ore were brought to the estuary by narrow gauge railway from mines near Boot, about eight miles away. The harbour is now used for pleasure craft.

AIRPORTS

Carlisle Airport

Carlisle Airport is the nearest airport to Copeland. It is located to the north east of Carlisle on the A69. The journey by car from Whitehaven takes in the region of one and three quarter hours.

The airport has limited services at the present time, but following the acquisition of the facility by the Stobart Group it is proposed to expand the range of services. The proposed site is adjacent to the A69, the main route between Newcastle and Carlisle, and approximately three miles from the M6, the major gateway to Scotland.

Currently, the Stobart Group has five separate storage, cross-dock and administrative facilities within Carlisle. The acquisition and development of a 460 acre site, which includes Carlisle Airport, provides the best solution for the Group to expand its operations to meet its customers' requirements and to consolidate its operations in the region.

The proposed new purpose built 360,000 square foot facility at Carlisle Airport would significantly improve both throughput and capacity utilisation. The acquisition of Carlisle Airport also offers the opportunity to provide air freight solutions as well as the potential to develop passenger aviation.

Carlisle City Council, in December 2008, unanimously approved the planning application submitted by Stobart Air Ltd for the development of Carlisle Airport. The plans are to construct a major freight storage and distribution facility, including a chilled cross dock facility, with associated offices, personnel facilities and a new vehicle access from the A689. The site will be leased to Eddie Stobart Ltd and Stobart Rail who will re-locate their operations currently based in Kingstown, Carlisle. Stobart Air will enter into a legally binding agreement to upgrade the airport facilities in order to attract commercial passenger and freight flights. This will involve increasing the weight capability of the existing main runway and the provision of a new passenger terminal facility.

In 2009 a legal challenge was made by a local farmer to the above planning decision on the grounds that a full environmental assessment should have been required by the local planning authority in determining the planning application. The company are now in the process of preparing this statement with a view to resubmitting the planning application.

Barrow/Walney Island Airport

Barrow/Walney Island Airport is located on Walney Island, to the northwest of Barrow-in-Furness. The airport is owned by BAE Systems, who operate private communication flights to various locations across the United Kingdom.

Barrow/Walney Island airport was opened during World War II, though the site had been used as an airship station since World War I. Three runways were constructed, laid out in a triangular arrangement, for use by the based Royal Air Force. The airfield was left disused after WWII, and was sold on in 1959 to Vickers, the company that owned Barrow shipyard at the time.

Commercial flights used the airport during the 1980s and 1990s. Despite a final attempt to run scheduled services from the airport in 1991-1992 by Telair, the airport is again currently used only for private flights.

In 2004 a study into the airport revealed that a £1 million upgrade would attract thousands of business passengers a year flying to London and Europe. The study found that the business demand from South Cumbria would be equal to 4,500 journeys in a year, reaching 7,900 by 2020. These are still only plans to convert Barrow/Walney Island Airport into an International Airport, but already numbers of aircraft using the airfield has increased with the completion of a recent upgrade programme.

Regional Airports

Regional airports which serve Copeland are located at Newcastle and Manchester.

Newcastle International Airport

Newcastle International Airport lies to the north west of Newcastle and is accessible from West Cumbria via the A595 and the A69 which links with the A1 and then the A696. The journey by car from Whitehaven takes in the region of two and a half hours.

Newcastle Airport has services within the UK and to Europe, North Africa and eastern America.

Manchester International Airport

Manchester Airport is a major international airport, serving the whole of the north west of England and north Wales. It lies to the south of Manchester, close to the M56 and M60. The journey by car from Whitehaven takes in the region of three hours.

Manchester Airport has services within the UK and to Europe, North Africa and north America and parts of Asia.

Summary of Transport Provision

The following table summarises the above information for transport provision for individual Locality Areas within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard in parts of the locality area and there is no current commitment to improve the situation.
- “Blank” indicates that provision is not appropriate in these locality areas

Table 13 Summary of Transport Provision

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Road capacity	Green	Red	Green	Green	Green
Passenger Transport (Buses)	Red	Red	Red	Red	Red
Transport Interchange	Yellow				
Whitehaven TC Traffic M'ment Scheme	Yellow				
Community Mini bus provision	Red	Red	Green	Green	Red
Cycleways	Green	Green	Green	Yellow	Green
Footpaths	Yellow	Green	Green	Green	Green
Copeland BC car parks	Green	Green	Green		Green

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Whitehaven HC car parks					
PNR Private, non-residential car parks					
Public on street car parking					
Licensed hackney taxi operators					
Licensed private hire operators					
Railway Station Facilities					
Railway infrastructure					
Adequacy of railway rolling stock					
Train Frequency					

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Proximity of ports	Green	Green	Green	Green	Green
Proximity of harbours/ marinas	Green	Green	Red	Green	Green
Access to Carlisle Airport (within 2 hours travel time by car)	Green	Green	Green	Red	Red
Access to regional Airport (within 3 hours travel time by car)	Green	Green	Green	Red	Red

ENERGY

ELECTRICITY¹⁶

The Electricity Industry in the UK has three key stakeholder areas. They are:

- **Generators** - responsible for generating the energy we use in our homes and businesses. Generated electricity flows into the National Transmission network and through to the regional Distribution networks.
- **Distributors** - are the owners and operators of the network of towers and cables that bring electricity from the National Transmission Network to homes and businesses. Even so, they are not the organisations that sell electricity to the end consumer. This is carried out by organisations who make use of the distribution networks to pass the energy commodity to your property - the suppliers.
- **Suppliers** - are the companies who supply and sell electricity to the consumer. The suppliers are the first point of contact when arranging an electricity supply to domestic, commercial and smaller industrial premises.

Electricity Distribution - The National Grid

National Grid¹⁷ operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales.

National Grid provides electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises. As the only company in England and Wales licensed to transmit electricity, National Grid has a statutory duty under the Electricity Act 1989 to develop and maintain an efficient, co-ordinated and economical system of electrical transmission.

National Grid have a duty to facilitate competition in the supply and generation of electricity and must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply.

¹⁶ Information from National Grid web site

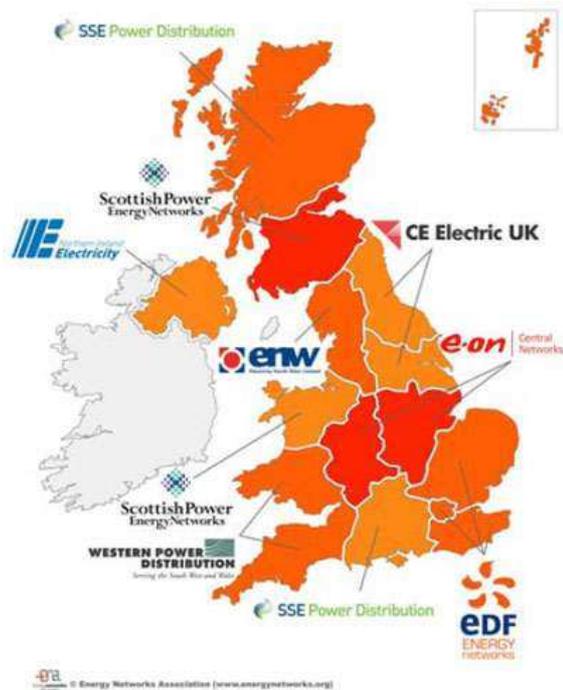
¹⁷ Information from National Grid web site

Electricity Supplier – Electricity North West (enw)

Since May 1999 and the introduction of the competitive supply market a number of different electricity suppliers have been in operation throughout the country, as identified in the map below.

Electricity North West Limited (ENW) owns one of the original fourteen regulated electricity distribution networks in England, Wales and Scotland. ENW has a license which specifies a distribution service area within which it has to provide services to electricity supply companies. ENW's service area covers the North West of England. Previously part of the United Utilities Group ENW is now a separately owned business.

ENW distributes electricity to customers' homes and businesses on behalf of the electricity supply companies. Customers receive their electricity bill from their supplier who pays ENW for use of the electricity network.



Map 14 Distribution of Electricity Suppliers

ENW currently has 13,127 km of overhead lines, 43,136 km of underground cables, and 33,822 transformers serving 2.3 million customers in the North West of England.

United Utilities operates and maintains the electricity distribution network in the North West, on behalf of Electricity North West (enw). UU look after the delivery of electricity through the electricity network to individual homes. United Utilities does not sell electricity but ensures it is delivered in a safe and efficient manner.

United Utilities has provided detailed information on the availability of electrical utilities infrastructure in relation to sites put forward for the SHLAA. The following categories have been applied:

- 1 Good Electrical Infrastructure - Able to provide a supply to the proposed site using the existing network with no HV or LV reinforcement.
- 2 Adequate Electrical Infrastructure - May require some LV reinforcement to provide an adequate supply. The HV network appears to be adequate.

3 Electrical network may need local reinforcement. - Local electrical distribution system may require significant sections of LV cable to be installed and, depending upon existing substation loadings, may require distribution transformer changes or new substations. This work would normally be carried out as part of an overall site development.

4 Electrical Infrastructure will need reinforcement. - Local electrical distribution system will require additional LV cables and new distribution substations looped into the existing HV networks.

5 Electrical Infrastructure will need significant reinforcement. - Local electrical distribution system is inadequate for the potential load of the site and will require reinforcement of the HV cable network and additional HV distribution substation(s).

Once UU have more information on the type of load allocated to each site they will be able to be more specific regarding the reinforcements required. Such an assessment would normally be carried out at the time of an official Connection Request.

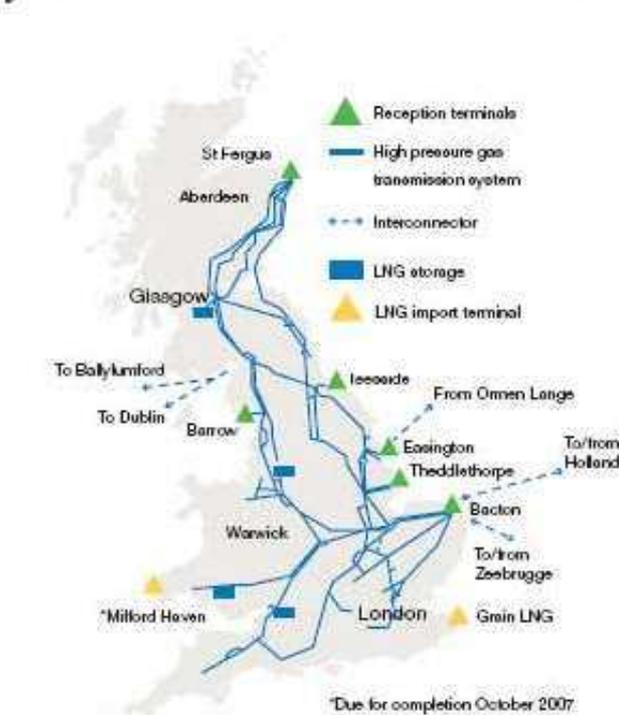
GAS

The gas supply network nationally consists of the high-pressure National Transmission System (NTS) owned by National Grid, and eight separate gas distribution networks of which National Grid owns four, Scotia Gas Networks two and Northern Gas Networks and Wales & West Utilities one each.

Gas Transmission

National Grid is a leading international energy infrastructure business. In the UK National Grid's business includes electricity and gas transmission networks as well as gas distribution networks as described below.

Map 15 National Gas Transmission System provided by National Grid



National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of pipelines and compressor stations connecting to eight distribution networks.

National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and to respond to requests for new gas supplies in certain circumstances.

National Grid has the following gas transmission assets

located within the administrative area of Copeland Borough Council:

Pipeline	Feeder Detail
1116	16 Feeder Pennington / Sellafield

New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

Gas Distribution

Gas distribution is the process whereby gas is taken from the high pressure transmission system and distributed through low pressure networks of pipes to commercial and domestic consumers. Within Copeland, there are two companies responsible for distribution - Northern Gas Networks, (whose agent is United Utilities) and National Grid. These companies do not supply gas, but provide the networks through which it flows.

Northern Gas Networks (NGN) is the company responsible for distributing gas to homes and businesses across the northern part of Copeland. United Utilities provide this service, as agent, on behalf of NGN.

There is existing infrastructure within the towns of Whitehaven, Egremont, St. Bees, Calderbridge, Ravenglass, Gosforth and Seascale and, at this time, there is capacity available within these networks. The only area that may require reinforcement of the system is Cleator Moor.

There are no specific load details or areas for development available, the provision of capacity information is for indicative purposes only and does not confirm the availability of gas nor does it reserve any capacity.

National Grid¹⁸ owns and operates lower-pressure distribution gas mains in the southern part of Copeland, south of Seascales. Reinforcements and developments of the local distribution network generally are as a result of overall demand growth in a region rather than site specific developments.

¹⁸ Information received from National Grid April 2010

RENEWABLE AND LOW CARBON ENERGY

The County Council, on behalf of all the Cumbrian planning authorities, has commissioned a study by consultants, SQW and LUC to carry out a county wide study that reflects the current approaches to renewable and low carbon energy deployment. The study will cover renewable electricity generation, renewable heat provision and commercial, community and small scale renewable and low carbon technologies. It will review the full range of renewable and low carbon options available for Cumbria and will be an opportunity to explore how renewable electricity and heat technology can be optimised and to see if there can be less of a reliance on commercial scale wind energy schemes in Cumbria.

The study will provide technical information on the capacity to accommodate renewable and low carbon energy development in Cumbria. The study will consider both onshore and off shore opportunities. The work needs to reflect the rural characteristics of the county and the full range of energy sources that could be deployed. It will also identify any opportunities and constraints to deployment. This work will provide a robust evidence base upon which renewable and low carbon energy planning policy and target setting can be based.

The primary purpose of the study is to improve knowledge about the opportunities and constraints for different renewable and low carbon energy technologies and deployment across Cumbria. The study will be completed by June 2011.

WIND POWER

There are currently four operational wind farms in Copeland. These are located at:

Kirksanton/ Haverigg Airfield – 4, 4 and 5 turbines
Lowca – 7 turbines

In addition, planning permission has been granted (on appeal), for 5 turbines at Fairfield Farm, Pica and a number of enquiries have recently been made for additional wind farm sites in the Moresby and Millom areas.

Cumbria County Council has produced the Cumbria Wind Energy Supplementary Planning Document, (SPD), which was approved in 2008. Copeland Council has adopted this as a Supplementary Planning Document, (SPD), as part of its Local Development Scheme (LDS). The document states that wind energy development may have an effect on a range of environmental, social and economic issues. Those that relate to the spatial planning system are listed below. All of these issues are important and should

be considered equally by the local planning authority in dealing with planning applications. Developers must consider how their proposals affect such issues and address any significant impacts that may arise.

For schemes of two turbines or more, and those with a hub height that exceeds 15m, a full Environmental Impact Assessment is required in accordance with the Environmental Assessment Regulations. For schemes below the EIA threshold information should be provided on such issues through a planning statement to support an application.

The issues covered in this section include:

- Aircraft and Radar
- Biodiversity
- Community
- Cultural Heritage
- Highways and Rights of Way
- Landscape and Visual
- Local Amenity
- Local Economy
- Soils and Hydrology
- Telecommunications

NUCLEAR POWER

The Coalition Government published a consultation paper on revised draft National Policy Statements for Energy Infrastructure in October 2010¹⁹. The consultation period closes on 24 January 2011. The statements consist of an Overarching National Policy Statement for Energy (EN-1) and a series of National Policy Statements for specific types of energy generation. One of these statements is EN-6 – National Policy Statement for Nuclear Power Generation. Part 4 of this statement lists the sites determined by the Government as being potentially suitable for the deployment of new nuclear power stations before the end of 2025. Two sites in Copeland (Braystones and Kirksanton), previously included in an earlier draft, are not considered to be suitable for the deployment of new nuclear power stations by 2025 and have therefore been excluded from the list. A site adjacent to the Sellafield Nuclear site has been judged by the Government to be potentially suitable for the deployment of (a) new nuclear power station(s) by the end of 2025.

¹⁹ Planning for new energy infrastructure Department of Energy & Climate Change October 2010

A consortium of GDF Suez SA, Iberdrola SA and Scottish and Southern Energy plc has been established as a joint company, NuGeneration Ltd, or “NuGen”) to develop a new generation nuclear power station of up to 3.6GW. The consortium secured an option in October 2009 for this development on a site adjacent to the Sellafield work. The consortium now intends to prepare detailed plans for developing the site, which will be submitted for consideration by the relevant planning authorities with the aim of a final investment decision being taken around 2015. These plans will be prepared in full consultation with the safety authorities and local stakeholders. On this basis, the expectation is that any new power station would be commissioned around 2023.

Summary of Energy Provision

The following tables for individual Locality Areas summarise the above information for energy provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard to some sites within the Locality Area and there is no current commitment to improve the situation.

Table 14 Summary of Energy Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Electricity Transmission network	Green	Green	Green	Green	Green
Electricity Distribution network	Red	Red	Red	Red	Red
Gas Transmission network	Green	Green	Green	Green	Green
Gas Distribution network	Green	Green	Red	Green	Green

WATER SUPPLY AND WASTEWATER

United Utilities Water plc (UU) is the water and wastewater company for the North West of England. UU supplies water to the West Cumbria Resource Zone (serving a population of 152,000) which includes the borough of Copeland.

During the five year period 2005 to 2010 United Utilities is investing around £51 million to improve services to customers in Allerdale and Copeland.²⁰

WATER SUPPLY

The quality of drinking water in the North West is the best it has ever been. However, to ensure that United Utilities continue to meet ever-increasing water quality standards; they are investing over £12 million to improve local water treatment works. They are also spending £121,000 on maintaining the water supply system. Some of the water pipes date back to Victorian times and this work is all part of UU's modernisation programme. The refurbishment and cleaning will help reduce the risk of low water pressure and discoloured water to homes and business premises.

UU responded to a Copeland SHLAA consultation in December 2008, which gave brief, high-level comments on their capacity to serve a large number of potential development sites.

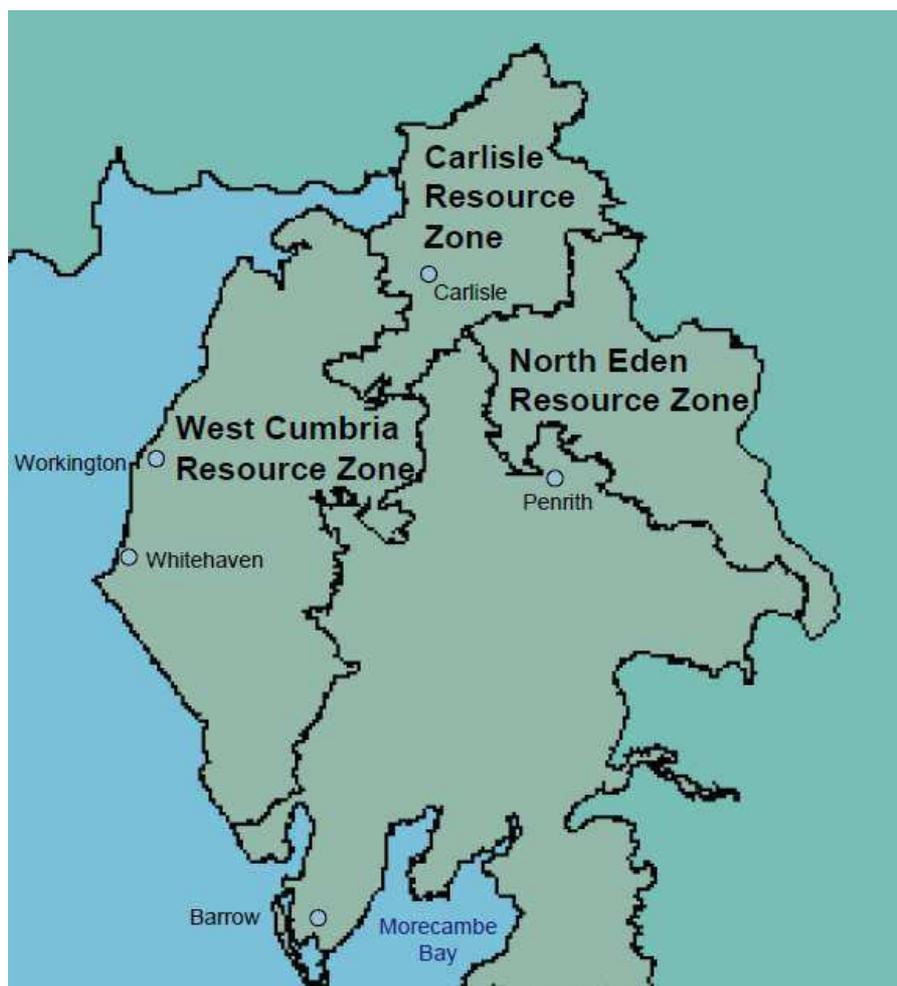
For all the sites over one hectare in size there may be a requirement for extensive off-site mains, at the developer's expense, to support some of these areas. For any sites that are remote from the water network capacity, if the sites are to be taken forward, there would be a need for further discussion with United Utilities Water. Developers also pay "infrastructure charges" for every new property and currently the Water infrastructure charge is £297.32.

The West Cumbria Water Resource Zone is predicted to run into deficit in the next five years²¹. UU is developing a new groundwater scheme to enhance water source yield and UU will be looking to work with Local Authorities and the community to help customers save water and save themselves money. These measures will secure the overall water requirements for new development although any significantly sized development site will probably need off-site reinforcement work at the expense of the developer (which is normal).

²⁰ Information from United Utilities web site

²¹ Information supplied by United Utilities March 2010

Map: 16 West Cumbria Water Resource Zone



The West Cumbria Resource Zone covers the majority of the Allerdale and Copeland Borough areas. A small area in the south of Copeland, including Millom and Haverigg, is included in the Integrated Resource Zone, which includes the central lakes area and the majority of Lancashire. There are no projected water supply problems in this area.

The West Cumbria Resource Zone has a current demand average of 50 million litres per day. This zone serves 150,000 population, 70,000 households and 6,000 non-households. The main source of drinking water for the Copeland area is Ennerdale Water. Additionally Crummock Water and Chapplehouse/Overwater reservoirs serve the Allerdale area. There is scope for transfer of these supplies according to demand. There are predicted water shortages in this resource Zone due to planned changes in the abstraction licence for Ennerdale Water and Dash Beck from the Environment Agency.

In order to maintain an adequate supply-demand balance to replace yield that will be lost United Utilities²² need to implement solutions by 2014/15.

²² UU Water Resources Management Plan September 2009

The proposed plan for the West Cumbria Resource Zone comprises “baseline” and “enhanced” plans.

The “baseline” plans for already planned activities are:-

- Reducing leakage by 3 MI/d from the 2006/07 level.
- Help customers save 0.2 MI/d by 2014/15, through UU’s base service water efficiency programme.
- Water demand reduction in a dry year of 0.1 MI/d by household customers that will opt to be metered by 2014/15 (increasing to 0.3 MI/d by 2034/35).
- Non-household customers are expected to reduce water demand by 4 MI/d by 2034/35 due to the effects of the economic downturn and as part of their continuing water efficiency programmes, which will be encouraged by UU’s activities to promote water efficiency.

UU’s “enhanced” plan identified as the most economic and sustainable programme during the period 2010-15 to maintain adequate supply-demand balances is:-

- Develop a new South Egremont groundwater scheme to enhance water source yield by 6.4 MI/d.
- Further reduce leakage by 1.55 MI/d by 2014/15.
- Help UU’s customers to save 0.33 MI/d by 2014/15, through a programme of economic water efficiency measures (0.08 MI/d) and
- UU’s research programme (0.24 MI/d).

The “enhanced” programme is the most economic and sustainable solution (including environmental and social effects as well as financial costs) to achieve a supply-demand balance. The strategy for West Cumbria has been derived from careful consideration of a wide range of potential options, in addition to the already planned baseline programmes for leakage reduction, water efficiency and customer metering. There is a high probability that further changes could have an additional impact on the supply-demand balance in West Cumbria. These include, in particular, possible sustainability reduction at Overwater Reservoir and greater climate change impact in the long-term beyond 2035. This reinforces the need for a robust solution for the long-term.

Environment Agency comments in relation to water resources²³

The West Cumbria Water Resource Zone is under greatest stress within the whole of the North West in terms of public water supply and the impact on the environment due to abstraction.

²³ Information received from Environment Agency March 2010

Catchment Abstraction Management Strategy (CAMS)

The Environment Agency uses CAMS as a licensing tool for water abstraction throughout the UK. The Derwent & West Cumbria CAMS is relevant to this LDF. The strategy identifies several catchment Water Resource Management Units (WRMUs) that are currently experiencing unsustainable pressures from abstraction.

The map below summarises the water availability status for all of the WRMUs and Groundwater Management Units in Copeland.

See the CAMS Map below for data specific to each resource management unit.

The CAMS process classifies a resource management unit as either:

- Water Available
- No water available
- Over licensed
- Over abstracted

See the table below for the definitions of these terms.

Map 17 The Derwent, West Cumbria & Duddon Catchment Abstraction Management Strategy



3.2 Catchment water resource availability

If you want to abstract water you need to know what water resources are available within a catchment and where abstraction for consumptive purposes is allowed. To provide this information we have developed a classification system. This gives a “resource availability status” and indicates:

- the relative balance between the environmental requirements for water and how much is licensed for abstraction;
- whether water is available for further abstraction;
- areas where abstraction needs to be reduced.

Licence applications still have to go through the normal licensing process. More information on this process is in annexe 2 of *Managing Water Abstraction* on the attached CD.

There are four categories of resource availability status, as shown in table 2. The resource availability status and target status for each WRMU and GWMU are shown in table 3 and map 3.

Table 2 Resource availability status categories

Indicative resource availability status	Water Availability
Water available	Water is likely to be available at all flows including low flows. Restrictions may apply.
No water available	No water is available for further licensing at low flows. Water may be available at higher flows with appropriate restrictions.
Over-licensed	Current actual abstraction is such that no water is available at low flows. If existing licences were used to their full allocation they could cause unacceptable environmental damage at low flows. Water may be available at high flows, with appropriate restrictions.
Over-abstracted	Existing abstraction is causing unacceptable damage to the environment at low flows. Water may still be available at high flows, with appropriate restrictions.

Table 3 Overview of the existing water resource availability and the target water resource availability at low flows for this CAMS

WRMU/GWMU Name	Associated main river	Resource Availability Status				Details of the unit is on page
		Individual WRMU status	Integrated WRMU status	Target status in 2013	Target status in 2019	
Rivers Waver and Wampool	Rivers Waver and Wampool	Water available	Water available	Water available	No water available	18
River Ellen	River Ellen	No water available	No water available	No water available	No water available	21
Upper Derwent	River Derwent	Water available	Water available	Water available	Water available	24
Lower Derwent and River Marron	River Derwent	No water available	No water available	No water available	No water available	27
River Cocker	River Cocker	Over licensed	Over licensed	Over licensed	Over licensed	30
River Ehen	River Ehen	Over licensed	Over licensed	Over licensed	Over licensed	33
River Calder	River Calder	Over licensed	Over licensed	Over licensed	No water available	36
River Irt	River Irt	No water available	No water available	No water available	No water available	39
Rivers Duddon and Esk	Rivers Duddon and Esk	Water available	Water available	Water available	No water available	42
North Cumbria Aquifer	N/A	Water available	Water available	Water available	No water available	45
West Cumbria Aquifer	N/A	Water available	Water available	Water available	No water available	47
Furness Aquifer	N/A	Over licensed	Over licensed	Over licensed	Over licensed	49

Derogation of Supply

Any future development should identify existing abstractors and whether there could be any derogation of their supplies from future proposals. The Environment Agency has a statutory duty not to grant an abstraction licence, which will adversely affect an existing licence holder's supply of water, without first seeking the consent of the existing licence holder.

Egremont Boreholes

The Environment Agency uses the Restoring Sustainable Abstraction (RSA) programme to identify sites of unsustainable abstraction. United Utilities abstractions from Ben Gill, Ennerdale and Dash Beck (all sources of supply for the West Cumbria Zone) are damaging environmentally sensitive sites: The River Ehen SAC and River Derwent & Bassenthwaite Lake SAC.

The Environment Agency has identified changes they want United Utilities to make to these abstractions so that they no longer damage these designated sites. The result is that UU will not be able to take as much water from these abstraction points in the future. The West Cumbria Water Resources Zone is forecast to go into deficit (ie demand will be greater than available supply in dry weather) from 2014/15 onwards. The company plans to develop a new suite of boreholes at South Egremont, to reduce leakage and to promote water efficiency in West Cumbria in order to restore a healthy supply-demand balance from 2014/15 onwards.

Nuclear Newbuild

It is important that there is consultation with United Utilities on whether they can meet any demands for water for any new building projects. This is particularly important for the West Cumbria Water Resource Zone where the proposed New Nuclear sites Sellafield and Braystones are located. Both sites could affect the River Ehen SAC, which is one of four SAC sites that the Environment Agency's Water Resources Regional Action Plan refers to in the region as being damaged by too much abstraction.

Water Cycle Study

The Environment Agency believes that Copeland would benefit from a Water Cycle Study to inform their LDF. This is necessary due to the uncertainty regarding additional water supply in the whole of West Cumbria.

Code for Sustainable Homes

The Environment Agency would also expect that all new housing is built to the highest standards of the Code for Sustainable Homes. Again, demand management and the efficient use of water resources should be an integral part to the council's development plans.

Overall

Development should be located where there is spare capacity in the existing water supply and wastewater treatment, sewer and strategic surface water mains capacity, insofar as this would be consistent with other planning objectives. Where this is not possible, development must be phased so that new infrastructure capacity can be provided without environmental harm; requiring new development, including residential, commercial and transport development, to incorporate sustainable drainage systems and water conservation and efficiency measures to the highest contemporary standard.

WASTEWATER SERVICES

United Utilities (UU) are responsible for the wastewater through their sewer network and wastewater treatment. Between 2005 and 2010, UU is investing £31 million to improve and maintain wastewater treatment works in Allerdale and Copeland to deliver cleaner rivers, streams and coastal bathing waters. They are investing a further £1 million to prevent sewer overflows into local rivers and streams and over £6 million to prevent sewer flooding to properties.

United Utilities²⁴ have 32 Wastewater Treatment Works in Copeland. The Treatment Works where UU currently have capacity concerns include Cleator Moor and Drigg. UU have limited funding to address 'supply/demand' Wastewater Treatment Works capacity requirements in their 2010-2015 investment programmes. However, due to the recession, sadly, at many works there has been lost load due to declining industrial and commercial activity. For all sites, United Utilities Water would always prefer that surface water is separated and disposed of separately. UU do recognize, however, that for some sites, there may be no viable outlet for the surface water or that contamination would prevent discharge to watercourse.

For all sites over one hectare in size there may be a requirement for extensive off-site mains at the developer's expense. For any sites that are remote from the wastewater network capacity, if the sites are to be taken forward, there would be a need for further discussion with United Utilities Water. Developers also pay "infrastructure charges" for every new property and currently the Wastewater infrastructure charge is £297.32

UU responded to a Copeland SHLAA consultation on 31 December 2008, which gave brief high-level comments on their capacity to serve a large number of potential development sites. UU has identified a number of individual sites where existing infrastructure could be a barrier to new developments. (see SHLAA schedule)

United Utilities currently have three projects²⁵ in the Copeland area within their capital programme. These are:

- £10m to improve wastewater overflows, reduce spills and improve the environment around Millom.
- £9m to improve the long sea outfall pipe at Parton
- £3.5m to restore Ben Gill water course and improve the environment for wildlife in the River Ehen, near Ennerdale Water.

A further project to transfer flows from Rowrah Treatment Works to Arlecdon is due to commence in 2010. This will improve the quality of treated effluent returning to Colliergate Beck and will lead to the closure of the Rowrah works.

²⁴ Information supplied by United Utilities March 2010

²⁵ Information supplied by United Utilities April 2010

Table 15 Copeland Sewage Treatment Works²⁶

Treatment Works	Domestic Population (2008 data) ¹	Comments
Arlecdon	300	Rowrah flows to be transferred to Arlecdon March 2011 (solution agreed)
Asby	140	Potential to be considered for rationalisation ²
Bootle	351	
Bootle-Hycemoor	61	
Braystones	9724	
Calder Bridge	200	
Cleator	12016	
Crossgate	55	
Drigg Tanks	100	
Ennerdale Bridge	180	
Eskdale Green	30	
Fell Dyke	20	Potential to be considered for rationalisation ²
Gosforth	1054	Potential to be considered for rationalisation (transfer to Seascale) ²
Greengarth and Holmrook	150	Potential to be considered for rationalisation (transfer to Seascale) ²
Haile	70	Potential to be considered for rationalisation (transfer to Braystones) ²
Kirkland	163	
Millom	8630	Scheduled for improvement in AMP5 (Bathing Water Directive)
Pica	464	
Ravenglass	270	Discharges to candidate SFW at Drigg. Possible further investment if confirmed as SFW in future (there is an on-going consultation process nationally for proposed extensions and new SFWs)
Rowrah	172	To be transferred to Arlecdon March 2011 (solution agreed)
Seascale	1804	
The Green (Mill Park)	60	
Ullcoats (Egremont)	9	
Uldale	98	
Waingate Bridge	20	
Whicham	14	FTS scheme planned 2010.
Whitehaven	29930	

¹ Domestic population only – actual Population Equivalent will be higher (trade effluent discharges to sewer and holiday population).

² Source: UU 25 year vision statement

Comments by the Environment Agency

Significant growth may result in the requirement for major investment at wastewater treatment works and the sewage network in line with the requirements of the Environment Agency's 'No Deterioration' policy. It is possible that less significant growth in smaller areas served by smaller works

²⁶ Information received from Environment Agency March 2010

could also lead to a requirement for investment at these works and within the sewer network. United Utilities should be able to identify areas where they anticipate significant growth where major investment may be required in the future.

Summary of Water Supply and Wastewater

The following tables for individual Locality Areas summarise the above information for water supply and wastewater disposal provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard to some sites within the Locality Area and there is no current commitment to improve the situation.

Table 16 Summary of Water Supply and Wastewater Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Water supply	Amber	Amber	Amber	Amber	Green
Waste water disposal	Green	Green	Amber	Amber	Amber

Table 17 Potential development sites with constraint comments from United Utilities

Ref	Site	Street	Settlement	Utility Capacity (UU)
SR11	Parks Road		Arlecdon	Sewer capacity issue
CS34	Cleator Mills		Cleator	Sewer Capacity
S031		Kangol	Cleator	Sewer capacity issue
S032		Hilden Road	Cleator	Sewer capacity issue
S033		Main Street	Cleator	Sewer capacity issue
S316	Ehen Bank	Palmers Court	Cleator	Sewer capacity issue
SR12		Flosh Meadows	Cleator	Sewer capacity issue
CS14	Ehenside School	Towerson St	Cleator Moor	2 Sewers at SE
CS29	Industrial Estate	Leconfield Stre	Cleator Moor	Sewer capacity issue
CS31	North Millhill Farm	Whinney Hill	Cleator Moor	2 Aqueducts pass thru
S154	Former Methodist Church	Ennerdale Road	Cleator Moor	Sewer capacity issue
S158	Todholes Farm		Cleator Moor	Sewer thru site + potential sewer capacity issue
S168	Adj Jobcentre	High St Cleator Moor	Cleator Moor	Sewer at SE
S177		Birks Rd	Cleator Moor	Sewer at NW
S190		Rear Crossings Close	Cleator Moor	Sewer thru site + potential sewer capacity issue
S191		POS Bowthorn Rd	Cleator Moor	Aqueduct thru site
S192	Railway land	Bowthorn Road	Cleator Moor	Aqueduct thru site
S312	Former sitehut	Threaplends	Cleator Moor	Aqueduct crosses
S313	Former allotments	Crossfielld Road	Cleator Moor	Potential sewer capacity issue
S315	Allotments	James St	Cleator Moor	Sewer thru site
S328	Leconfield Extension	Leconfield St	Cleator Moor	2 Aqueducts + sewer thru site
SR08A	Frizington Road West		Cleator Moor	2 Aqueducts at N
SR13A	Whinney Hill North	Whitehaven Rd	Cleator Moor	Sewer & Water main at N
S024		Barf's Road,	Distington	Sewer capacity issue
S132		Barfs Road	Distington	Sewer capacity issue
S137		Chapel St	Distington	Sewer capacity issue
S138	Car Park British Legion	Distington	Distington	Sewer capacity issue
S140		01 Main St	Distington	Sewer at boundaries + potential sewer capacity issue
S142	Old Hall	Main St	Distington	Sewer capacity issue

Ref	Site	Street	Settlement	Utility Capacity (UU)
S322	Rear Old School	Chapel St	Distington	Sewer capacity issue
S331	Cleared Housing	Kilnside	Distington	Sewer capacity issue
CS52	Wray Head	Station Road	Drigg	LARGE SITE - may exceed WwTW capacity
CS33	Beck Brow Farm	Haile	Egremont	LARGE SITE - may exceed WwTW capacity
CS54	Adj Daleview Gardens	Uldale View	Egremont	Sewer at North
CS55	Gulley Flatts East	Queens Drive	Egremont	LARGE SITE - contiguous with current development
CS56	Gulley Flatts West	Queens Drive	Egremont	LARGE SITE - contiguous with current development
CS58	Adj Sandholes	Grove Road	Egremont	May be sewer capacity issue
S199	Car park	Chapel street	Egremont	Sewer at S
S203		High Mill	Egremont	Sewer thru site
S215	Masonic Hall	Bookwell	Egremont	Sewer capacity issue
S319		Beck Green	Egremont	2 Sewers thru site
CS39	South Park	Rheda	Frizington	LARGE SITE - may exceed WwTW capacity
S029	Mid Town Farm	Main Street	Frizington	Sewer capacity issue
S114	Garage Site	Rear Council Chambers	Frizington	Sewer capacity issue
S124	Chapel Autos	Main St Frizington	Frizington	Sewer capacity issue
CS50	Adj Cricket Club		Haverigg	Sewers cross
CS51	Adj Boundary Lane	Mainsgate Road	Millom	Sewer at West
CS57	Rear Clarack House	Scalegill Road	Moor Row	Sewer at North
CS49	Round Close Farm		Moresby Parks	LARGE SITE - no current utility infrastructure
S329	Former housing	High Moor Road	Moresby Parks	Sewer thru + potential sewer capacity issue
S330	Former Housing	Walkmill Close	Moresby Parks	Sewer at S + potential sewer capacity issue
CS48	Brisco Bank farm		Parton	LARGE SITE - contiguous with current development
S323	Fern Cottage	Brewery Brow	Parton	Sewer capacity issue
S324	Playground	Brewery Brow	Parton	Sewer capacity issue
CS47	Brisco Bank		Quality Corner	Sewers crosses & Sewer Flooding nearby
S030		Rowrah Road, Rowrah	Rowrah	LARGE SITE - may exceed WwTW capacity
S041		Cross Lanes,	Seascale	Sewer capacity issue
S043		Links Crescent	Seascale	Sewer capacity issue
S099	Swang Farm		Seascale	Water Main thru + potential sewer capacity issue
S102		Black How	Seascale	Sewer capacity issue
S103	Car Park	the Banks	Seascale	Sewer capacity issue

Ref	Site	Street	Settlement	Utility Capacity (UU)
S109		Town End Farm East	Seascale	Sewer capacity issue
CS11		Nethertown Rd	St Bees	Sewer capacity issue
S227	Rear Manx Horizon		St Bees	Sewer capacity issue
S229		Abbey Rd	St Bees	Sewer capacity issue
S325	Stonehouse Farm	Main St	St Bees	Sewer capacity issue
S336	Rear Albert Hotel	Lonsdale Terrace	St Bees	Sewer capacity issue
SR05	Nook Meadow		The Hill	No public Sewer
CS04	Harras Dyke Farm 2	Harras Moor	Whitehaven	2 Aqueducts at SW boundary
CS06	High Road	Woodhouse	Whitehaven	Sewer Capacity
CS10	Moresby Parks Rd	Hensingham	Whitehaven	Trunk main thru
CS12	New Monkwray	Hensingham	Whitehaven	Trunk main thru
CS13	North Row	Kells	Whitehaven	Sewer Capacity
CS18	Former Rhodia Offices	Kells	Whitehaven	Sewer Capacity
CS37	Adj Bay Vista	Elizabeth Crescent	Whitehaven	Trunk main thru
CS42	East of Bay Vista		Whitehaven	Trunk main thru
CS43	North East Bay Viste		Whitehaven	Trunk main thru
CS44	Play Area	Bay Vista Estate	Whitehaven	Sewer at West
CS46	Rosemary Close	Bay Vista Estate	Whitehaven	2 Sewers at West
S002	Car Park	Quay Street	Whitehaven	Sewer crosses & Sewer Flooding
S006	St Mary's RC Primary School	High Road	Whitehaven	Sewer capacity issue
S007	Woodhouse	Woodhouse Road,	Whitehaven	Sewer capacity issue
S013	Parton	Parton Brow	Whitehaven	LARGE SITE - may exceed WwTW capacity
S048		Quay Street	Whitehaven	Sewer capacity issue
S049		Marlborough Street	Whitehaven	Sewer Flooding
S050	Mark House	Strand Street	Whitehaven	Sewer Flooding
S052		Albion Street	Whitehaven	Sewer Flooding
S053		Albion Street South	Whitehaven	Sewer Flooding
S054	BT Depot	Cart Road	Whitehaven	Sewer Flooding
S056	Telephone Exchange	Catherine Street	Whitehaven	Sewer Flooding
S058	Chapel House	Hensingham	Whitehaven	Sewer Flooding
S059		North Row Kells	Whitehaven	Sewer capacity issue
S060	Old Welfare Home	St Bees Road	Whitehaven	Sewer capacity issue

Ref	Site	Street	Settlement	Utility Capacity (UU)
S064	Woodhouse	Wastwater Road	Whitehaven	Sewer capacity issue
S065		Kells School Kells	Whitehaven	Sewer capacity issue
S068		Egremont Road Hensingham	Whitehaven	Sewer capacity issue
S244	Cumbria Electrical	Duke Street	Whitehaven	Sewer capacity issue
S246	Garage & Workshops	High Street	Whitehaven	Sewer capacity issue
S248		Duke st/Tangier St	Whitehaven	Sewer Flooding
S250	Methodist Church	Lowther Street	Whitehaven	Sewer Flooding
S252	Bus Depot	Bransty Row	Whitehaven	Sewer Flooding
S253	Bus Works	Bransty Row	Whitehaven	Sewer Flooding
S254	Bus Station	Bransty Row	Whitehaven	Sewer Flooding
S255	Snooker Club	Roper Street	Whitehaven	Sewer Flooding
S258		Harbour View	Whitehaven	Sewer capacity issue
S260		Rosemary Lane	Whitehaven	Sewer crosses & Sewer Flooding
S278	Recreation Ground	Coach Road	Whitehaven	Water main thru & Sewer Capacity
S282	Corkickle Goods Yard		Whitehaven	Sewer thru & Sewer Capacity
S285		Meadow View	Whitehaven	2 sewers + 2 water mains thru & Sewer Capacity
S289	Abattoir Site	Preston St	Whitehaven	Sewer crosses & Sewer Flooding
S292	Former railway sidings	Coach Road	Whitehaven	Sewer crosses & Sewer Flooding
S293	Warehouse	Mill Street	Whitehaven	Sewer Flooding
S295	Joinery Works	Catherine Street	Whitehaven	Sewer Flooding
S302		Cockpit	Whitehaven	Sewer Capacity
S306	YMCA/Steves Paints	Newtown	Whitehaven	Sewer crosses & Sewer Flooding
S307	Timber Yard/TA Centre	Howgill St	Whitehaven	Sewer Capacity
S308	Howgill Quarry	Lakeland Ave	Whitehaven	Sewer Capacity
S309	Former Housing	Valley View Rd	Whitehaven	Sewer thru + potential sewer capacity issue
S310	Playground	Valley View Rd	Whitehaven	Sewer thru + potential sewer capacity issue
S311	Garage Site	Rutland Ave	Whitehaven	Sewer capacity issue
SR02	Adj St Mary's School	Kells	Whitehaven	Sewer Capacity

FLOODING

South West Lakes Catchment Flood Management Plan ²⁷

The South West Lakes Catchment Flood Management Plan (CFMP) includes details of proposed policies and an action plan that identifies how the policies will be implemented. CFMPs will put in place policies for sustainable flood risk management for the whole of the South West Lakes catchment for the long term (50 to 100 years). They will not determine specific ways of reducing the risk of flooding or how to manage flooding issues. Although the EA does not know what will happen in 50 to 100 years time, they have predicted general trends for the effects of climate change and pressures from extra development to test if their plans are sustainable. The first CFMP will be reviewed periodically (approximately every six years) so that it reflects any changes in the catchment.

Catchment overview

The study area is made up of a series of sub-catchments, covering the west and south of Cumbria, extending from Whitehaven in the north, the Lake District high fells in the east and extending south to Barrow. The catchment is amongst the wettest and steepest sloped in England and Wales. Run-off following rainfall is generally rapid, due to the relatively impermeable underlying geology and sparse cover by drift material in the upland reaches.

The population within the catchment area is approximately 150,000, most of who live in Barrow and Whitehaven. Approximately 97 per cent of the catchment is rural, with 24 per cent of the catchment area being Grade 3 (good to moderate quality) and 68 per cent Grade 4 & 5 (poor quality) agricultural land (agricultural land is graded from 1 to 5). The lack of higher quality land in the catchment means that major changes in the way the land is managed will have little effect on reducing the risk of flooding. Increasing development and climate change in main flood risk areas means these flooding issues are likely to increase and become more complicated. The catchment contains a number of valuable environmental sites, including the Duddon and Esk estuaries and the River Ehen SSSI.

Current flood risk and management

There have been a number of flood events in recent years but damage has been limited due to the rural nature of the catchment. Approximately 1,400 properties are at risk of flooding from an extreme (0.1% annual probability) event. Most flooding happens due to either abnormally intense thunderstorms, causing flash flooding during the summer months, or prolonged periods of heavy rain during the autumn/winter flowing into rivers and the main causes of flooding are lack of capacity in culverts and river channels.

²⁷ South West Lakes Catchment Flood Management Plan (CFMP) by the Environment Agency

Egremont and Whitehaven are the two main areas within Copeland at risk of flooding (see Table below for the number of properties at risk). There is a moderate risk of flooding from watercourses in Cleator Moor, Cleator Mills, Braystones and Beckermat. The rest of the areas at risk of flooding in the catchment are spread out and so the consequences are only minor. Major flood risk events include the November 1999 storm which flooded up to 260 properties in the catchment including many in Whitehaven and some in Egremont and Cleator Moor. Overall, there are few flood management assets throughout the catchment. The main stretches of raised defences are generally privately owned and protect agricultural land in the coastal plain. On average, the EA spends approximately £77,000 a year on maintaining river channels, defences and structures in the SW Lakes catchment. They provide a flood warning service for the River Ehen at Egremont and a number of coastal stretches, as well as flood watch for the rivers Ehen, Calder, Irt and Esk by fax and via the media.

Flooding from the sea, which is a major risk to the extensive coastline, is dealt with separately in the relevant Shoreline Management Plans (SMP).

Table 18 Current and future flood risk at key locations in the SW Lakes catchment

Location	1% a.p flood		0.1% a.p flood	
	Now	2100	Now	2100
Egremont	333	460	360	485
Dalton	215	215	217	217
Whitehaven*	113	120	186	201
Barrow** (east)	8	8	17	17
Beckermat and Thornton	74	73	85	85
Cleator Moor and Cleator	95	106	103	116
Ennerdale	11	13	13	15

*An additional 150 properties at risk from other sources, probability unknown

** An additional 308 properties at risk from sewer flooding in Barrow, probability unknown

Table 19 Flood risk for Environment, Properties and Infrastructure

Asset	Main source of flooding	Consequences
Coastal railway line	Various main rivers on the coastal plain	The west coast Cumbrian railway line would be closed; this is the only rail route through north west Cumbria.
A595 coastal trunk road	Various main rivers on the coastal plain	Small sections of the A595 would be flooded and blocked. There does not appear to be any diversions if many of the rivers were flooded at the same time. Egremont may be blocked north and south in a severe flood.
Distington Landfill site (0.6ha)	Distington Beck	Pollution of Distington Beck.
Lillyhall Landfill site (0.8ha)	Distington Beck	Pollution of Distington Beck.
BNFL North Tip Extension (0.8ha)	River Calder	Pollution of River Calder.
Duddon Valley Woodlands SSSI	River Duddon	Flooding could cause damage to species within the ancient and extensive woodland.
Duddon Mosses SSSI, SAC, NNR	River Duddon	Inappropriate water levels could damage this designation.
Low Church Moss SSSI	River Ehen	Inappropriate water levels could damage this designation.

Map 18 Infrastructure at risk of flooding

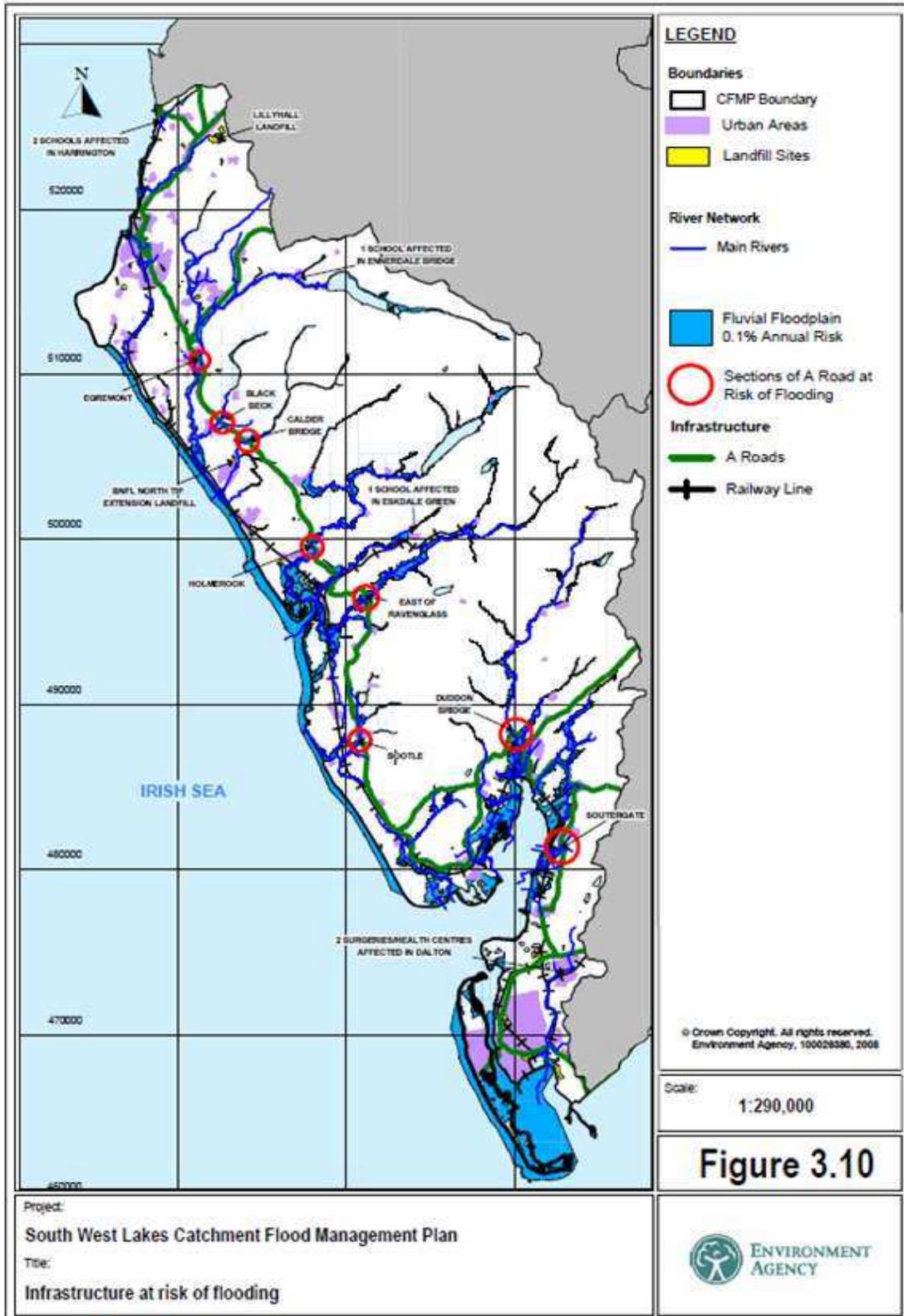


Table 20 Environmental Designations Affected by Flooding

Site	Impact of flooding in the future
Duddon Mosses SSSI, NNR, SAC	Maintaining higher water would improve the condition of this designation. This is mainly groundwater and tidal related rather than an increase in fluvial flows.
Annaside SSSI	More frequent flooding to fill ponds/pools may help this SSSI habitat in the future. However the impact will be small as flooding will be irregular.
River Ehen SSSI, SAC	This SSSI, SAC is sensitive to changes in the flow regime system so the increase in future flows in this part of the Ehen could harm the river.
Ennerdale Water SSSI and Wast Water SSSI, SAC	An increase in water levels as a result of increased runoff and inflows may damage these lakes.
Brantake Moss and Devoke Water SSSI	Increased flooding may stop some species of plants growing in this floodplain habitat, but the increase in future flooding is not thought to be of great concern.
Crople How Mire and Low Church Moss SSSI	These lowland floodplain mires could benefit from more extensive flooding by being made wetter and extending them. This is not likely to be improved by higher flood flows but by e.g. grip blocking.
Haile Great Wood SSSI	Some of the wet woodland species here may benefit by being extended from future flooding, but some species may be damaged by the increase in flooding.
Drigg Coast SSSI	Parts of this SSSI are fresh water marsh so higher water levels from increased flood frequency may be beneficial.
Hayes Castle SAM	This SAM is in the floodplain but there is no known history of flooding. Increased flooding would harm this site.
Calder Abbey SAM	This SAM is in the floodplain but there is no known history of flooding. Increased flooding would harm this site.
Seaton Nunnery SAM	This SAM is in the floodplain but there is no known history of flooding. Increased flooding would harm this site.

Overall, opportunities for improving the environment and heritage include:

- allowing rivers to flood more frequently to create wetland in some of the lowland reaches;
- reducing flood flows by reconnecting rivers to their natural floodplain by removing raised defences (embankments) or through excavation which would also benefit floodplain habitats;
- reducing maintenance in some places, reducing costs and allowing rivers to function naturally;
- integrating flood management of small settlements with the flood management of Scheduled Ancient Monuments (SAMs) and landfill sites.

Future flood risk

The EA developed the future scenarios for the potential increase in flooding by combining the three main influences (land use management, climate change and urban increase) with policy responses and timescales. These scenarios are intended to reflect changes in the catchment over the next 50 - 100 years. It is expected that climate change will increase flood flows by 20% across the catchment by 2100. It is not expected that the way the land is managed will change significantly in the future, although some of the sub catchments have been particularly sensitive to change in this area. There is some pressure for development in Whitehaven, which could increase runoff.

However, the main issue for urban increase in the catchment is development in the floodplain. It is expected that there will be a significant increase in flood risk in Egremont as a result of climate change. There will also be an increase in flood risk in Whitehaven, but not as high as in Egremont.

Policies and actions

The EA has proposed policies by selecting appropriate standard policies that accept, eliminate, reduce, transfer or share flood risk:

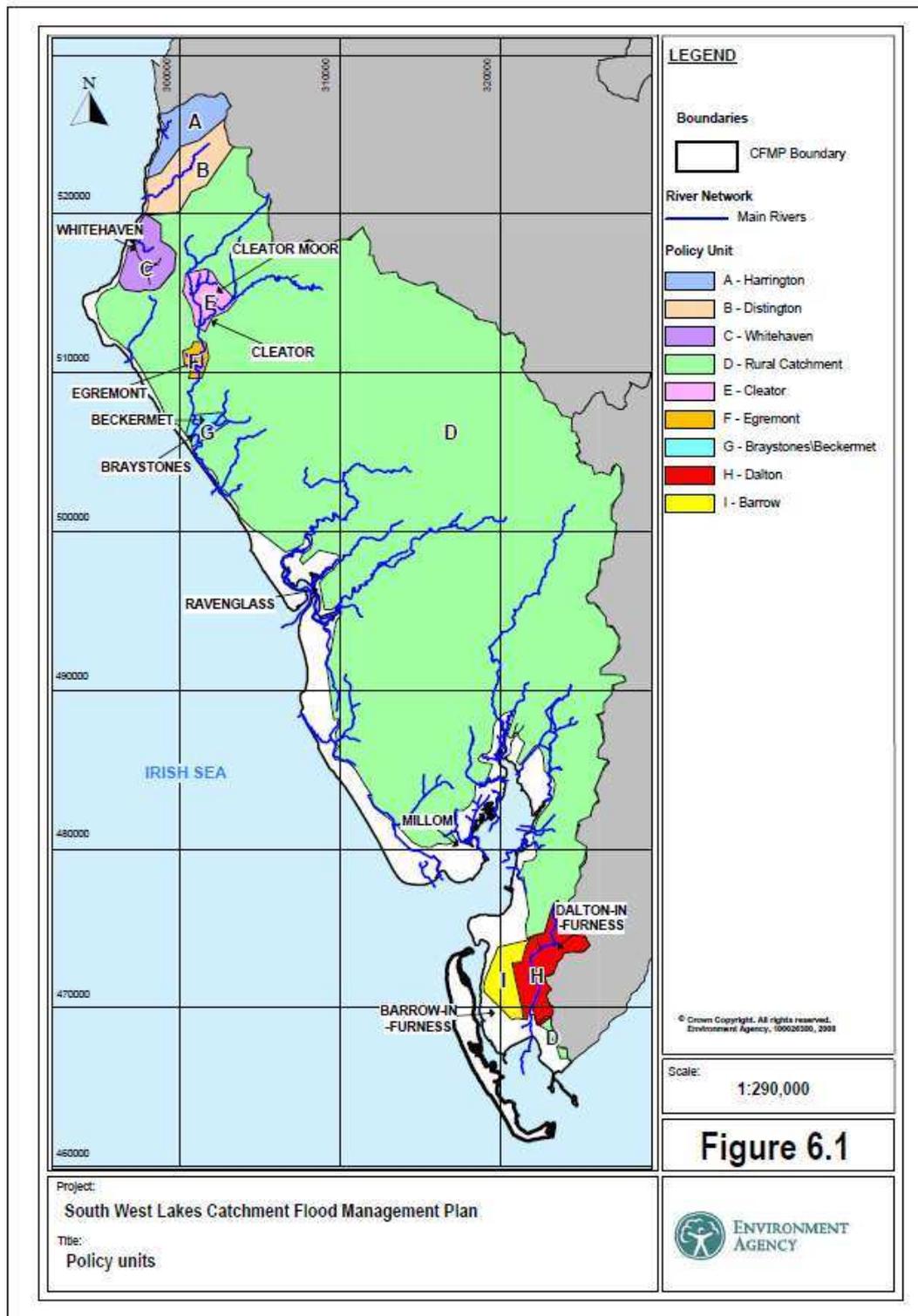
1. No active intervention (includes no flood warning or maintenance). Continue to monitor and advise.
2. Reduce existing flood risk management actions (accepting flood risk will increase over time).
3. Continue with existing or alternative actions to manage flood risk at the existing level (accepting that flood risk will increase over time from this baseline).
4. Take further action to sustain current level of flood risk into the future (responding to the potential increases in flood risk from urban development, land use change, and climate change).
5. Take further action to reduce flood risk (now and/or in the future).
6. Take action with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits, locally or elsewhere in the catchment.

The policy appraisal process split the South West Lakes catchment into nine areas (known as policy units). Policy units are areas that have a similar type of flooding in terms of the source of flooding, the area affected and the size of the effect on that area. The EA allocated a standard policy for flood risk management from the above list to each of the nine policy units. They identified a number of actions for each policy unit, including studies, plans and other projects. These are needed to implement identified policies or to overcome uncertainties associated with them. The policy units selected are as follows):

- A – Harrington: Policy 3
- B – Distington: Policy 3
- C – Whitehaven: Policy 5
- D – Rural Catchments: Policy 6
- E – Cleator: Policy 5
- F – Egremont: Policy 5
- G – Braystones/Beckermet: Policy 2

The EA will be responsible, together with other identified groups, for implementing the proposed actions. The EA will continue to review and monitor to help manage how the CFMP is implemented and how it performs in implementing policies and actions. This South West Lakes Catchment Management Plan is intended as a living document and is likely to be reviewed within six years.

Map 19 Flood Risk Policies for Individual Policy Units



Flood Risk Information for Key Copeland Settlements²⁸

Whitehaven Area

1. Distington Flood Risk Information

Data Available

Copy flood map for Distington including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Defences to protect Beck Green area constructed in 2005 as a response to frequent flooding

Models

Generalised national modelling to produce FZ 2 and 3.

General

Distington Beck is the only main river. Issues with flows from industrial estate upstream and from landfill site on Distington Beck. May be problems with none main river at Hayescastle Road Copeland would lead on this. No future works are planned.

Development Control

Previous non main river flooding problems at Common Side (surface water run off down hill). Flooding from non-main watercourse at Hayescastle Road area. Flooding around Hayescastle Farm from Distington Beck main river. Possible issues with development/extensions of Lillyhall Industrial Estate, some of which may drain into the Distington Beck catchment. Future development must limit surface water run of as much as is feasible.

2. Parton Flood Risk Information

Copy flood map for Distington including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Sea defences are present constructed by Copeland to protect against erosion and overtopping.

²⁸ Information provided by Environment Agency March 2010

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period.

General

History of tidal and fluvial flooding, although the fluvial flooding is attributed to non-main rivers flowing in culvert through the village. Copeland would lead on this. No EA work planned in Parton.

Development Control

Localised surface water run off problems, given steeply sloping nature of ground. Elements of tidal locking of surface water outfalls also leads to localised flooding. Non-main watercourse flooding currently being investigated by Copeland Borough Council.

Standard PPS25 guidance for development. As the area is predominantly Zone 1 EA would not be consulted on development unless over 1 ha. As such disposal of surface water from new development and development control restrictions placed on proposals affecting ordinary watercourse to be implemented by Copeland Borough Council.

3. Lowca Flood Risk Information

Copy flood map for Lowca including river network (information held by Copeland)

Copy of historic flood outlines

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

The non-main river through Lowca village is not modelled.

General

No history of flooding or significant issues. Significant length of watercourse in culvert, the potential exists for culvert related problems, blockages, collapse, increased flows from development.

Development Control

Localised surface water run off problems, given steeply sloping nature of ground. Recent proposals for culverting of non main watercourse possibly to open up land for development. Flood Defence Consent for this work was refused by EA but additional development pressures need to be carefully considered.

The area is predominantly in Zone 1 so the EA would only be consulted on sites over 1 ha in this zone. As such, disposal of surface water from new development and development control restrictions placed on proposals affecting ordinary watercourse, would be implemented by Copeland Council.

4. Moresby Parks Flood Risk Information

Copy flood map for Moresby including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

The non-main river through Moresby village is not modelled.

General

Limited flood risk.

Development Control

Localised surface water run off problems have resulted in flooding. The area is predominantly Zone 1 so EA would not be consulted on applications within zone 1 unless they are over one ha. As such, disposal of surface water from new development and development control restrictions placed on proposals affecting ordinary watercourse, would be implemented by Copeland Council.

5. Whitehaven Flood Risk Information

Copy flood map including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. Generalised national modelling has been used to produce FZ 2 and 3 to Pow Beck. The other smaller watercourses that are main river, Snebra Beck etc have not been modelled but are known to have flooding issues. Detailed modelling has been carried out by Copeland for Pow Beck but the EA has not sufficient confidence in this to use it to update the flood map.

General

Whitehaven has a history of flooding from both tidal and fluvial events. EA contributed to the Whitehaven dock gates that provide protection to the town from tidal events (1 in 200 standard) The gates also control the water level in the dock that allow a free discharge for Pow Beck. There are historic flooding problems to Coach Road and the Mirehouse Area. This can be attributed to river flooding, surface water and highway and sewer drainage problems. There is a flood basin near Meadow Road that is owned and operated by Copeland Borough Council.

The various other watercourses in Whitehaven also pose a flood risk and have historic flooding records. The EA undertakes routine maintenance to most of these watercourses but there are currently no plans for improvement works. The tidal flood risk areas currently are able to receive a specific flood warning for tidal flooding.

Development Control

Much of Whitehaven is within Zone 1 through the topography of the area, however, there are areas at risk of flooding. The Pow Beck Valley area was quite recently being considered for large scale development and this is immediately adjacent to Pow Beck and subject to flooding. There are very few main watercourses but a significant legacy of old culverted watercourses that can lead to problems. Mirehouse is a naturally low lying estate and subject to surface water flooding. Development proposals must carefully consider surface water disposal and best practice, as detailed in PPS25, should be considered, for all development proposals. The main issues are likely to be disposal of surface water generated from development and ensuring this does not exacerbate existing problems.

Egremont Area

6. Egremont Flood Risk Information

Copy flood map for Egremont including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

No formal flood defences but some garden walls and structures that afford some level of protection.

Models

Detailed hydraulic model used to derive flood outlines for the River Ehen and Skirting Beck. No model for other small watercourses, non main river.

General

The town has suffered significant floods in the past and has a formal flood warning area for the river Ehen. Significant risk from Skirting Beck but EA is unable to issue specific flood warnings due to the size of the watercourse and response times. EA is currently not planning any major flood elevations scheme, however, they do undertake periodic river gravel removal to maintain the current level of risk.

Development Control

Most areas at risk of flooding, whether from watercourse or surface water run off, are already developed. The SASRA Sports Ground provides surface water storage and should remain undeveloped as a sports area. (Presently this area is being temporarily developed as part of the West Lakes Academy rebuild.) No further specific advice other than the standard requirements of PPS25 for development in Zones 3, 2 and 1.

7. St Bees Flood Risk Information

Copy flood map for St Bees including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. Generalised national modelling has been used to produce FZ 2 and 3 to Pow Beck

General

Very limited flood risk to property from either fluvial or tidal, flood outlines generated from national modelling and unlikely to carry out detailed modelling due to low level of risk.

Development Control

Natural topography places much of St Bees in Zone 1. Pow Beck main river flows through the Pow Beck valley and as such much of the lower lying agricultural land is within Zones 3 or 2. Standard PPS25 advice for development in Zones 3, 2 or 1.

8. Bigrigg Flood Risk Information

No flood extents, only very small non main river watercourse. No details of any flood risk issues.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1.

9. Beckermet Flood Risk Information

Copy flood map for Beckermet including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Generalised national modelling has been used to produce FZ 2 and 3 for the rivers in Beckermet, that is currently shown on the flood map, however, EA has recently produced a more detailed river model and this will be used to update the flood map. Kirk Beck and Black Beck are main river. The other watercourses that flow through Beckermet are non main river and have not been assessed for flood risk.

General

There is some history of flooding in Beckermet including flooding from none main river. There is no specific formal flood warning area. There are no EA raised flood defences and currently no plans to carry out any improvement works but the EA will maintain the existing main river watercourse as necessary to manage flood risk.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. Given the location, large scale development (>5 dwellings) is considered unlikely. As such, EA would wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1. There is an ongoing issue with non-main watercourse flooding at Beckermet that the Making Space For Water Group is investigating.

10. Braystones Flood Risk Information

Copy flood map for Braystones including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. Detailed hydraulic model used to derive flood outlines for the River Ehen. There is no model for other small watercourses, non-main river.

General

Braystones has a flooding history. There are raised defences, constructed in 1980s to give a level of protection to Braystones village. These defences are maintained by the EA. There are also defences downstream of Braystones but as these only protect land, EA do not maintain these defences. There are properties on the beach that lie to the seaward side of the railway.

Development Control

There are numerous watercourses, both main and non-main, and a history of flooding. As such, much of the already developed area is within Zone 3 or 2. Given the location, large scale development (> 5 dwellings) is considered unlikely. As such EA wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1.

11. Nethertown Flood Risk Information

Copy flood map for Nethertown including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. No fluvial risk identified.

General

No fluvial risk identified. Properties at risk from tidal flooding are able to receive flood warnings. Second round of SMPs currently being carried out to guide future coast protection policy. Copeland is the lead authority for SMPs.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1.

12. Calder Bridge Flood Risk Information

Copy flood map for Gosforth including river network (information held by Copeland)

Copy of historic flood outlines.
Copy of NaFRA risk data (information held by Copeland)
Copy of areas susceptible to surface water flooding map (information held by Copeland)

General

Limited history of flooding and present extents look excessive hence a new mapping study has been carried out. There are no raised flood defences at Calder Bridge. There are currently no plans to carry out any improvement works but will maintain the existing main river watercourse as necessary to manage flood risk.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. As such, much of the already developed area is within Zone 3 or 2. Given the location, large scale development (> 5 dwellings) is considered unlikely. As such would wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1.

Cleator Moor Area

13. Cleator Moor Flood Risk Information

Copy flood map for Cleator Moor including river network (information held by Copeland)
Copy of historic flood outlines.
Copy of NaFRA risk data (information held by Copeland)
Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Detailed hydraulic model used to derive flood outlines for the Nor Beck and River Keekle

General

There is a history of flooding in Cleator Moor primarily from Nor Beck, the river flows in culver for part and lack of hydraulic capacity and blockages to inlet debris screens lead to problems. There are no specific flood warning areas for Cleator Moor. There are plans to improve Nor Beck in the next couple of years subject to funding being available.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. As such EA wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1. Development pressures are likely to lead

to problems with disposal of surface water and best practice should be considered. There are presently ongoing discussions regarding a large development (>1ha) near Mill Hill which is in Zone 1. In this case surface water management must be carefully considered and minimised so that it does not increase existing flooding problems.

14. Cleator Flood Risk Information

Copy flood map for Cleator including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Detailed hydraulic model used to derive flood outlines for the River Ehen and River Keekle and also for the small watercourse by the Catholic Church, these are all main River.

General

There is a history of flooding in the area from all three watercourses. Raised defences exist that protect parts of the industrial estate next to the River Ehen constructed by the developer of the site. There is no formal flood warning area in the Cleator area. There are currently no plans to carry out any improvement works but the EA will maintain the existing main river watercourse as necessary to manage flood risk.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. As such EA wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1. Development pressures are likely to lead to problems with disposal of surface water and best practice should be considered.

15. Ennerdale Bridge Flood Risk Information

Copy flood map for Ennerdale Bridge including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

The rivers Ehen and Crosdale Beck have detailed hydraulic models that have been used to derive the flood extents. There is one other small non-main river watercourse that has no modelled flood extents.

General

Ennerdale Bridge has a history of flooding, hence the detailed river models that have been produced. There are currently no plans for improvement works or specific flood warning service being offered due to the very short lead times.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. As such, much of the already developed area is within Zone 3 or 2. Given the location, large scale development (> 5 dwellings) is considered unlikely. As such EA wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1.

Mid Copeland Area

16. Seascale Flood Risk Information

Copy flood map for Lowca including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period.

General

No hydraulic models of any watercourse in Seascale, all none main river. Will be some risks from flooding and from culverts etc. There are no historic flooding records.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1.

17. Ravenglass Flood Risk Information

Copy flood map for Ravenglass including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. Generalised national modelling has been used to produce FZ 2 and 3 for the River Mite.

General

Ravenglass has a history of tidal flooding and as a result of this, raised sea defences and flood gates were constructed in the 1980s that provide a level of protection with a standard of protection of 1 in 20 to 1 in 40 range of return period. The EA issue tidal flood warnings for this area. There is limited fluvial flood risk mainly in the valley of the River Mite. The EA has no plans to carry out major improvement works but will continue to maintain current defences.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1. The main areas of Ravenglass within Zone 3 are already developed. Significant areas to the east are in Zone 1, however, this is more than likely to be outwith the development boundary and large scale development is not anticipated.

18. Holmerook Flood Risk Information

Copy flood map for Holmerook including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Generalised national modelling has been used to produce FZ 2 and 3 for the River Irt. Holmerook is above tidal influences.

General

Some properties are at flood risk from the River Irt, which is a main river. Nine flooded in the Nov 2009 event. No raised flood defences exist in the village but there are some raised defences downstream of the village protecting

agricultural land, the EA does not maintain these defences. EA has no details of flood risk from Black Beck, the non-main river flowing through Holmerook. The A595 is within the flood risk area.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1.

19. Gosforth Flood Risk Information

Copy flood map for Gosforth including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Generalised national modelling has been used to produce FZ 2 and 3 for the River Bleng, currently shown on the flood map, however, recently a more detailed river model has been produced which will be used to update the flood map. The River Bleng is main river. The other watercourses that flow through Gosforth are non main river and have not been assessed for flood risk.

General

EA has limited knowledge of historic flooding in Gosforth or Wellington but there are significant areas of Wellington identified to be at flood risk. There are currently no plans to carry out any improvement works but will maintain the existing main river watercourse as necessary to manage flood risk.

Development Control

There are numerous watercourses, both main and non main, and a history of flooding. Given the location, large scale development (>5 dwellings) is considered unlikely. As such EA wish to reiterate the standard requirements of PPS25 for development in Zones 3, 2 or 1.

South Copeland Area

20. Millom Flood Risk Information

Copy flood map for Millom including river network (information held by Copeland)

Copy of historic flood outlines.

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Models

Extreme sea levels for range of return periods up to 1 in 1000 year return period. Generalised national modelling has been used to produce FZ 2 and 3 to Salthouse Pool. Small non main watercourses near Devonshire Road have not been modelled.

General

There is no history of significant flooding. The main risk is from an extreme tidal event. There are significant property numbers identified as being at risk and are offered some level of protection by the raised defences to the north of the town that are maintained by the Environment Agency. Currently there are no plans to carry out any improvement works.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1. The main aspect of the developed centre of Millom is predominantly within Zone 1. Zone 3 extends to the north of the town; this would only be significant if development was proposed in this area.

21. Haverigg Flood Risk Information

Copy flood map for Haverigg including river network (information held by Copeland)

Copy of historic flood outlines

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

The town has flood defences built in 1992 and provides a 1 in 100 chance of flooding in any given year from a combination of tidal and fluvial flooding, shown on the flood map.

Models

There are extreme sea levels for range of return periods up to 1 in 1000 year return period. There is no detailed hydraulic models for rivers.

General

The existing flood defence scheme provides a good level of protection and there are currently no plans for any further improvement works.

Development Control

There are a number of main and non-main watercourses which must be duly considered in development proposals. Tidal and fluvial interaction can lead to flooding, however, a defence scheme is in place which offers protection.

However, any development on the landward side within the protected area must also consider the residual flood risk from failure or overtopping of the defence. EA reiterates the requirements of PPS25, with particular reference to development behind existing defences.

22. Silecroft Flood Risk Information

Copy flood map for Silecroft including river network (info. held by Copeland)

Copy of historic flood outlines

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Flood defences exist some 1km below Silecroft near Kirksanton but only protect farmland. No detailed hydraulic models for rivers.

Models

The non-main river is not modelled.

General

There is limited flood risk to property from the main river and only a couple of minor non main rivers with no flood extents or models.

Development Control

Standard PPS25 advice for development in Zones 3, 2 or 1.

23. Bootle Flood Risk Information

Copy flood map for Bootle including river network (information held by Copeland)

Copy of historic flood outlines (None Available)

Copy of NaFRA risk data (information held by Copeland)

Copy of areas susceptible to surface water flooding map (information held by Copeland)

Modelling Available

Generalised national modelling to produce FZ 2 and 3.

General

There are no raised defences or critical culvert structures. Currently there are no plans for any flood alleviation works. Previous to November 2009, EA had no historic flooding records.

Development Control Issues

Standard PPS25 advice for development in Zones 3, 2 or 1.

Strategic Flood Risk Assessment (SFRA)

A Strategic Flood Risk Assessment was undertaken for Copeland Borough Council in August 2007, by Jacobs²⁹. The report forms part of the Evidence Base for the LDF. It looks at the probability of flooding within the main settlements from various sources and makes recommendations with regard to a number of potential development sites.

Shoreline Management Plan

Shoreline Management Plans (SMP's) are being produced around the coastline of England and Wales to enable operating authorities to identify long term, sustainable policies for the coastal defence of the shorelines. SMP's involve the study and monitoring of coastal processes (including tides and sediments) and of how the shoreline responds to these processes.

The Environment Agency (EA) and maritime local authorities work together on the flood protection of low lying ground and defending the coastline from erosion by the sea. The EA has a duty to exercise a general supervision over matters relating to flood defence. Both the Agency and the maritime local authorities have powers to carry out sea defence works to protect low lying land against flooding by the sea. Maritime local authorities also have additional powers to carry out coast protection works to prevent erosion of the land by the sea.

The EA and local authorities are partners to the SMP process, so that the policies and decisions resulting from SMP's are fed into each organisation's plans for its coastal frontage.

Copeland Borough Council is part of the North West & North Wales Coastal Group. The group consists of coastal and maritime local authorities and other interested bodies (such as the Environment Agency and English Nature) located within an area that stretches from Great Orme Head to the Solway Firth. This stretch of coastline is referred to as Cell 11. Copeland Borough Council is the lead authority for cell 11d - an area of coast that stretches from St. Bees Head to Earnse Point on Walney Island.

Copeland's Coast supports different land uses that include recreation, fishing and farming and is important for tourism with day trippers and holiday makers increasingly drawn to Copeland's beautiful coastline.

The first round of SMP's, referred to as SMP1, was completed in 1999. The second phase of SMP's - SMP2³⁰ is now taking place and will build upon the knowledge and recommendations of SMP 1. A review of the Shoreline Management Plan covering the Copeland area commenced in 2008 and is now (September 2010), almost complete.

²⁹ Copeland Borough Council Strategic Flood Risk Assessment August 2007

³⁰ North West England and North Wales Shoreline Management Plan 2

Shoreline Management Plans are used as part of the evidence base for the Local Development Framework (LDF) and policies in the LDF should reflect the risks highlighted in the SMP.

Shoreline Management Plans set out sustainable policies for managing the risks of coastal erosion and flooding.

In accordance with the 2006 DEFRA guidance, SMP2 has been developed in stages. The guidance gives four possible policy options for each stretch of coastline as follows:

- **Hold the line** – maintain the existing defence line
- **Advance the line** – build new defences seaward of the existing defence line
- **Managed realignment** – allow the shoreline to change with management to control or limit movement
- **No active intervention** – no investment in providing or maintaining defences

Plans will cover 3 timelines and assess the best policy for the area in each time period:

Short term - 0 – 20 years

Medium Term - 20 – 50 years

Long Term - 50 –100 years

Implementation of the revised Shoreline Management Plan will have little direct impact on Copeland Borough Council in terms of coastal management, but is likely to have an impact in terms of updated spatial planning policies and emergency plans to deal with increased risk of coastal erosion and flooding.

Large stretches of the Copeland coast are open and the SMP policy remains “No Active Intervention” in these areas. Many of the front line defences are the responsibility of Network Rail and as long as the Cumbrian coastal railway remains open, the policy is “Hold the Line” or “No Active Intervention” until the railway is threatened.

Copeland is responsible for coastal defences in a number of locations and where the policy remains “Hold the Line”, maintenance of such defences will continue, subject to revenue funding. At Saltom Pit, the policy for the first two epochs is “Hold the Line”, but a caveat has been included stating that this is as long as it is technically feasible to do so or remains economic to do so.

Adoption of SMP2 will give Copeland Borough Council a tool to deliver sustainable flood and coastal erosion risk management over the long term and it will support any application for grant funding for any studies, strategies and schemes that may be needed to deliver sustainable flood and coastal erosion risk management. Copeland Council adopted the SMP in September 2010.

For Copeland Borough Council the effective result of SMP2 will be to continue to maintain existing defences from revenue budgets (£14,000 for the 2010/2011 financial year). Identification of maintenance works is usually undertaken through the annual coastal defence inspections, which are undertaken as part of regional monitoring, which is grant funded.

Studies and strategies identified in SMP2 will be undertaken by specialist consultants, should they receive grant funding. However, it is likely Copeland Borough Council will need to provide information that will help in this process.

The Action Plan that forms part of the revised Shoreline Management Plan has an outcome for each of the identified actions. It is the role of the North West and North Wales Coastal Group to monitor the Action Plan and report on its progress.

The SMP is divided into a series of coastal sub areas and policies have been identified for each of these sub areas, as illustrated below.

Table 21 Whitehaven to Workington

Whitehaven to Workington (1 to 2)						
Recommendations:						
Overview:						
<p>The towns of Workington and Whitehaven are key regional centres and therefore, continued flood and erosion risk management to these towns forms the basis of the long term SMP vision for this area.</p> <p>Assuming the railway is going to remain operational then the long term plan will be to maintain it in its current position and continue to afford defence to it. However, if the railway does not remain, then the long term plan would be to not continue to maintain those defences. However, even walking away would not enable a 'naturally' functioning coast as the debris from existing structures would take decades to disperse. Some localised defences may be permissible therefore eg at Harrington Parks, however, neither long term approach will be compromised by a short term (present day) policy to continue maintaining existing defences.</p> <p>Localised policies at Harrington Parks. The Howe and south of Workington Harbour will provide some sediment input, from cliff erosion, to local beaches and adjacent frontages. The SMP policies manage risks to existing commercial, residential and community assets thus achieving the social objectives, whilst the environmental objectives can be addressed by allowing the areas of natural coast, and disused industrial areas, to erode to facilitate localised natural roll-back of the shoreline and provide sediment to neighbouring frontages, unless the erosion poses a contamination risk.</p>						
Location (Policy Unit)	Policy and Approach (from 2010)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
2.1 Whitehaven Harbour and north beach	Hold the Line – By maintaining harbour walls and gates – assumes harbour remains operational, maintain / extend rock revetment to railway.	Hold the Line – By maintaining / upgrading harbour defences, harbour gates and rock revetment – assumes harbour remains operational.	Hold the Line – By maintaining / upgrading harbour defences, harbour gates and rock revetment – assumes harbour remains operational.	Maintains the integrity of the town and port.	Manages risk to Scheduled Monuments (the Quay and Lighthouse). No adverse impacts on designated sites through holding the line.	The economic viability of the policy may depend on heritage, tourism and amenity values. (See Note 1 below).
2.2 Bransty to Parton	Hold the Line – By maintaining / upgrading railway defences.	Hold the Line – By maintaining / upgrading railway defences.	Hold the Line – By maintaining / upgrading railway defences.	Maintains railway as transport linkage.	No adverse impacts on designated conservation sites through holding the line.	The economic viability of the policy may depend on more detailed assessments of costs of rerouting or defending railway on current alignment. (See Note 1 below).
2.3 Parton	Hold the Line – By maintaining / upgrading railway defences by maintaining rock revetment.	Hold the Line – By maintaining / upgrading railway defences by maintaining / upgrading rock armour defences, possible addition of local flood wall or embankment.	Hold the Line – By maintaining / upgrading railway defences by maintaining / upgrading defences.	Manages risk to railway station and railway and adjacent flood risk area.	Manages risk to Parton Roman Fort Scheduled Monument (part of Hadrian's Wall WHS). No adverse impacts on designated conservation sites through holding the line.	The economic viability of the policy may depend on benefits from railway and heritage features (not quantified at SMP stage). (See Note 1 below).
2.4 Parton to Harrington Parks	Hold the Line – By maintaining / upgrading railway defences.	Hold the Line – By maintaining / upgrading rock armour defences, possible addition of local flood wall or embankment.	Hold the Line – By maintaining / upgrading defences.	Maintains railway as transport linkage.	Manages risk to northern part of Parton Roman Fort Scheduled Monument (part of Hadrian's Wall WHS). No adverse impacts on designated conservation sites through holding the line.	The economic viability of the policy may depend on more detailed assessments of costs of rerouting or defending railway on current alignment. (See Note 1 below).
2.5 Harrington Parks to Harrington Harbour	Hold the Line – By maintaining defences due to potentially contaminated land. Undertake study to confirm policy in longer term.	No Active Intervention – By ceasing maintenance of defences and allowing defences to fail and returning to more naturally evolving coast, dependent on outcome of study undertaken in the short term.	No Active Intervention – No defences, allow natural evolution of shoreline up drift of harbour breakwater.	Amenity area and car park would need adaptation to facilitate roll back of the shoreline.	Potential contaminated land (e.g. slag banks) would need investigation.	Policy is economically viable. Insufficient justification for long term defences unless land is contaminated.

Location (Policy Unit)	Policy and Approach (from 2010)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
2.6 Harrington Harbour	Hold the Line – By maintaining harbour walls – assumes harbour remains operational.	Hold the Line – By maintaining / upgrading harbour walls – assumes harbour remains operational and can afford improvements.	Hold the Line – By maintaining / upgrading harbour walls – assumes harbour remains operational and can afford improvements.	Maintains amenity and social value associated with harbour.	No designated conservation sites present.	The economic viability of the policy may depend on additional non-quantified commercial / amenity benefits of harbour use. (See Note 1 below).
2.7 Harrington to Steel Works Site	Hold the Line – By doing nothing until railway at risk, then construct railway defences.	Hold the Line – By maintaining / upgrading defences.	Hold the Line – By maintaining / upgrading defences.	Maintains railway as transport linkage.	No designated conservation sites present.	The economic viability of the policy may depend on more detailed assessments of costs of rerouting or defending railway on current alignment. (See Note 1 below).
2.8 Steel Works Site	Hold the Line – By maintaining / upgrading seawall and revetment including site developer extension and upgrades to defences.	Hold the Line – By maintaining / upgrading / extending seawall and revetments, as necessary to reduce risk to the redeveloped sites.	Hold the Line – By maintaining / upgrading / extending seawall and revetments. – assumes as necessary to reduce risk to the redeveloped site.	Maintains integrity of Workington by managing coastal risk to Workington employment redevelopment area.	Manages risk to potential contaminated land.	The economic viability of the policy depends on the redevelopment at the site. Not economically viable for existing assets, assumes developer contributions. (See Note 1 below).
2.9 Steel Works to The Howe	No Active Intervention – Allow continued erosion of shoreline.	No Active Intervention – Allow return to naturally functioning coast.	No Active Intervention – Allow return to naturally functioning coast.	No significant social assets at risk.	Slag bank has been eroding for many years, therefore minimal environmental impacts anticipated.	Insufficient economic justification for new defences.
2.10 The Howe to Workington Harbour south breakwater	Managed Realignment – By allowing defences to fail and cliffs to form.	Managed Realignment – Allow erosion until assets at risk or contaminated land justifies defences.	Managed Realignment – Allow erosion until assets at risk or contaminated land justifies defences.	Sea-back defence line may be required to sustain southern part of town.	Allows for management of risks from erosion of contaminated land.	Insufficient economic justification for maintaining defences on current shoreline position.
2.11 Workington Harbour	Hold the Line – By maintaining harbour flood defence walls – assumes harbour remains operational.	Hold the Line – By maintaining / upgrading harbour flood defence walls and Isabella Road embankment – assumes harbour remains operational and improvements affordable.	Hold the Line – By maintaining / upgrading harbour defences – assumes harbour remains operational.	Manages flood risk to Workington.	No designated conservation sites present.	Policy is economically viable due to assets at risk in flood risk area.
<p>Key assumptions made during development</p> <p>Contamination risk from previously reclaimed frontages at Harrington Parks and south of Workington is uncertain, therefore future studies will be required to address these uncertainties.</p> <p>Actual erosion rates are unknown, therefore rates stated in the accompanying map are only estimates.</p> <p>It has been assumed that the railway line will remain operational; however, the viability of the line in its current location will need to be addressed as sea levels rise. More detailed economic analysis will also be needed to support decisions where the value of railway infrastructure is important.</p> <p>Investigations proposed in the Action Plan are needed to support decisions in connection with potential contaminated land sites.</p> <p>Economic justification needs to be examined in more detail at strategy level and opportunities for co-funding need to be investigated.</p> <p>The SMP policies will be subject to review if sea level rise predictions are changed.</p>						
<p>Note 1: Policy delivery in the noted frontages may be compromised by funding prioritisation due to the low Benefit Cost Ratio and therefore opportunities for co-funding need to be investigated.</p>						

Map 20 Whitehaven to Workington

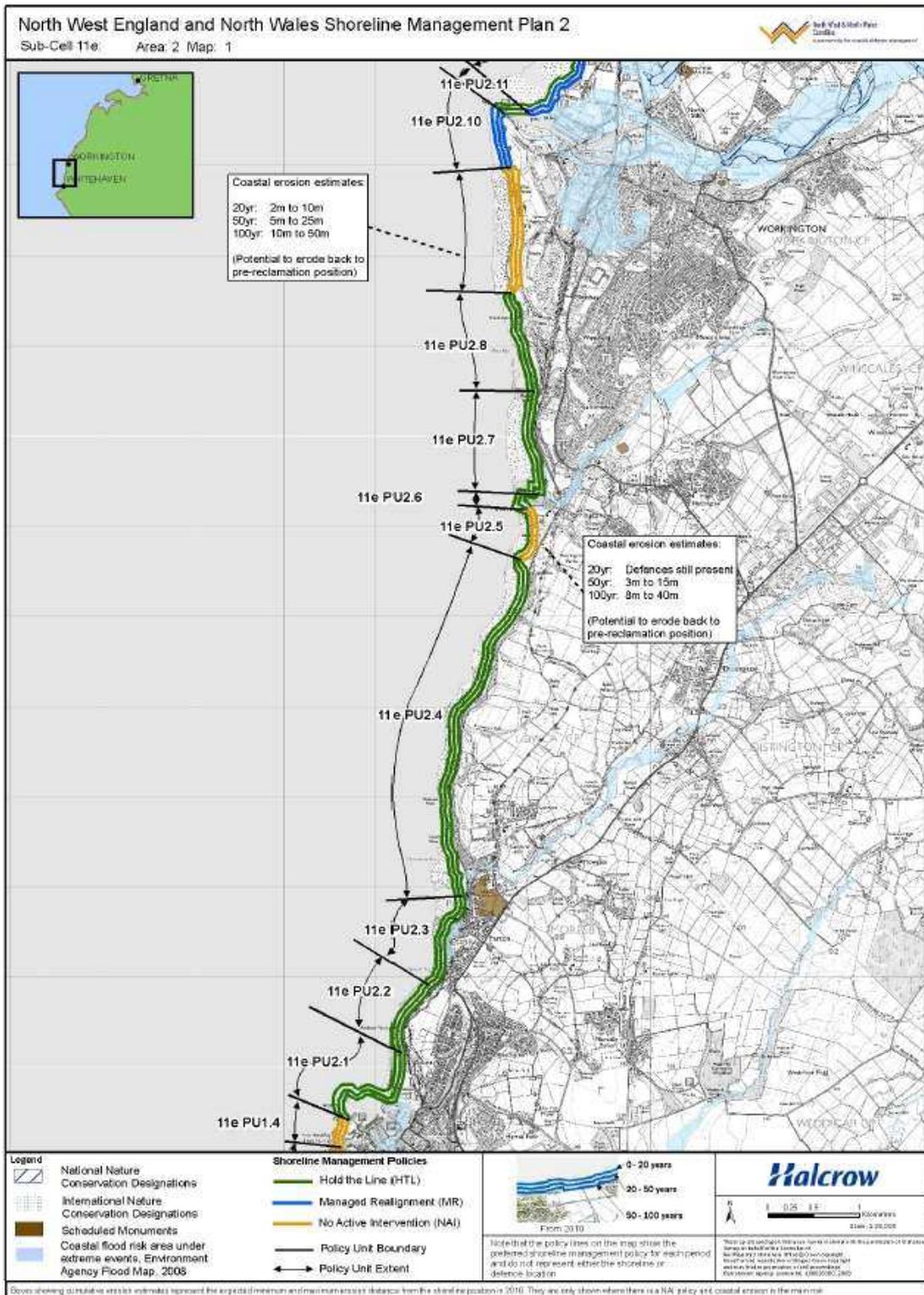


Table 22 St Bees to Whitehaven

St Bees Head to Whitehaven (11e 1)						
						
Recommendations:						
Overview:						
<p>The long term plan is to allow a naturally evolving shoreline along the undeveloped frontage between St Bees Head and Whitehaven to maintain sediment input from the eroding cliffs to local beaches and to the northerly sediment drift, whilst supporting a number of the objectives. Flood and erosion risk to the town of Whitehaven will continue to be managed.</p> <p>Where they exist, present defences in front of Saltom Pt will be maintained, but not replaced once they can no longer be repaired or the site becomes unsustainable due to the unstable cliffs. This will result in the eventual loss of the Scheduled Monument in the long term, although it will not be possible to prevent this happening, it may be possible to mitigate against the negative impacts of the event by excavating and recording the site.</p> <p>The implementation of this plan will need to manage residual risks associated with existing amenity value. Actual future erosion rates will determine the specific point in time when defences become unviable to maintain along the current managed part of the shoreline.</p>						
Location (Policy Unit)	Draft Policy and Approach (from 2010)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
I:1 St Bees Head to Saltom Pt	No Active Intervention – Allow continued natural evolution of cliffs.	No Active Intervention – Allow continued natural evolution of cliffs.	No Active Intervention – Allow continued natural evolution of cliffs.	Maintains value of Heritage Coast.	Maintains naturally functioning coast and geological SSSI.	Natural frontage and no justification for constructing new defences.
I:2 Saltom Pt	Hold The Line – Maintaining and repairing the masonry seawall and gabions to manage risk to the Scheduled Monument until technically difficult / not affordable to do so. Accept that when the defences fail during this epoch they will not be replaced.	Hold The Line – By maintaining defences with toe protection and localised cliff stabilisation to manage risk to the Scheduled Monument until technically difficult / not affordable to do so. Accept that when the defences fail during this epoch they will not be replaced.	No Active Intervention – Cease maintenance of defences and allowing defences to fail and return to more naturally evolving coast.	Amenity losses unlikely to justify increasingly expensive long term defence costs.	Erosion risk to Saltom Pt Scheduled Monument would be managed until defences become technically unfeasible / unsustainable to maintain. Would lead to a more naturally functioning coast and would maintain or improve the geological SSSI in the long-term.	The economic viability of the policy in the short and medium terms may depend on amenity / heritage benefits of the scheduled monument and amenity site. (See Note 1 below).
I:3 Saltom Pt to Whitehaven	No Active Intervention – To allow continued natural evolution of cliffs.	No Active Intervention – To allow continued natural evolution of cliffs.	No Active Intervention – To allow continued natural evolution of cliffs.	No social assets at risk	Maintains a naturally functioning coast	Unlikely to be justification for long term defence
I:4 Whitehaven South Beach	No Active Intervention – Allow existing defences to continue to fail, but monitor recession and long term risk of breach into harbour and need for additional works to the harbour arm.	No Active Intervention – Monitor recession and long term risk of breach into harbour and need for additional works to the harbour arm.	No Active Intervention – Monitor recession and long term risk of breach into harbour and need for additional works to the harbour arm.	Loss of recreational space, but insufficient value to justify defences.	Would lead to a more naturally functioning coast.	No justification for intervention with defences.
Key assumptions made during development						
<p>Actual erosion rates are unknown, therefore rates stated in the accompanying map are only estimates.</p> <p>There is some uncertainty over the benefits associated with the scheduled monument at Saltom Pt and other intangible assets.</p> <p>Note 1: Policy delivery in the noted frontage may be compromised by funding prioritisation due to the low Benefit Cost Ratio and therefore opportunities for co-funding / private funding need to be investigated.</p>						

Map 21 St Bees to Whitehaven

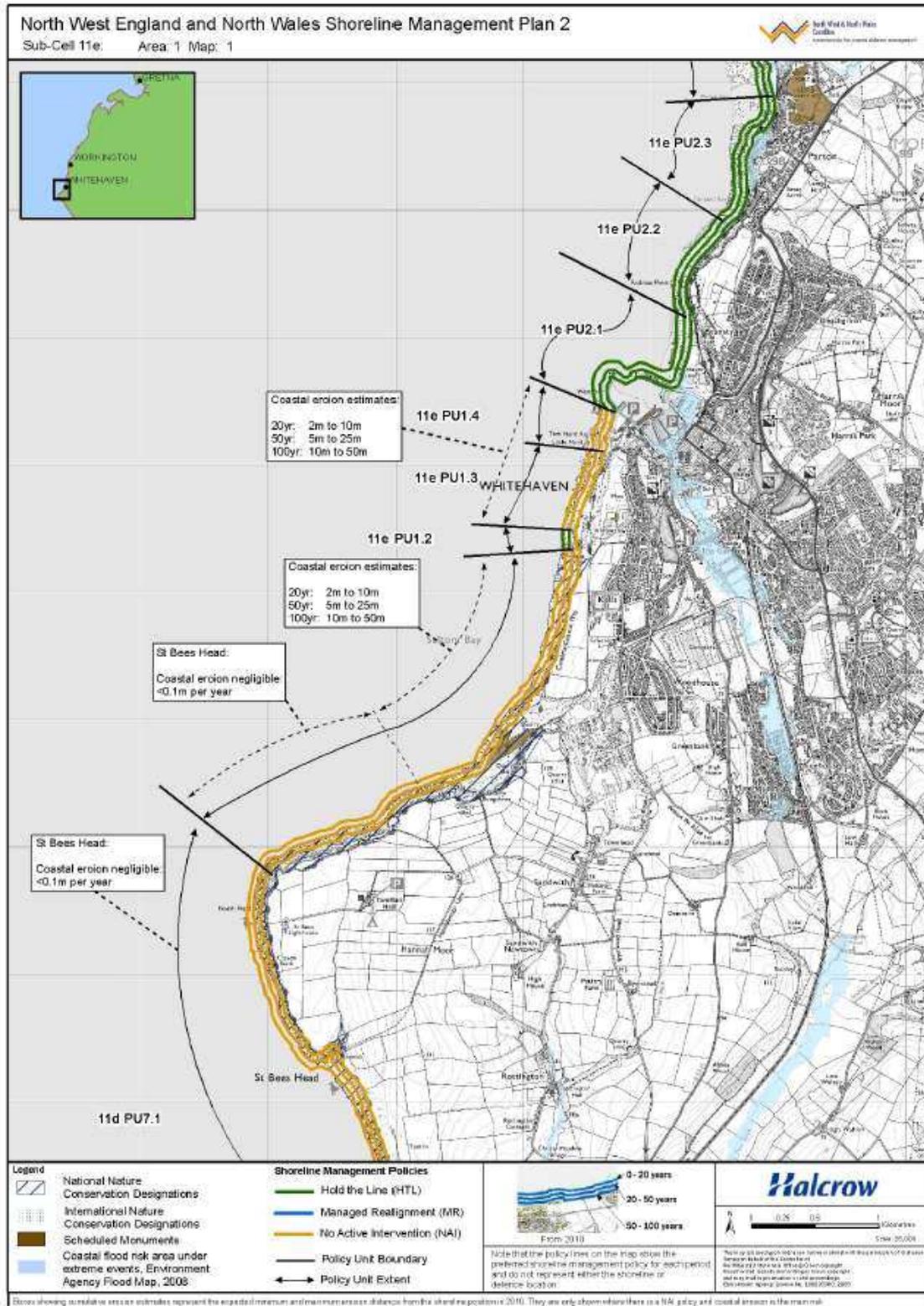
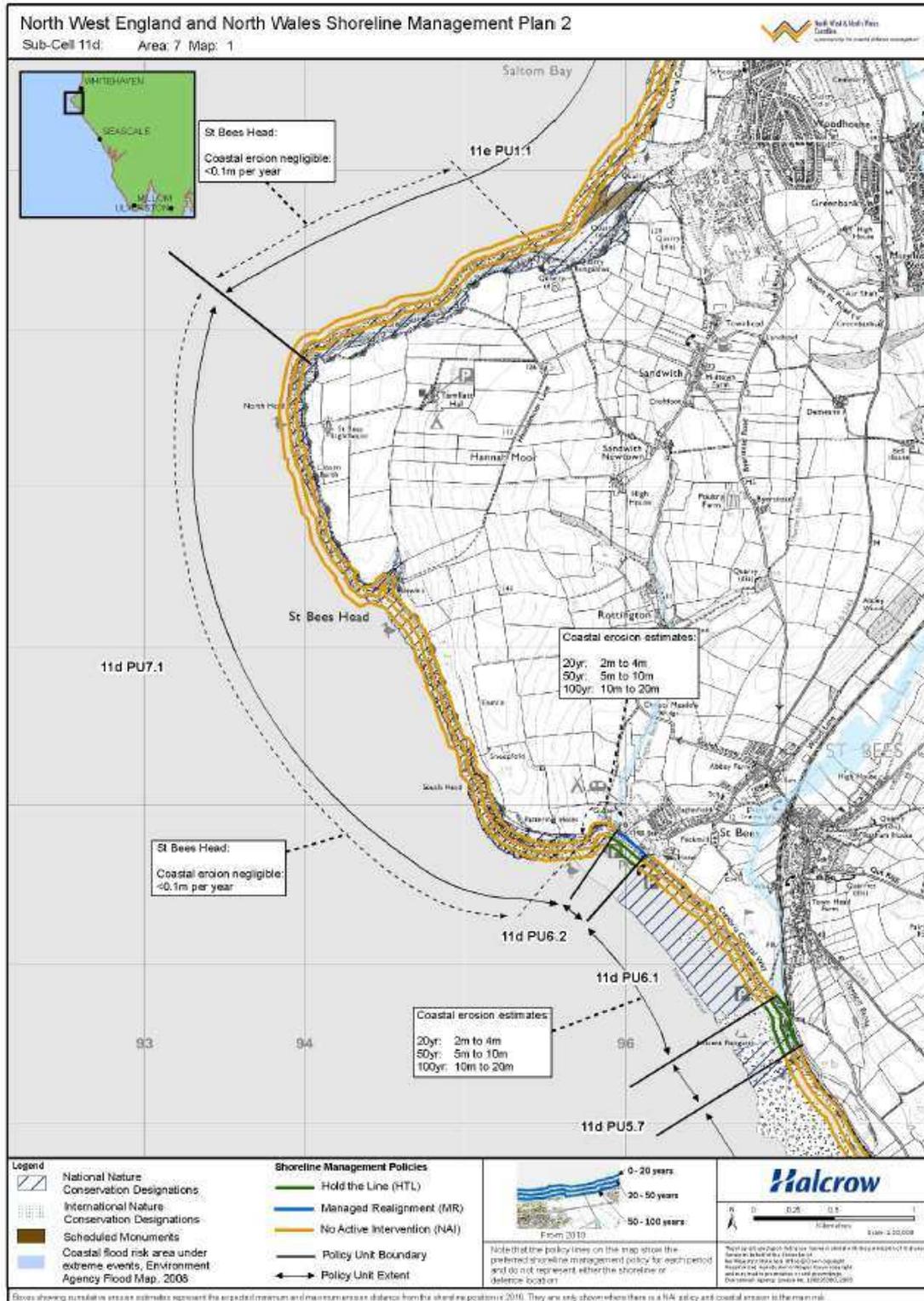


Table 23 St Bees

St Bees Head (1 of 7)						
Recommendations:						
Overview: The long term vision here is for a naturally functioning system without any defences or interventions. This will maintain the maritime cliffs and slopes around St Bees Head supporting their designated status.						
Location (Policy Unit)		Draft Policy and Approach (from 2010)			Justification	
		0-20 years	20-50 years	50-100 years	Social	Economic
7.1	St Bees Head	No Active Intervention - Continued natural erosion of designated cliffs.	No Active Intervention - Continued natural erosion of designated cliffs.	No Active Intervention - Continued natural erosion of designated cliffs.	Maintains the landscape character of St Bees Head Heritage Coast.	Limited assets at risk and insufficient economic case for intervention.
Key assumptions made and development Actual erosion rates of eroding cliffs are uncertain; therefore rates stated in the accompanying map are estimates.						

Map 22 St Bees (North)



Map 23 St Bees (South)

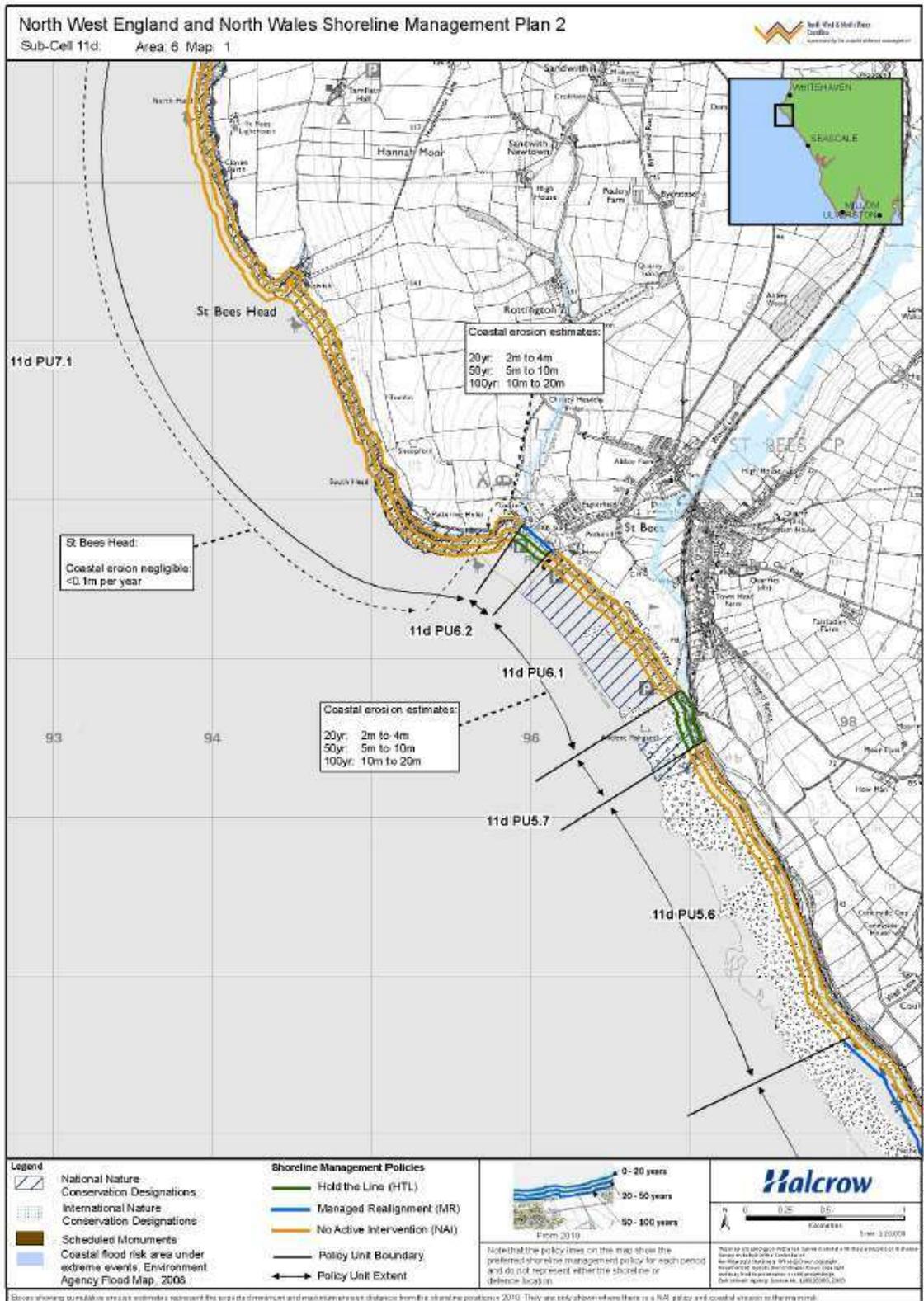


Table 24 Seascale to St Bees

Seascale to St Bees (11d 5)						
						
Recommendations:						
Overview:						
From Seascale to Sellafield the long term plan is to continue to manage flood and erosion risk due to the national significance of this facility. North of Sellafield to St Bees, consideration needs to be given to the existing and probable increasing risks to the railway which is particularly critical infrastructure. If the railway was re-routed and natural processes and erosion was allowed to resume, it could enable greater input of sediment to local beaches, further improving defence to the nuclear processing site and Drigg. Elsewhere, a policy of No Active Intervention will promote a naturally functioning coastline helping to maintain a number of habitats and SSSI's. A limited number of properties and localised sections of the will be at increasing risk of erosion.						
Location (Policy Unit)	Policy and Approach (from 2010)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
S:1 Seascale	Hold the Line – By maintaining the rock gabions at Shore car park and maintaining / re-constructing the seawall fronting the B5344.	Hold the Line – By maintaining defences and potential requirement for extending revetment adjacent to the B5344 & address outflanking to the south.	Hold the Line – By constructing larger defences.	Maintains integrity of Seascale, associated residential assets and infrastructure.	No known designated conservation sites or intertidal habitat present to constrain a hold the line policy.	Policy is economically viable and social and community benefits add to justification sufficient to justify maintenance of defences in the long term.
S:2 Seascale to Sellafield	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	Allows for maintenance of railway as transport linkage.	Works with natural processes.	No justification for intervention until railway is at risk, when viability would depend on overall case for railway.
S:3 Sellafield	Hold the Line – Maintain linear revetment and rock armour defences.	Hold the Line – Maintain / construct larger defences.	Hold the Line – Maintain / construct larger defences.	Maintains the integrity of Sellafield and railway.	Avoids potential contamination risks. No known designated conservation sites or intertidal habitat present to constrain a hold the line policy.	Policy is economically viable. In absence of the railway Sellafield economic values and potential contamination issues would justify defences.
S:4 Sellafield to Braystones	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk. Undertake a study to assess tidal risks in the Ehen flood plain upstream of SMP boundary.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	Maintains railway as transport linkage.	Works with natural processes.	No justification for intervention until railway is at risk, when viability would depend on overall case for railway.
S:5 Braystones, Nethertown and Coulderton	Managed Realignment – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk. Develop adaptation strategy for properties on beach. Subject to consent, ongoing beach management could help reduce risks in the short term. No further development should be permitted along the beach.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk. Not technically viable or economically justified to defend properties on beach in medium / long term. No further development should be permitted along the beach.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk. No further development should be permitted along the beach.	Allows for maintenance of railway as transport linkage, including use by nuclear sites. Short term policy will allow ongoing beach management and development of an adaptation strategy for properties. Continuing to defend these properties will be unsustainable in the future as sea levels rise, resulting in the loss of properties on the beach crest in the long term.	Works with natural processes.	Insufficient justification for intervention until railway is at risk, when viability would depend on overall case for railway. Insufficient economic justification to defend properties built on the beach.
S:6 Coulderton to Searmill	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	No Active Intervention – Monitor flood and erosion risk to railway, only carry out works if the railway is at risk.	Allows for maintenance of railway as transport linkage, including use by nuclear sites.	Works with natural processes.	Only justification for defences is where the railway is at risk and viability depends on overall case for railway.
S:7 Searmill to Pow Beck	Hold the Line – With limited intervention, monitor erosion risk to railway, then maintain / upgrade railway defences as necessary.	Hold the Line – With limited intervention until the railway is at risk, maintain / upgrade railway defences as necessary.	Hold the Line – Maintain / upgrade railway defences as required. (No active intervention if railway no longer operational).	Maintains railway as transport linkage.	No known designated conservation sites or intertidal habitat present to constrain a hold the line policy.	Only justification for defences is the railway is at risk and viability depends on overall case for railway.
Key assumptions made during development: Policy assessment is based on existing assets and would be subject to revision dependant upon new power station developments. It has been assumed that the railway remains operational. The SMP policies will be subject to review if sea level rise predictions are changed.						

Map 24 Seascale to St Bees

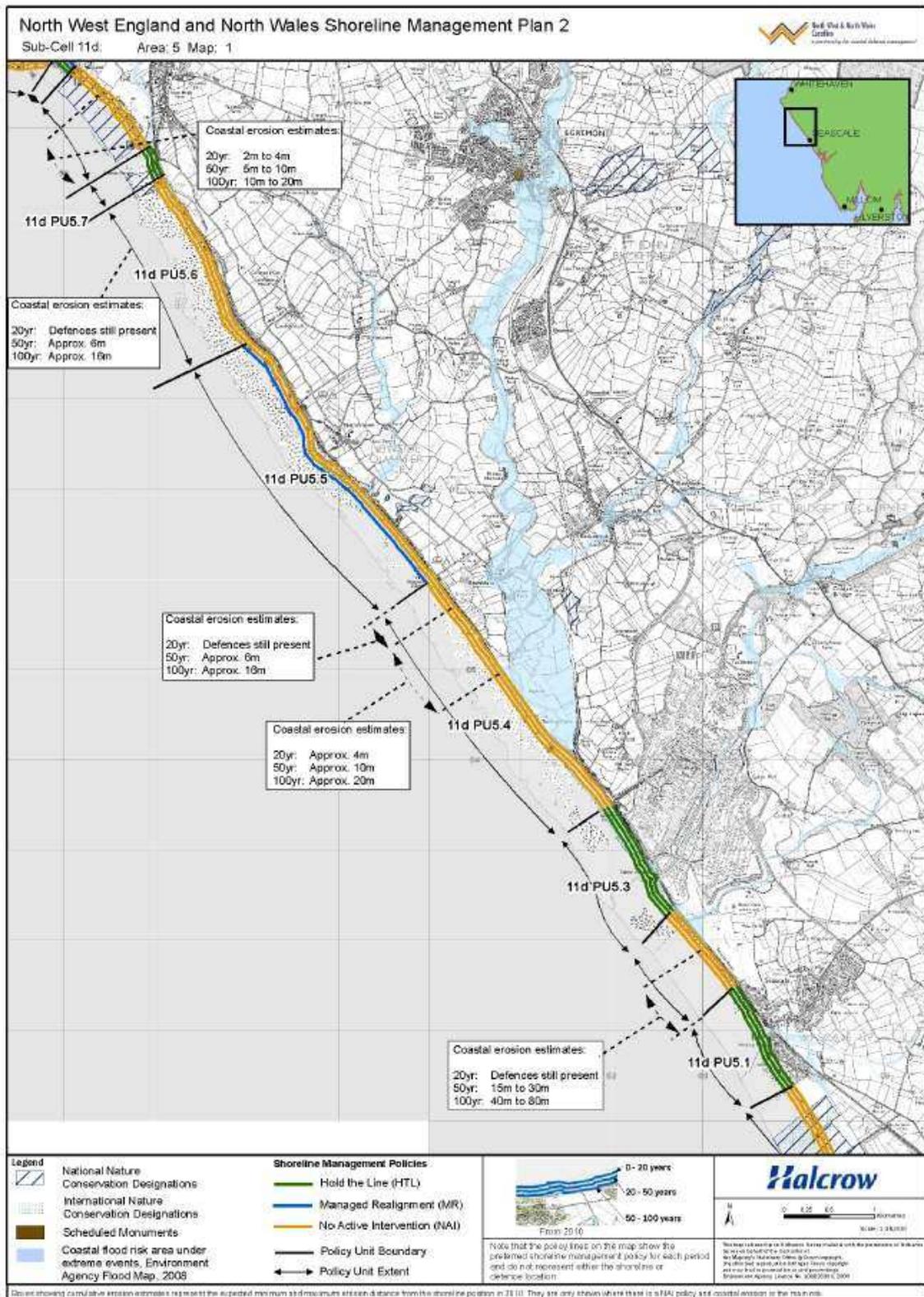


Table 25 Drigg Point to Seascale

Drigg Point to Seascale (11d 4)							
Recommendations:							
Overview:							
The long term vision here is for a naturally functioning system without any defences or interventions. This will promote a naturally functioning coastline helping to maintain a number of habitats and SSSI's, and preventing coastal squeeze in the long term. A limited number of properties and a strip of agricultural land will be at increasing risk of flooding and erosion. The Cumbrian Coastal Way may also be at greater risk of erosion and therefore require sections re-routing in the long term.							
Location (Policy Unit)		Policy and Approach (from 2010)			Justification		
		0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
4:1	Drigg Point to Seascale	<i>No Active Intervention</i> – Continued natural erosion of cliffs and evolution of dune system	<i>No Active Intervention</i> – Continued natural erosion of cliffs and evolution of dune system	<i>No Active Intervention</i> – Continued natural erosion of cliffs and evolution of dune system	Drigg Low Level Waste Repository is located landward of the 100 year Shoreline Management Plan risk zone	Allows a continuation of natural processes supportive of the SAC and SSSI designation.	No justification for intervention.
Key assumptions made during development							
Actual erosion rates of eroding cliffs and dunes are uncertain; therefore rates stated in the accompanying map are estimates.							

Map 25 Drigg Point to Seascale

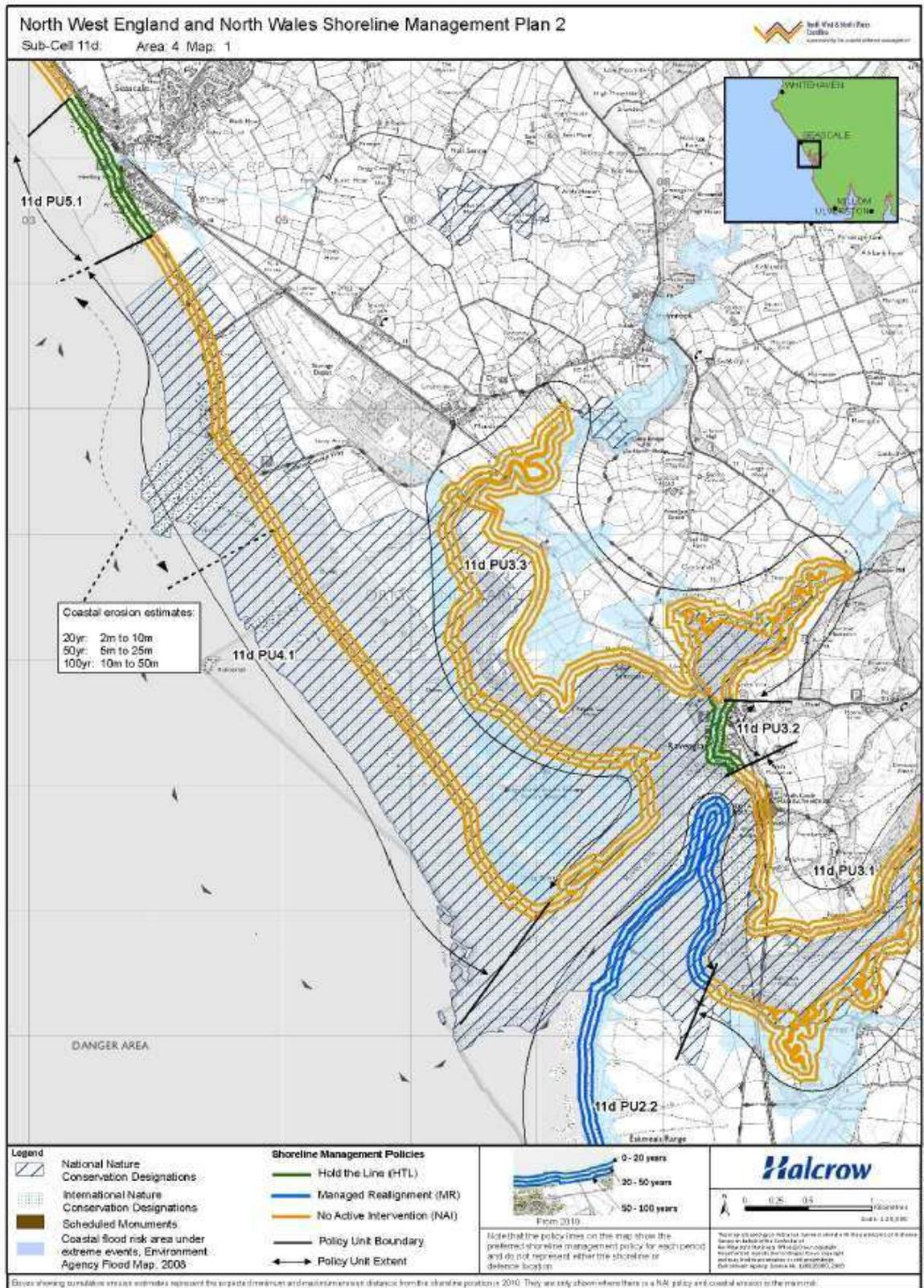


Table 26 Ravenglass Estuary Complex

Ravenglass Estuary Complex (1 of 3)						
<p>Recommendations:</p> <p>Overview: The long term plan is to allow the natural behaviour of Rivers Esk, Mite & Irt to continue without further intervention. Localised defence of the Cumbrian railway is not expected to have any significant detrimental effects upon these. Managed risk to Ravenglass will continue: it is located on an area of higher land in the estuary so there are no advantages to surrounding coastal processes or environmental interests in not continuing to hold this. The recommended long term plan will promote a naturally functioning system helping to maintain a number of habitats and SSSI's. A limited number of properties and access roads will be at increasing risk of flooding in future and could need to be abandoned in the long term epoch. Some local tourism assets such as the Ravenglass and Eskdale Railway, the Cumbrian Coastal Way and small parts of Manchester Castle Registered Park and Gardens may also be at an increasing risk of flooding in the long term. The implementation of this plan will need to manage residual risks to isolated properties, assets and infrastructure.</p>						
Location (Policy Unit)	Policy and Approach (from 2010)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
3.1 Eskmeals Dunes to Ravenglass including River Esk to Manchester Bridge SMP boundary	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation.	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation.	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation.	Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation. There may be a need to raise the road at Manchester Bridge where it is subject to tidal flooding.	Allows natural evolution of shoreline and provides space for rollback of the saltmarsh as sea levels rise. Continuation of natural processes conducive to the international and national designations.	Insufficient economic justification for new defences.
3.2 Ravenglass	Hold The Line – By maintaining / improving seawalls and embankments.	Hold The Line – By maintaining / improving seawalls and embankments.	Hold The Line – By maintaining / improving seawalls and embankments.	Maintains integrity of Ravenglass, associated infrastructure and amenity / tourism value.	Can be implemented with minimal impact on the wider estuary.	The economic viability of the policy depends on assets at risk and amenity and tourism economic values. (See Note 1 below).
3.3 Ravenglass to Drigg Point including River Mite to Manchester Mill and River Irt to Drigg Holme	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation, subject to consent.	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation, subject to consent.	No Active Intervention – Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation, subject to consent.	Permit maintenance / additional works to reduce risk to the viaduct and mainline railway as long as it is in operation. Local defences to or relocation of local 'Ravenglass and Eskdale Railway' line into the Lake District National Park may be required in the medium / long term.	Allows natural evolution of the shoreline and provides space for rollback of the saltmarsh as sea levels rise. Continuation of natural processes is supportive of the international and national designations.	Insufficient economic justification for new defences.
<p>Key assumptions made during development:</p> <p>Changes to the low water channels have a major control on the estuary processes and defence management in the estuary. It has been assumed that the position of these channels will continue to influence patterns of accretion and erosion in the future. The exact position of the channels is difficult to predict. Predicted changes in rainfall patterns with future climate change may increase river flows which may in turn affect river channel meandering and siltation rates.</p> <p>The supply of sediment to the estuary will continue and will allow the estuary to accrete vertically in line with sea level rise. In the long term there is uncertainty over the balance between sediment supply and sea level rise. It has been assumed that supply will continue to allow vertical accretion within the estuary. If sediment supply were not to keep pace with sea level rise in the long term then roll back of the estuary could occur, which would be expected to lead to coastal squeeze in locations where the high water mark abuts the defences or high ground.</p> <p>The influence of SLR and future flood extents will inform the future need for local defences to maintain important infrastructures.</p> <p>It has been assumed that the railway will remain operational.</p> <p>The SMP policies will be subject to review if sea level rise predictions are changed.</p>						
<p>Note 1: Policy delivery in the nosed frontage may be compromised by funding prioritization due to the low Benefits Cost Ratio and therefore opportunities for co-funding need to be investigated.</p>						



Map 26 Ravensglass Estuary Complex

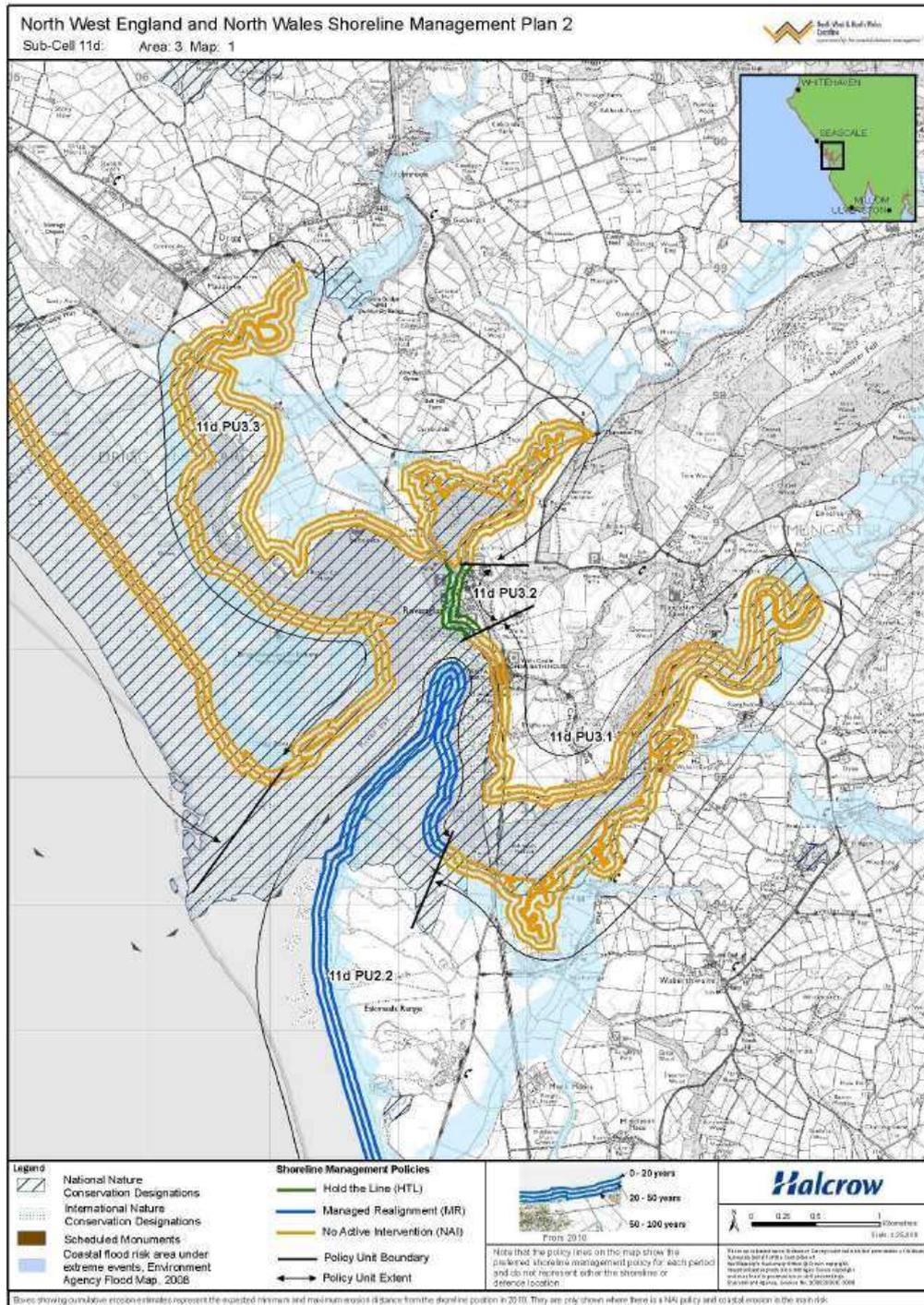


Table 27 Selker to Eskmeals

Selker to Eskmeals (11d 2)							
Recommendations:							
Overview:							
The long term vision here is for a naturally functioning system without any defences or interventions. Promotion of a naturally functioning coastline helping to maintain a number of habitats and SSSI's, although limited number of properties and a strip of agricultural land will be at increasing risk of flooding and erosion. Infrastructure including a minor road, the Cumbrian Coastal Railway, and the Cumbrian Coastal Way may also become at greater risk of flooding in the long term. Consequently, the implementation of this plan will need to manage residual risks to isolated properties, assets and infrastructure.							
Location (Policy Unit)		Policy and Approach (from 2010)			Justification		
		0-20 years	20-50 years	50-100 years	Social	Environmental	
2.1	Selker to Stubb Place	No Active Intervention - Allow natural erosion of cliffs.	No Active Intervention- Allow natural erosion of cliffs.	No Active Intervention - Allow natural erosion of cliffs.	Flood risk to isolated properties will continue and may result in the loss of isolated properties in the long term.	Allows a continuation of natural processes, providing sediment to local and updrift beaches.	Insufficient national economic justification for new defences.
2.2	Stubb Place and Eskmeals Dunes	Managed Realignment - Allow continued natural coastal evolution and roll-back of dunes with localised limited intervention to manage risk to assets. Beach management measures should be incorporated along the frontage. Undertake short term measures to allow continued use of road at Stubb Place whilst medium or long term managed realignment adaptation approach is investigated.	Managed Realignment - Allow continued natural coastal evolution and roll-back of dunes with localised limited intervention and beach management.	Managed Realignment - Allow continued natural coastal evolution and roll-back of dunes with localised limited intervention and beach management.	Maintenance of private defences in front of properties at Stubb Place and at Eskmeals is likely to be acceptable (subject to gaining necessary consents) as long as there are no adverse effects on sediment movement/ coastal processes. Assumes that Eskmeals range facilities in the dune system and access road could be rolled back in response to coastal change.	Allows a continuation of natural processes supportive of the international and national conservation designations.	Insufficient economic justification for public funding of defences at Stubb Place. However, provision to private funding of defences / management practices is expected to continue. Dunes not formally defended at present, and not considered economically viable to construct new defences in dune system. (See Note 1 below).
Key assumptions made during development							
Future erosion rates of cliffs and dunes are uncertain, but this is not critical to the choice of policy due to the limited development on this rural frontage. The SMP policies will be subject to review if sea level rise predictions are changed.							
Note 1: Policy delivery in the noted frontage may be compromised by funding prioritisation due to the low Benefit Cost Ratio and therefore opportunities for co-funding need to be investigated.							

Map 27 Selker to Eskmeals

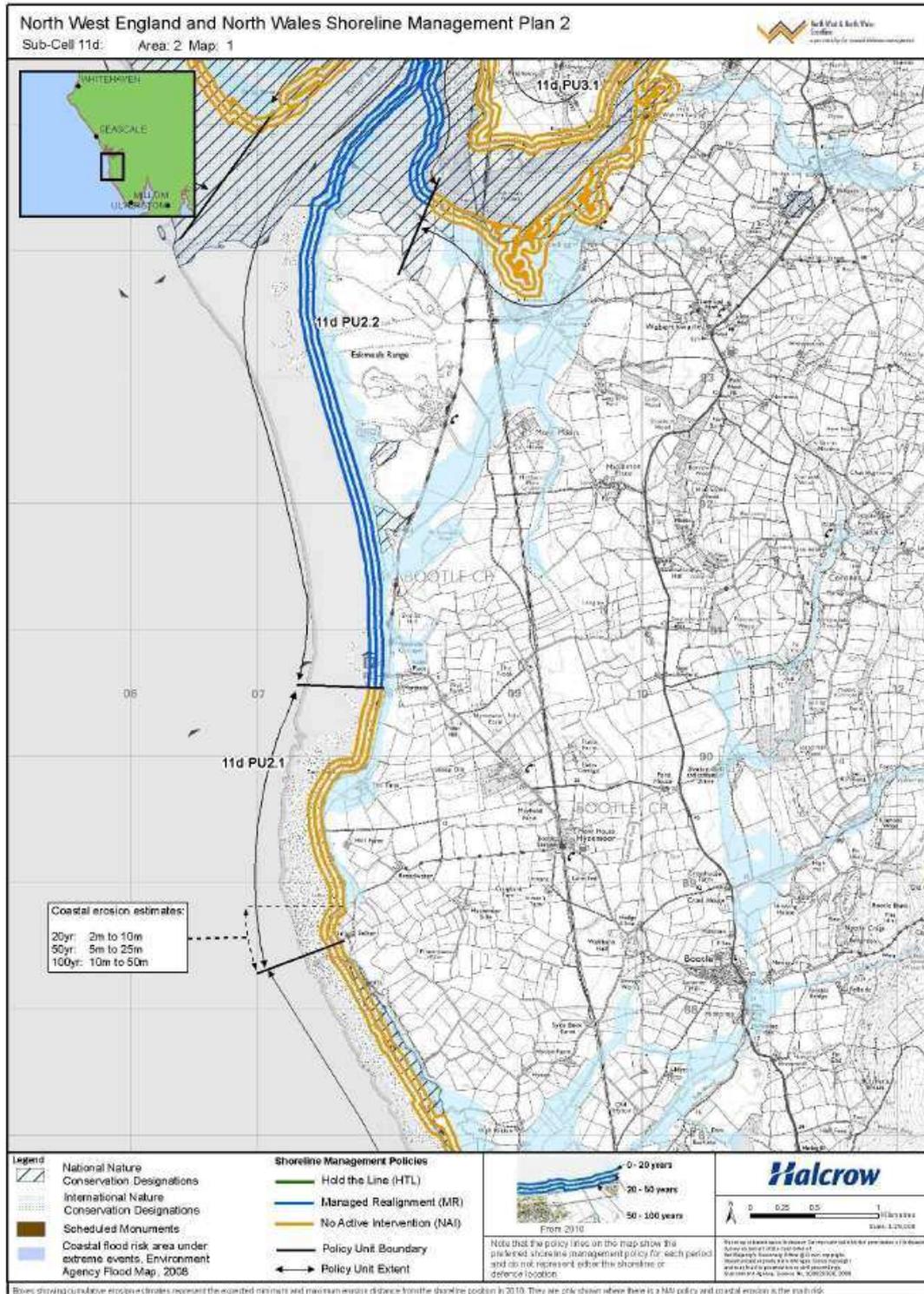
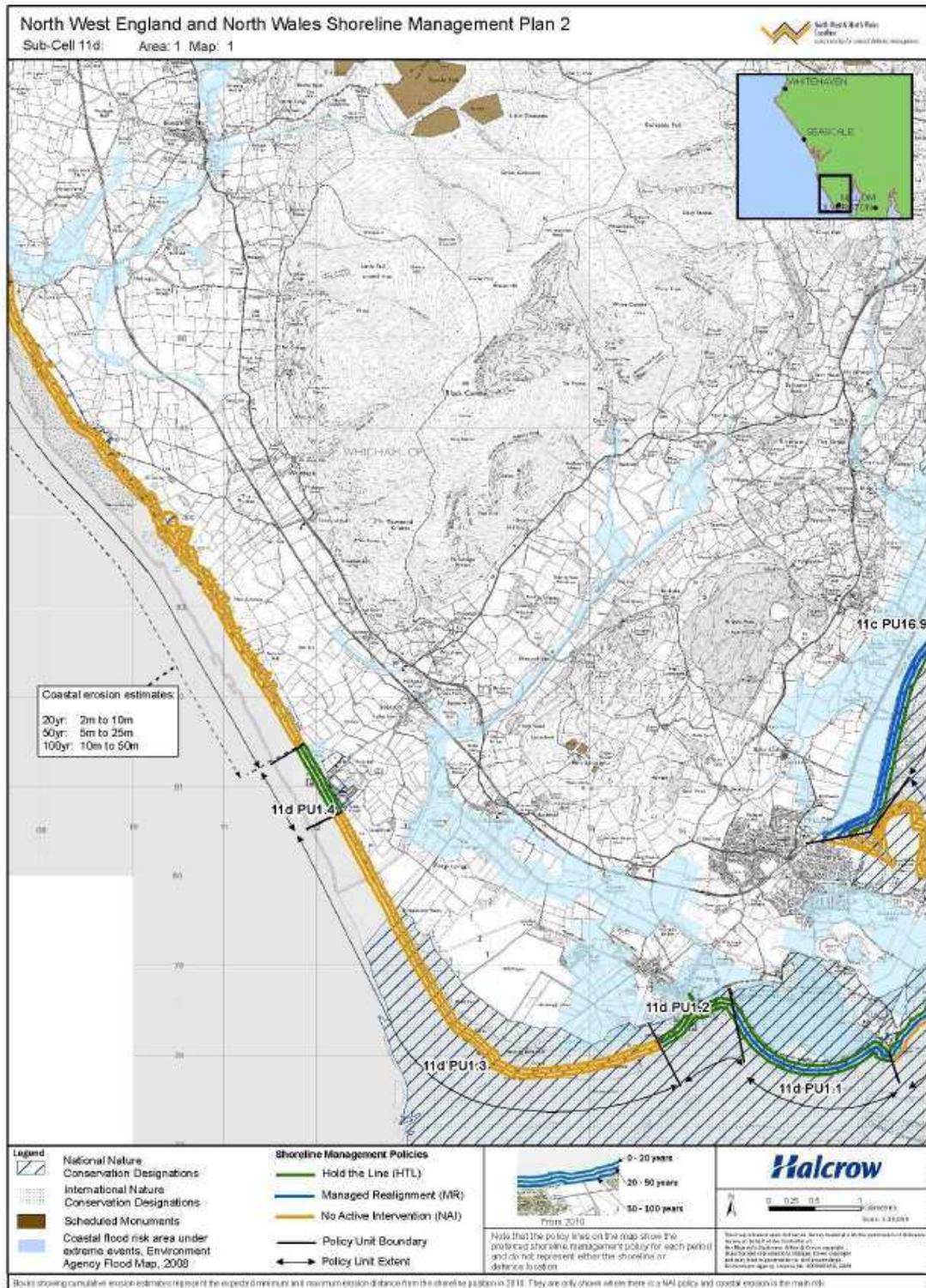


Table 28 Hodbarrow Point to Selker

Hodbarrow Point to Selker (11d 1)						
Recommendations:						
Overview:						
The long term plan is to enable a naturally functioning shoreline and avoid interruption of natural coastal processes. Ongoing accretion of dunes will provide natural defence to much of Haverigg; and where local defence is needed here it can be provided without compromising coastal processes.						
This plan will promote a naturally functioning coastline helping to maintain a number of habitats and SSIs, and preventing coastal squeeze in the long term and there are strong coastal process links to the Duddon Estuary.						
A limited number of properties, parts of a golf course and a strip of agricultural land will be at increasing risk of erosion, so the implementation of this plan will need to manage residual risks to inland properties and infrastructure.						
Location (Policy Unit)	Policy and Approach (from 2018)			Justification		
	0-20 years	20-50 years	50-100 years	Social	Environmental	Economic
1.1 Hodbarrow Point to Haverigg	Hold the Line – Manage flood risk by maintaining existing defences. During this period future policy should be evaluated to provide justification to repair and upgrade or realign at the end of the structures residual life.	Managed Realignment – If deemed not feasible / affordable to maintain the structures into the future Managed Realignment may be required to make allowance for the lagoon becoming tidal upon failure of the structures. However, suitable compensatory habitat would be required.	Hold the Line – Manage risk to assets and property in Haverigg either at the Outer Barrier or at sea bank defences.	Amenity value of the lagoon will be maintained if deemed justified & affordable following investigation. In the event of the lagoon breaching the failed structures would remain into the long term providing calm sheltered waters during the high-tide period.	Either nature reserve habitat in lagoon will be maintained if justified, or the coast will return to a more natural state by the lagoon becoming tidal. Managed realignment of the lagoon (part of the Duddon Estuary IPA and Ramsar site) only feasible if freshwater compensatory habitat created.	Policy is economically viable but investigations are required to determine best way of managing the defences and the related environmental risks and opportunities.
1.2 Haverigg	Hold The Line – By maintaining the rock revetments and Haverigg Ford training wall if required.	Hold The Line – By maintaining and improving defences to reduce risk of overtopping and flooding if required.	Hold The Line – By maintaining and improving defences to reduce risk of overtopping and flooding if required.	Maintains integrity of Haverigg associated infrastructure and wider flood risk area.	Area is accessing so coastal squeeze is not currently an issue.	Policy is robustly economically viable due to the value of the residential, commercial, and recreational assets in Haverigg at risk in the long term.
1.3 Haverigg to Hartrees Hill	No Active Intervention – Continued natural erosion of cliffs and evolution of internationally designated dune system.	No Active Intervention – Continued natural erosion of cliffs and evolution of internationally designated dune system.	No Active Intervention – Continued natural erosion of cliffs and evolution of internationally designated dune system.	No social impacts expected.	Allows a continuation of natural processes conducive to the international and national conservation designations.	Insufficient national economic justification for new defences.
1.4 Silcroft (Hartrees Hill)	Hold the Line (private funding agreement) – Manage erosion risk by maintaining existing defences to an adequate standard as long as no adverse effects on sediment movement / coastal processes and sustainable to do so.	Hold the Line (private funding agreement) – Manage erosion risk by maintaining existing defences to an adequate standard as long as no adverse effects on sediment movement / coastal processes and sustainable to do so.	Hold the Line (private funding agreement) – Manage erosion risk by maintaining existing defences to an adequate standard as long as no adverse effects on sediment movement / coastal processes and sustainable to do so.	Manages erosion risk to car park, beach access and properties.	Along this small section, continued maintenance of private defences will have a negligible effect on reducing sediment supply to beaches compared to the more significant supply from eroding cliffs along the remaining 11d1 through.	Insufficient economic justification for public funding of defences. However, provision of private funding of defences is expected to continue.
1.5 Hartrees Hill to Selker	No Active Intervention – Continued natural erosion of cliffs.	No Active Intervention – Continued natural erosion of cliffs.	No Active Intervention – Continued natural erosion of cliffs.	Relocation of local access road / tracks would be required.	Allows a continuation of natural processes conducive to geological SSSI designations.	Insufficient national economic justification for new defences.
Key assumptions made during development						
Actual erosion rates of eroding cliffs are uncertain, therefore rates stated in the accompanying map are estimates. In line with the guidance the Policy is based on existing assets and would be subject to revision in future dependent upon promotion of power station developments. The SPP policies will be subject to review if sea level rise predictions are changed.						



Map 28 Hodbarrow Point to Selker (1 of 2)



Map 29 Hodbarrow Point to Selker (2 of 2)

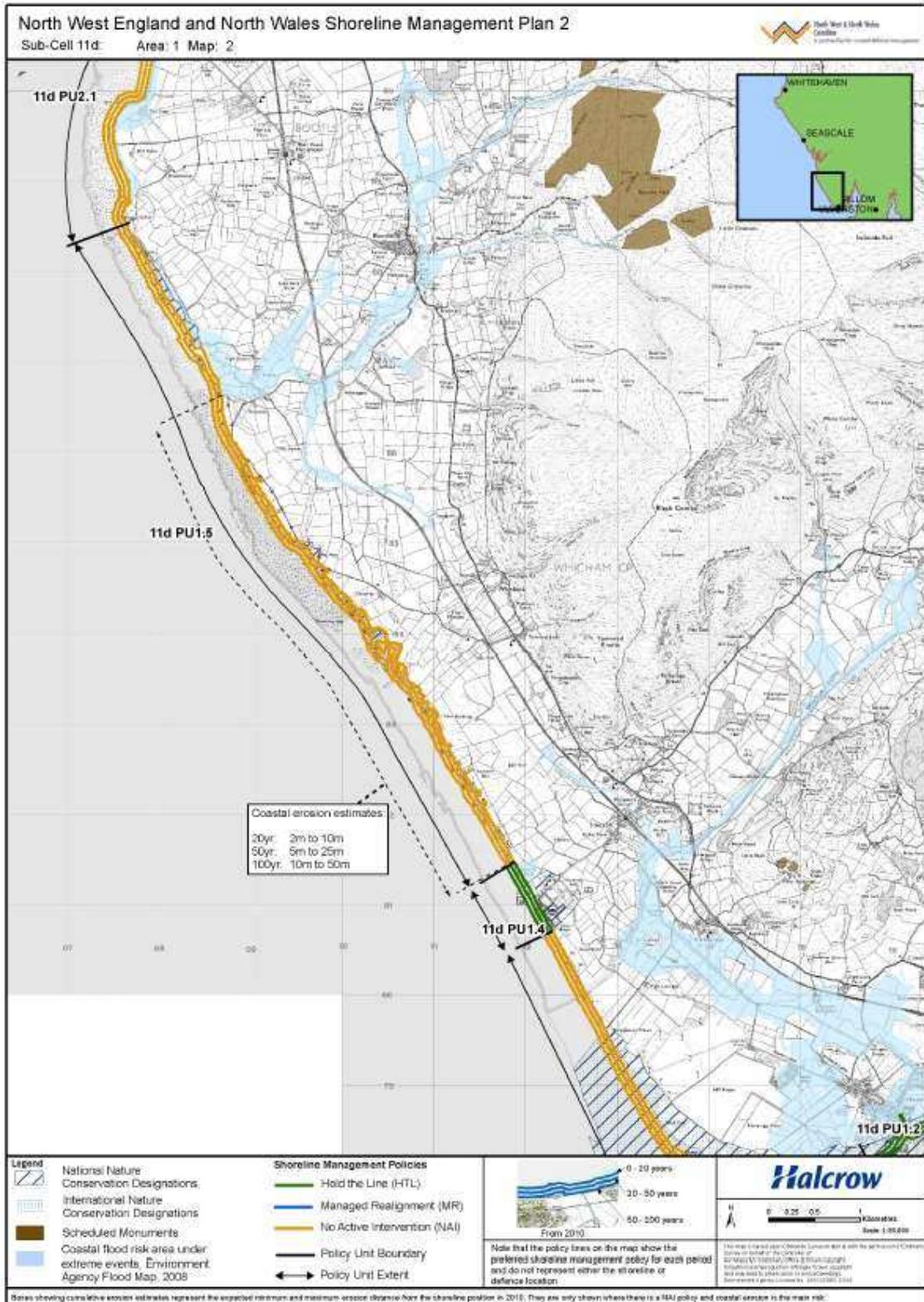
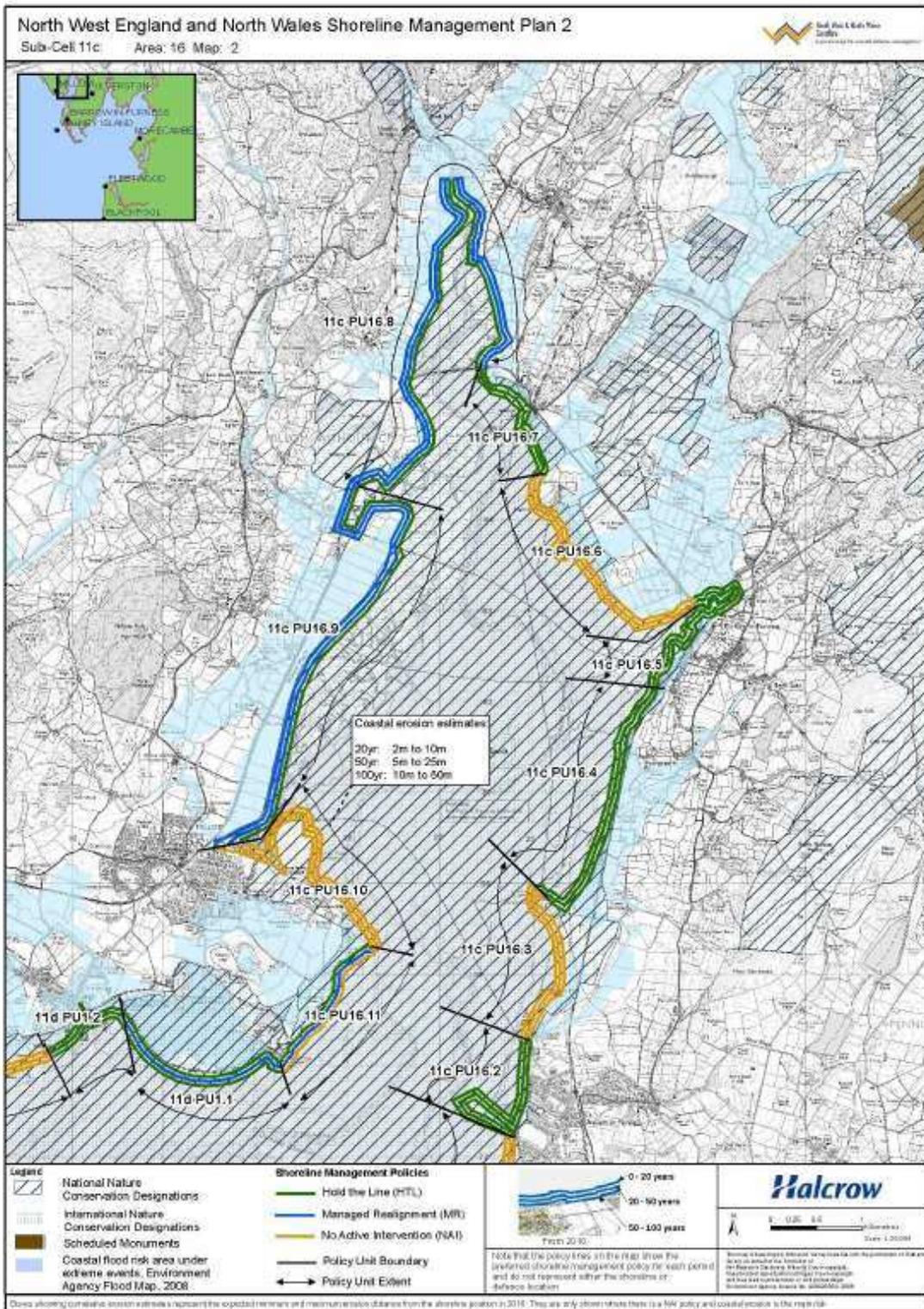


Table 29 Duddon Estuary

Duddon Estuary (11c 14)						
						
Recommendations:						
Overview:						
There are a number of substantial opportunities to allow parts of the estuary seaward of the railway line to return to being a more natural shoreline, allowing future expansion of the intertidal flats and saltmarshes which are internationally important. Even larger areas of habitat creation would be possible if the railway was no longer operational. The long term plan is therefore to seek to realign or withdraw from defending forages where opportunities exist, but continuing to manage flood and erosion risk to infrastructure and property where it is economically and environmentally viable. This estuary wide approach to managing flood and erosion risks meets the majority of objectives for the natural, built and historic environment and included investigations to ensure that future policies maintain the stability of the estuary as a whole.						
Location (Policy Unit)	Policy and Approach (from 2010)			Justification		
	0-25 years	25-50 years	50-100 years	Social	Environmental	Economic
14.1 Lowey Point to Asdam Pier	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	Limited assets at risk.	No Active Intervention will result in a naturally functioning sustainable coastline with potential for wetland habitat creation.	No economic justification for intervention.
14.2 Asdam-in-Furness (including Asdam Pier)	Hold the Line – Manage erosion risk by maintaining existing defences to an adequate standard.	Hold the Line – Manage erosion risk by maintaining existing defences to an adequate standard.	Hold the Line – Manage erosion risk by maintaining existing defences to an adequate standard.	Maintains the integrity of Asdam as a coastal settlement.	Pier may provide control of movement of channels, stabilising intertidal habitats to north and south.	The economic viability of the policy will depend on the inclusion of a more detailed assessment of wider benefits. (See Note 1 below).
14.3 Asdam to Dunnerholme	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	Limited assets at risk of tidal flooding.	No Active Intervention will result in a naturally functioning sustainable coastline. Potential opportunities for Ragubod Tidal Exchange & Intertidal habitat creation landward of railway, but need to consider impact on Natterjark roads.	No justification for intervention.
14.4 Dunnerholme to Sand Side	Hold the Line – Manage flood and erosion risk by maintaining existing defences to an adequate standard.	Hold the Line – Manage flood and erosion risk by maintaining existing defences to an adequate standard.	Hold the Line – Manage flood and erosion risk by maintaining existing defences to an adequate standard. Without railway line no active intervention would be preferred option.	Hold the Line will manage risks to the railway line and Scourages which is a key factor in the economy of the region.	Potential opportunities for Ragubod Tidal Exchange & Intertidal habitat creation landward of railway, but need to consider impact on Natterjark roads.	Hold the Line is economically viable but justification is primarily based on railway benefits.
14.5 Kirky-by-Furness	Hold the Line – Manage flood and erosion risk to the railway line by maintaining existing defences to an adequate standard.	Hold the Line – Manage flood and erosion risk to the railway line by maintaining existing defences to an adequate standard.	Hold the Line – Manage flood and erosion risk to the railway line by maintaining existing defences to an adequate standard.	Hold the Line will manage risks to the railway line which is a key factor in the economy of the region. Also manage risk to landside and Kirky-by-Furness.	Realignment not possible due to railway and adjacent high ground. Potential long term intertidal habitat losses due to coastal squeeze can be offset by habitat creation elsewhere in the estuary.	Hold the Line is economically viable but justification is based almost solely on railway benefits.
14.6 Herdhouse Moss	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No Active Intervention – Allow shoreline to continue to evolve under natural processes. Consider flood risks to isolated properties and risk for localised flood protection.	No Active Intervention – Allow shoreline to continue to evolve under natural processes.	No formal defences currently present. Flood risks to isolated properties will increase in future due to sea level rise.	No Active Intervention will result in naturally functioning sustainable coastline. Potential opportunities for Ragubod Tidal Exchange & habitat creation landward of railway, but need to consider impact on Natterjark roads and risk to Duddon Mosses SAC.	Insufficient assets at risk to justify shoreline defences.

Map 31 Duddon Estuary (2 of 2)



Summary of Flood Risk

The following tables for individual Locality Areas summarise the risk of flooding within the Borough of Copeland.

- “Green” indicates that there is no flood risk at the present time.
- “Amber” indicates that there is a risk of flooding, but plans are in place to improve the situation.
- “Red” indicates that there is a risk of flooding to some sites within the Locality Area and there is no current commitment to improve the situation.
- “Blank” indicates “not applicable”

Table 30 Summary of Flood Risk					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Includes areas at risk of flooding from rivers and land drainage	Red	Red	Red	Green	Red
Includes properties at risk from flooding	Red	Red	Red	Red	Red
Includes infrastructure at risk from flooding	Red	Red	Blank	Red	Red
Includes environmental designations at risk from flooding	Red	Red	Red	Red	Red
Includes areas at risk of shoreline flooding	Red	Red	Blank	Red	Red

WASTE COLLECTION AND DISPOSAL

Copeland Borough Council is responsible for waste collection services, including weekly collections of household waste, special collections for bulky household items, litter collection and the recycling of rubbish.

Cumbria County Council, as the waste disposal authority, is responsible for the disposal of household waste and for providing household waste recycling centres for householders to recycle and dispose of their waste.

Together the seven Cumbrian authorities make up Resource Cumbria, which is Cumbria's strategic waste partnership. The partnership website recycleforcumbria.org is the one stop shop for all recycling service information in Cumbria.

WASTE COLLECTION

Copeland Borough Council³¹ is responsible for the collection of household and trade waste, recycling, street cleaning, public toilet cleaning and beach cleaning in the area. The Council have produced a Waste Services Plan for 2009/2010 to identify its service priorities.

Household Refuse Collections

For the majority of homes, normal household refuse collections are fortnightly, with household waste collections one week and garden waste collections the other. Since 2002 there have been an additional 900 properties completed in the borough, which the existing waste collection infrastructure has been able to absorb.

In certain areas there is a mix of collections with some properties, usually high density properties like terraced houses and flats, still having a black sack collection and many not having separate recycling collections. All material collected within the borough for disposal, is taken to the Lillyhall landfill site. The Council's Waste team has agreed to carry out assessments of all rural routes with regard to accessibility. The service is seeking to acquire a computer package to re-route all collection services to improve efficiency. £32,500 is available in the 2009/2010 capital programme to provide this software. The result of this exercise could lead to wholesale changes to the service.

Community Recycling Points

There are currently 55 community recycling points throughout the Borough where some or all of the following materials can be taken for re-cycling:- glass, cans, paper, plastic bottles, cardboard and textiles.

³¹ Copeland Borough Council Waste Services Plan 2009/10

The recycling points are located on council car parks, supermarkets and on school sites. A kerbside collection service for paper, glass and cans is provided for over 29,000 homes in the borough and around 12,000 properties have additional kerbside collections of plastic bottles and cardboard. To complement the collections there is further need for recycling banks for plastic bottles and cardboard in some areas of the borough and efforts are being made to find suitable sites. 24,000 properties are provided with 240 litre wheeled bins for the collection of green garden waste for composting. An agreement with a private sector partner provides facilities for disposing of this waste.

Trade Waste Collection

The Council provides a 6 day per week, trade waste collection service for businesses in the area. A charge is made for this service. The Council's service does not collect trade waste for recycling, however. A number of private operators collect glass bottles, paper and cardboard, but need sufficient quantities to make the collection viable. This tends to cause storage problems for traders.

Litter Collection

The service cleans in excess of 500 kilometres of streets and roads and also deals with fly tipping, litter collection, litter/dog bin emptying and verge litter picking. In response to the Corporate Improvement Plan, the borough was divided into four patches for these services in April 2009. Staff allocated to each area are empowered to maintain cleanliness standards and are in a position to better respond to local litter problems. Waste collected by the service's mechanical sweepers is taken for composting at the same facility as the green waste collected from householders.

Public Toilets

The Council maintains public toilets at the Council's five sites and administers grant aid for the maintenance of third party public toilets. The five sites are:-

- James Street, Whitehaven
- Central Car Park, Egremont
- The Foreshore, St Bees
- The Market Square, Cleator Moor
- St Georges Road, Millom

Beach Cleaning

Daily beach cleaning during the summer bathing season (1st May to 30th September) is provided for the four amenity beaches (St Bees, Seascale, Haverigg and Silecroft) and a responsive service is provided for these and all other beaches throughout the year.

WASTE DISPOSAL

Landfill Site

Cumbria County Council is the Waste Disposal Authority. At the present time all waste material collected within the borough is taken to the County's Lillyhall landfill site for disposal.

Household Waste Recycling Centres

There are only two household waste recycling centres in the borough. These are provided by Cumbria County Council. The sites receive a wide range of household waste. The current sites are at Yeathouse Quarry, Frizington, a former landfill site, and Redhills Quarry, Millom. The Frizington facility was first granted planning permission in 1990 and has since had a series of temporary extensions. It was granted a further temporary planning permission for a three year extension to this site until December 2012 by the County Council, whilst it tries to identify a suitable, alternative, long term site in the Whitehaven area, to serve the borough. The Frizington site is open seven days a week. However, the current site is considered to be too small for future requirements and an alternative permanent site is being sought.³² There has been progress on this recently and a site at Moresby Parks at the rear of the Copeland Depot, has been identified in the latest Minerals and Waste Development Framework.

The Millom facility is not ideal, but the County, having been unable to find a suitable alternative site, has decided to extend the existing site. At present the site opening is limited to Thursday, Friday, Saturday, Sunday and Mondays.

In addition, temporary planning permission, for three years, up to the end of 2012, has been granted by the County Council for the recycling of tyres, asbestos and compost, at Wilson Pit Yard, Sandwith.

The Cumbria County Council's Mineral and Waste Development Framework states that proposals for household waste recycling centres will be permitted at industrial sites and non-inert landfill sites. At non-inert landfill sites, they will only be permitted for a temporary period, not exceeding the permitted life of the landfill site, where this can be accommodated without prejudicing the operation or restoration of the site.

The Environment Agency is responsible for regulating the handling and disposal of hazardous and special waste and will provide information and advice.

³² Cumbria County Council Mineral and Waste Development Framework

Nuclear Waste Storage

Low level nuclear waste

Low level nuclear waste is stored at the Drigg site, west of the village of Drigg and south east of the Sellafield site. In 2007, the County Council granted temporary planning permission at this site to December 2018, for the development of a further vault (Vault 9), to store containers with low-level nuclear waste.

A planning application has been received by Cumbria County Council, in December 2009, for a Waste Management Facility for low and very low level radioactive waste at the former Keekle Head open cast mine near Pica. It is proposed to create a 1 million cubic metre disposal facility for the disposal of low and very low level radioactive waste material over an operational life of around fifty years. The whole site is approximately 70 hectares, of which 18 hectares would comprise the waste disposal area.

High level nuclear waste

Around 70% of the country's radioactive waste, that is earmarked for disposal in a geological disposal facility, is already stored at Sellafield. Allerdale Borough Council, Copeland Borough Council and Cumbria County Council have therefore started the early stages of discussion with the Government and have made 'expressions of interest' in the formal Government process to identify and provide an underground disposal facility.

Talking to the Government about having this site does not commit anyone to it. It would be well over a decade before any construction could start, and during agreed times the councils would have the right to withdraw from the process.

Summary of Waste Collection and Disposal Provision

The following tables for individual Locality Areas summarise the above information for waste collection and disposal provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard to some sites within the Locality Area and there is no current commitment to improve the situation.

Summary Waste Collection and Disposal

Table 31 Summary of Waste Collection and Disposal					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Household collections	Green	Amber	Amber	Amber	Amber
Kerbside recycling collection	Green	Green	Amber	Amber	Amber
Community recycling points	Green	Green	Green	Green	Green
Trade waste collection	Green	Green	Green	Green	Red
Beach cleaning	Red	Green	White	Green	Green
Public toilet cleaning	Green	Green	Green	Green	Green
Household Waste Recycling Centres	Amber	Amber	Amber	Amber	Amber
Landfill sites within reasonable travel distance	Green	Green	Green	Green	Red

TELECOMMUNICATIONS

No response from BT

INFORMATION TECHNOLOGY

Cumbria Vision has had a series of Strategic Economic Studies undertaken. One of these (Action Plan No. 11) deals with Connectivity³³. ICT has the ability to overcome barriers of distance and time, and therefore the need to exploit ICT and digital commerce is vital in Cumbria. This is dependent upon the organisations having appropriate resources and skills. Historically, NWDA investment in Project Access has raised broadband take up in the County above the national average and has reduced the 'digital divide', but there are still unrealised opportunities in the field.

Cumbria has been the beneficiary of significant public sector investment in the infrastructure to support Broadband via the Northwest Regional Development Agency funded Project Access and currently Cumbria has 98.7% broadband access. Only a few remote rural valleys still do not have broadband access. Whilst the bringing of broadband into the County has transformed the capability and captured the imagination of both citizens and businesses alike, further investment is required to maintain the county's position in the global knowledge economy.

The key areas for investment are –

1 Ubiquitous access to Next Generation Broadband. There is an increasing appetite for greater band width to support a multiplicity of applications such as:

- Media rich content – digital TV
- Greater business efficiencies through working from home, reducing costs and carbon footprint
- Developing the Knowledge Economy
- Competing in a global marketplace
- Delivering remote healthcare and telemedicine
- Remote learning opportunities with virtual classrooms

2 To support investments in infrastructure, businesses and citizens will require support to exploit the new technologies; this is envisaged to cover:

- Cultural change away from an office based work environment into home based virtual teams
- Core skills development to maximise investments in technology
- Delivery of skills to business to enable them to compete in a global market, web design, e-commerce and management

3 The implementation of high-speed wireless networks in key service centres and tourism destinations to drive economic gain by:

- Allowing visitors to access local information on attractions and accommodation through wireless devices

³³ Cumbria Vision Cumbria Economic Strategy 2008-2028 Strategic Action Plan No. 11 Connectivity

- Pushing information to inform the visitor for interpretation, attractions and accommodation offers
- To allow continued development within the digital and Creative sector to take advantage of the developments within Media City

The Action Plan includes the following action points to develop Information and Communications Technology throughout Cumbria:

Develop access to Next Generation Broadband	Develop next generation broadband which competes in the global marketplace. Estimated cost £50 million
Support investment in infrastructure, businesses to exploit new technologies	Delivery of skills to businesses to enable them to compete in the global marketplace. Estimated cost £20 million
Implement high speed wireless networks in key service centres	Development in digital/ creative sectors to take advantage of Media City Manchester. Estimated cost £25m

Cumbria County Council is drawing up plans to provide access to 10mbs broadband across the county, with much faster speeds available. The project, which has been given the working title of Accessible Cumbria, has been made possible by the county's selection as one of four pilot areas that will see a multi million pound government investment in rural broadband provision. The project aims to achieve universal access to 10mbs in Cumbria by 2015. The County Council is working with the Broadband Delivery UK agency and will put it out to tender early in 2011. Public funds of £10-20 million will help to subsidise the provision.

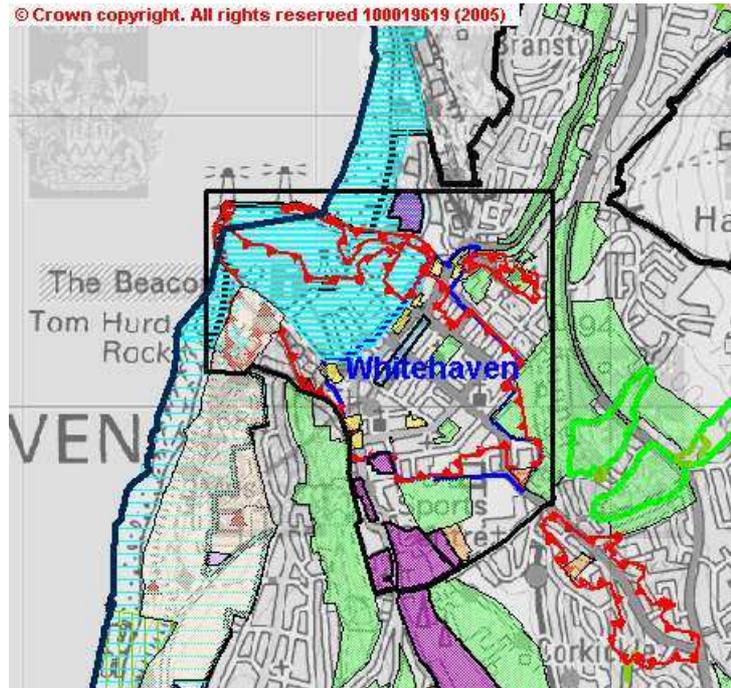
HISTORIC LEGACY

Conservation Areas

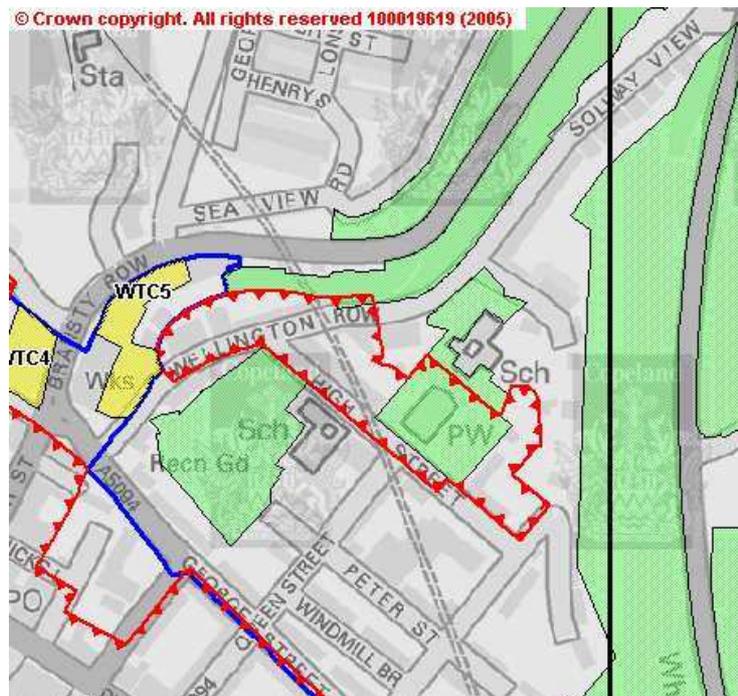
There are currently 9 Conservation Areas within Copeland, outside the Lake District National Park. These are:

Whitehaven Area

Map 32 Whitehaven Town Centre Conservation Area

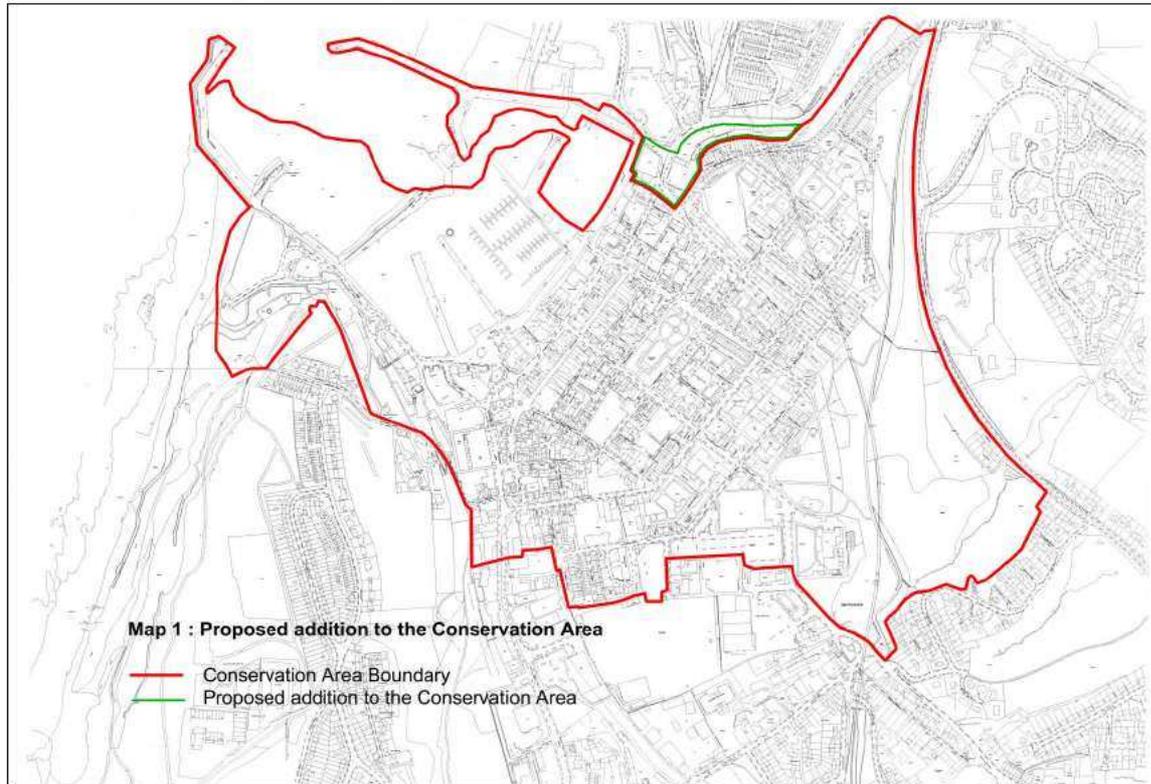


Map 33 High Street Conservation Area

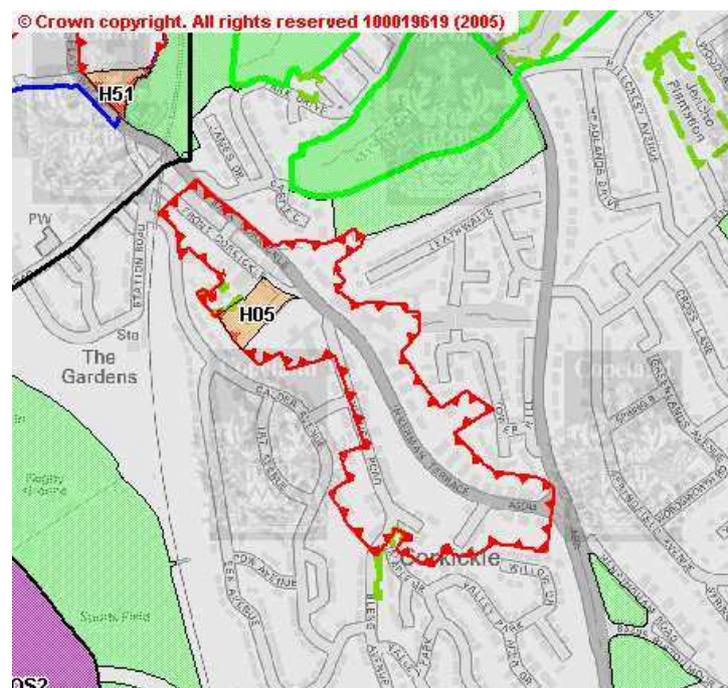


The Town Centre and High Street Conservation Areas are in the process of being extended and combined, into one Conservation Area, as shown in the plan below.

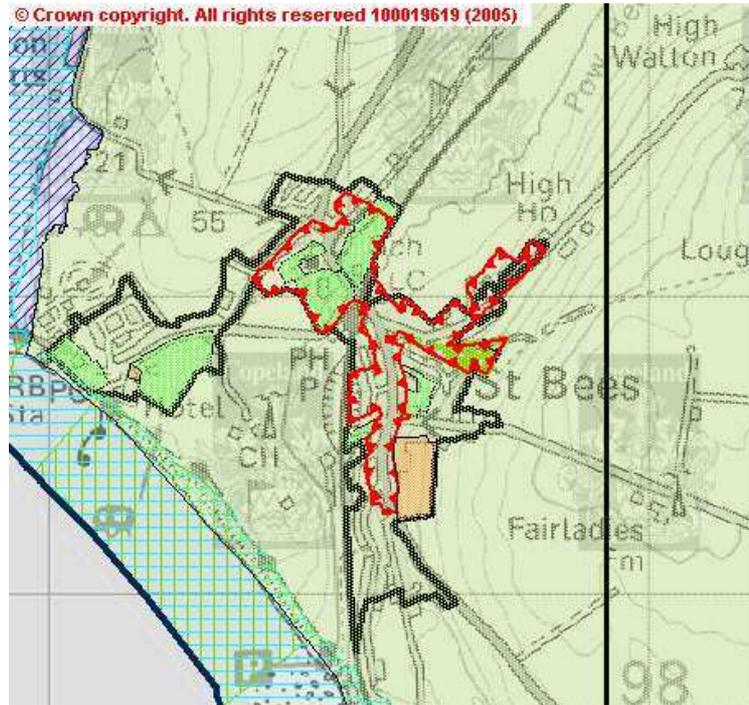
Map 34 Proposed Whitehaven Town Centre Conservation Area



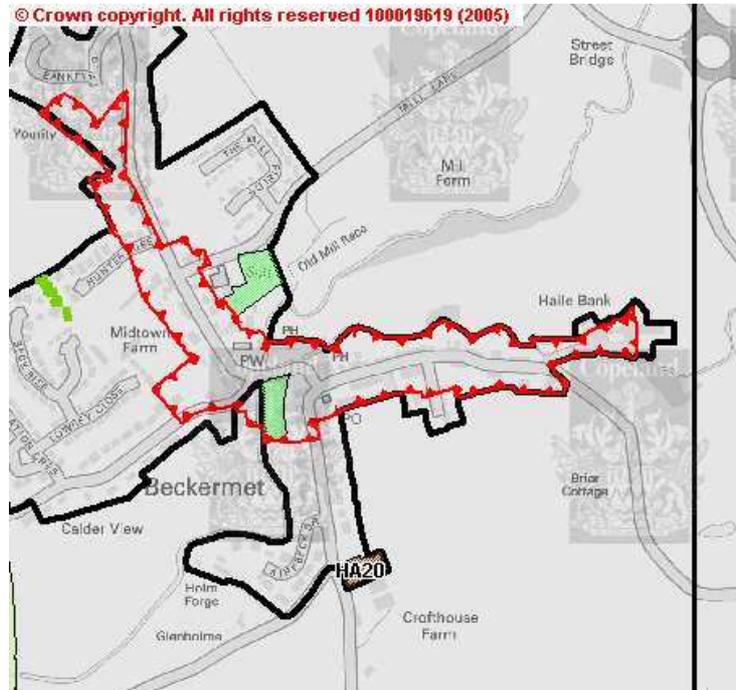
Map 35 Corkickle Conservation Area



Map 38 St Bees Conservation Area

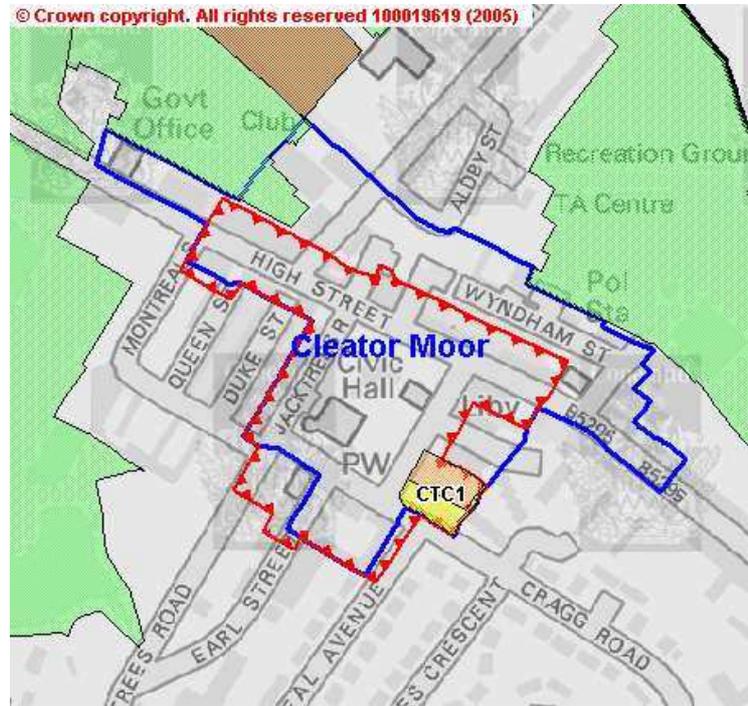


Map 39 Beckermat Conservation Area



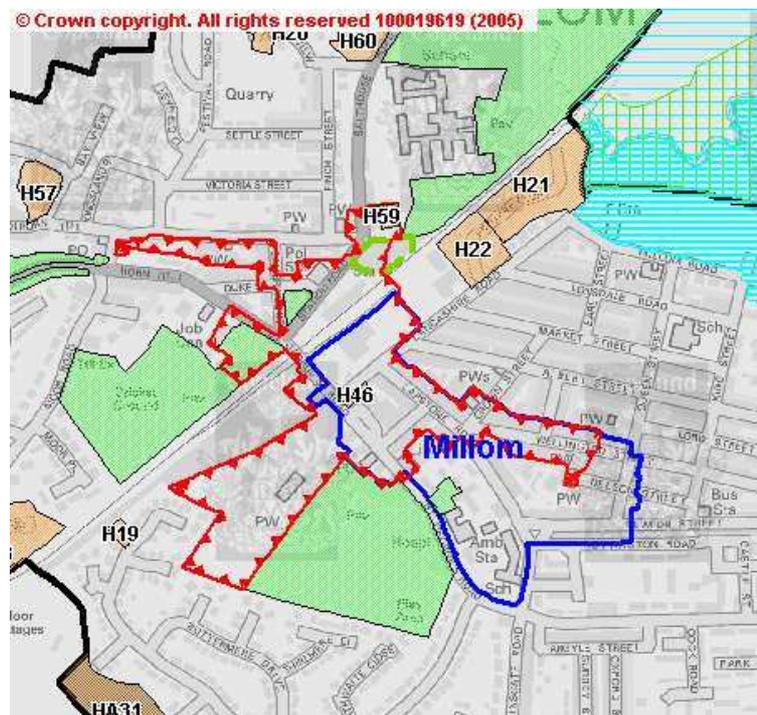
Cleator Moor Area

Map 40 Cleator Moor Conservation Area



South Copeland Area

Map 41 Millom Conservation Area



Local Planning Authorities have a duty to review Conservation Areas on a regular basis. The Whitehaven Town Centre and High Street Conservation Areas have been reviewed as part of the Appraisal and Management Plan prepared by Paul Butler Associates, on behalf of the Council. The remaining conservation areas are still to be reviewed.

Listed Buildings

There are 708 listed buildings or structures of architectural or historic interest within the plan area. Of these, 655 are Grade II, 29 are Grade II* and 14 are Grade I.

There are four buildings/monuments which currently appear on English Heritage's Buildings at Risk (BAR) Register. These are:

1. Gale Mansion, 151 Queen Street, Whitehaven (Grade II listed)
2. Barrowmouth Gypsum and Alabaster Mine, Saltom Bay, Whitehaven (Scheduled Monument)
3. Settlement 25m SE of Gatra, Lamplugh, (Scheduled Monument)
4. Millom Castle (Grade I Listed)

Archaeological Sites (Scheduled Ancient Monuments)

Within the plan area, there are 24 Scheduled Monuments. These are shown in the table below.

Table 32 List of Scheduled Monuments (Parish Order)

Title	Parish	Grid Reference
Lacon Cross	Arlecdon and Frizington	NY 024 166
Hayes Castle	Distington	NY 002 226
Large irregular stone circle and a round cairn on Dean Moor	Distington	NY 0399 2234
Drigg Holme Packhorse Bridge	Drigg and Carleton	SD 077 988
Egremont Castle	Egremont	NY 010 105
Settlement 25m SE to Gatra	Lamplugh	NY 070 208
Millom Castle (ruined portions)	Millom	SD 171 813
Hodbarrow Beacon	Millom	SD 180 783
Lacra Old Kirk and Terraces	Millom Without	SD 147 814
Stone circle west of Great Knott, Lacra	Millom Without	SD 1498 8132
Stone circle and funerary cairn 440m south west of Great Knott, Lacra	Millom Without	SD 1492 8097
Stone circle 410m SSW of Great Knott, Lacra	Millom Without	SD 1501 8096
Two stone circles, a stone avenue and a stone alignment at Great Knott, Lacra	Millom Without	SD 1505 8119 SD 1513 8124

Giant's Grave standing stones, Kirksanton	Millom Without	SD 1361 8110
Parton Roman Fort	Parton	NX 982 211
Stone circle NW of Seascale How Farm	Seascale	NY 033 023
Two high cross shafts in St Bridget's churchyard	St Bridget, Beckermest	NY 0150 0604
Enclosure 250m East of Winscales	St Johns, Beckermest	NY 026 091
Old quay and old quay lighthouse	Whitehaven	NX 968 184 NX 971 185
Duke Pit fan house	Whitehaven	NX 9697 1807
Haig Colliery	Whitehaven	NX 9672 1759
Saltom coal pit	Whitehaven	NX 9643 1739
Old Fort	Whitehaven	NX96811834
Duddon Bridge Ironworks and Duddon Bridge Mill	Millom Without	SD1964288419
Barrowmouth gypsum and alabaster mine	Whitehaven	NX9586215789

Table 33 Tree Preservation Orders

Name of TPO	Parish
Rheda Estate, Frizington	Arlecdon and Frizington
High House, Parkside, Frizington	Arlecdon and Frizington
The Old Vicarage, Lingla Bank, Frizington	Arlecdon and Frizington
Rheda Park, Frizington	Arlecdon and Frizington
Flosh Farm, Cleator	Cleator Moor
The Flosh Hotel, Cleator	Cleator Moor
Rear of War Memorial, Cleator	Cleator Moor
Ehen Hall, Cleator	Cleator Moor
Leconfield Street, Cleator Moor	Cleator Moor
Grove Court Hotel, Cleator	Cleator Moor
Crematorium Bungalow, Distington	Distington
Little Mill Farm, Egremont	Egremont
Woodbank Mansion, Egremont	Egremont
Linethwaite Hall, Moor Row	Egremont
Little Mill, Egremont	Egremont
Springfield Road, Bigrigg	Egremont
Woodlands, Haile	Haile
Beck Brow Farm, Haile	Haile
Bird Dyke Farmhouse, Lamplugh	Lamplugh
Stamford Hill, Lowca	Lowca
Crofthead Farm, Lowca	Lowca
Brockwood Hall, Whicham	Millom
Station Road, Millom	Millom
Halthwaites, The Green, Millom	Millom Without
Race Grove, The Green, Millom	Millom Without
Underwood, The Hill, Millom	Millom Without
Roseneath, Low Moresby	Moresby
Langill House, Low Moresby	Moresby
Beech Grove, Low Moresby	Moresby
Pelham House, Calderbridge	Ponsonby
Woodland at Lingmell, Seascale	Seascale
Lingmell, Seascale	Seascale
Summergrove, Whitehaven	St Bees
High House Wood, Rottington	St Bees
Oaklands, Beckermest	St John Beckermest
Part Field 8686, Oaklands, Beckermest	St John Beckermest
Beck Rise, Beckermest	St John Beckermest
38 Victoria Road, Whitehaven	Whitehaven
Midgey Wood, Whitehaven	Whitehaven
Jericho Plantation, Hillcrest	Whitehaven

Main Street, Sandwith, Whitehaven	Whitehaven
Croftfoot, Sandwith, Whitehaven	Whitehaven
Victoria Road, Whitehaven	Whitehaven
New Monkway, Hensingham, Whitehaven	Whitehaven
Bleng Avenue, Corkickle, Whitehaven	Whitehaven
Park Drive, Whitehaven	Whitehaven
Garlieston, Front Corkickle, Whitehaven	Whitehaven
Homewood House, Hensingham, Whitehaven	Whitehaven
Victoria Terrace, Corkickle, Whitehaven	Whitehaven
Former Laundry, Low Road, Whitehaven	Whitehaven
The Hollins, Mirehouse, Whitehaven	Whitehaven
Adjoining Old Rectory, Bird Dyke, Lamplugh	Lamplugh
Old Rectory, Bird Dyke, Lamplugh	Lamplugh

Summary of Heritage Designations

The following table for individual Locality Areas summarises the above information for heritage designations within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Red” indicates that some sites within the Locality Area or below standard and there is no current commitment to improve the situation.

Table 34 Summary of Heritage Designations

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Conservation Area Reviews	Red	Red	Red	Red	Red
Listed Buildings at risk	Red	Green	Green	Green	Red
Ancient Monuments at risk	Red	Green	Red	Green	Green
TPOs	Green	Green	Green	Green	Green

GREEN INFRASTRUCTURE

What is Green Infrastructure?³⁴

Green Infrastructure is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens

Why is Green Infrastructure important?

Green Infrastructure can provide many social, economic and environmental benefits close to where people live and work including:

- Places for outdoor relaxation and play
- Space and habitat for wildlife with access to nature for people
- Climate change adaptation - for example flood alleviation and cooling urban heat islands.
- Environmental education
- Local food production - in allotments, gardens and through agriculture
- Improved health and well-being – lowering stress levels and providing opportunities for exercise

Green Infrastructure should be provided as an integral part of all new development, alongside other infrastructure such as utilities and transport networks.

Natural England's Green Infrastructure Guidance

The guidance lays out Natural England's position in relation to green infrastructure planning and delivery. The guidance articulates the importance of early planning for green infrastructure and integrating green infrastructure strategies within spatial planning.

³⁴ Information from Natural England web site

OPEN SPACE

An Open Space Assessment³⁵ has been undertaken on behalf of the Council, as required by Planning Policy Guidance (PPG) Note 17. An audit of open space included an assessment of 424 open spaces across the borough and these sites have been mapped using a GIS. A community consultation exercise was undertaken using the Cumbria Citizen Panel and a random selection of households across the borough. In addition the 27 parish and town councils were consulted. The consultants also visited the formal open spaces to undertake quality checks and produced a Playing Pitch Study³⁶.

The Open Space report found that it is the country parks, local countryside, woodlands and green spaces that are most commonly used (at least monthly) by most adult residents (over 65%). Footpaths, bridleways and cycle paths are the spaces most likely to be used every day. It is therefore the informal recreation opportunities that figure most prominently in respondents' replies. In addition, 40% of respondents use local recreation grounds or parks at least once a month.

Open space provision within the Borough: some general facts and figures

The table below provides an overview of the open spaces that were included in the audit.

Typology	No. Sites	Hectares	ha/1000*
Allotment	40	23.46	0.33
Amenity Greenspace	94	62.88	0.89
Beach	4	32.99	0.47
Churchyard & Cemetery	24	48.62	0.69
Civic Space	4	23.20	0.33
Education	34	69.09	0.98
Golf Course	3	136.68	1.94
Natural & Semi-Natural Greenspace	55	525.82	7.47
Natural & Semi-Natural Greenspace (LA)	16	28.24	0.40
Other	36	43.82	0.62
Outdoor Sport	25	51.42	0.73
Outdoor Sport (LA)	26	58.09	0.82
Park & Garden	9	14.89	0.21
Play Space	54	9.98	0.14

* Population from 2007 mid year estimates

Maps showing the existing provision of each typology in each of the Locality Areas are included in the area profiles (part 2 of the report).

³⁵ Open Space Assessment Leisure and the Environment (September 2010)

³⁶ Playing Pitch Study for Copeland Borough Council (September 2010)

COPELAND STANDARDS

Central Government Planning Guidance (PPG 17), states that local planning authorities should set justified local standards, with three components, embracing:

- Quantity
- Quality
- Accessibility

The Open Space Assessment report sets, justifies and applies standards for a range of open space, sport and recreation facilities.

Following the completion of the assessment of local needs and the audit of provision (the first two stages of this study), new standards of provision for open space, sport and recreation facilities are proposed. This section of the report³⁷ explains how the standards for Copeland have been developed, and provides specific information and justification for each of the typologies.

The development of Standards

The standards for open space, sport and recreation facilities have been developed using guidance in the PPG17 companion guide. Standards have been developed for each typology of open space and built facility using the following components:

- **Quantity standards:** These are determined by the analysis of existing quantity provision in the light of community views as to its adequacy and levels of use. Furthermore, it is essential that the quantity standards proposed are achievable.
- **Quality standards:** The standards for each form of provision are derived from the quality audit, existing good practice and from the views of the community and those that use the spaces. Again, quality standards should be achievable and reflect the priorities that emerge through consultation. Standards are expressed in general terms from 'very poor' to 'very good', and these have been drawn from the quality audit.
- **Accessibility standards:** These reflect the needs of potential users. Spaces and facilities likely to be used on a frequent and regular basis need to be within easy walking distance and to have safe access. Other facilities which are used less frequently, for example large leisure facilities or country parks, where visits are longer but perhaps less frequent can be further away.

The standards that have been proposed are for minimum levels of provision. If an area enjoys levels of provision exceeding the minimum standards, it does not necessarily mean that there is surplus provision as all of it may be well used.

Summary of standards

This section summarises the proposed quantity, access and quality standards for open space. Justification for these standards is outlined in the sections below.

³⁷ ³⁷ Leisure and the Environment (September 2010)

Standards have been proposed for the following typologies:

Typology	Quantity Standard (ha)	Access Standard	Quality Standard
Allotment	0.35	480m (10 minutes straight line walk time)	Aim to achieve an 'average' standard of quality across the typology
Amenity Greenspace	0.9	720 metres (15 minutes straight line walk time)	Aim to achieve a 'good' standard of quality across the typology.
Amenity Greenspace	0.9	720 metres (15 minutes straight line walk time)	Aim to achieve a 'good' standard of quality across the typology.
Natural & Semi-Natural Greenspace	1.0	960 metres (20 minutes straight line walk time)	Aim to achieve an 'average' standard of quality across the typology
Outdoor Sport	1.1	480 metres (10 minutes straight line walk time)	Aim to achieve a 'good' standard of quality across the typology
Play Space	0.15	Junior Provision – 450m (just under 10 minutes straight line walk time) Youth Provision – 720 m (15 minutes straight line walk time)	Aim to achieve a 'very good' standard of quality across the typology
Park & Garden	0.20	720 metres (15 minutes straight line walk time)	Aim to achieve a 'very good' standard of quality across the typology

The following typologies have also been included within the quality audit but do not have quantity or access standards, see section 6.10:

- Natural & Semi-Natural Greenspace (LA)
- Beach
- Churchyard & Cemetery
- Civic Space
- Education
- Golf Course

Application of Standards

The standards for open space and built facilities are central to the future planning and provision of facilities. The PPG17 guidance identifies that the standards should be used to:

- Identify deficiencies in **accessibility**;
- Identify **quality deficiencies**;
- Identify areas of **quantitative deficiency or surplus**;

This section considers each of the above at a Borough wide level. More local analysis at Area level is provided within part 2 of the report (Area Profiles).

Access to open space, sport and recreation facilities

For each of the typologies, access standards have been set. These standards are based on straight line walk times. Part 1b of the report shows maps by locality area with the access standards for each typology applied using catchment zones..

The access standards should be used as follows:

- To identify deficiencies / gaps in access to each of the typologies within local areas. This information can be used to determine priorities for new provision. It is likely that a Greenspace Strategy would determine how these deficiencies could be met.
- To inform development control planners where open space is required as part of new developments to achieve the Borough access standards. Access standards are an important factor in the decision making and planning process and examples of how they can be used are given.
- To consider how recreational routes, green corridors etc can contribute towards improving access to open space. This should be considered within a Greenspace Strategy and through the planning of new development.

Quality of open space, sport and recreation facilities

The audit of open space included visits to 424 sites. Each site was assessed using a set of criteria and scored for existing quality and potential quality. More detailed observations are made in the area profiles. The audit found as much variation in the quality of sites within a ward, as within a locality area and across the Borough. With such a large number of sites included within the study, it is not feasible to analyse every site (this is covered in the quality database). The quality database is designed to act as a tool for use by council officers in decision making on management and planning issues related to open space. The following summarises the general findings of the quality audit, and identifies issues and deficiencies in quality.

Quality of open space by typology

Allotments

The audit found a large variation in the type and quality of allotments within the Borough, sites included the following:

- Small holdings with outbuildings,
- Garages/sheds and storage areas,
- Abandoned sites now left as long grass,
- Formal, well used allotment gardens used for growing fruit and vegetables,
- Community gardens with evidence of communal planting schemes,
- Gardens used by nearby houses with lawns, sheds and planting;

It is clear that the sites are under various ownership and management, and differ in use and quality. As such, it is difficult to determine how and where quality could be improved. The issues are complex and further work would be required to develop a coherent allotment strategy.

What is clear is that allotments are important to community life and they should be afforded protection unless it can be clearly demonstrated they are surplus to requirement. Furthermore, there are clearly sites that would benefit from investment in their basic infrastructure.

Amenity Greenspace

Some general observations and recommendations regarding amenity open space are outlined below:

- The audit identified that these spaces were generally well maintained, and a number of sites have been improved with landscape features such as shrubs and tree planting;
- Amenity open spaces provide a significant opportunity to provide additional facilities. For example, many of the sites are large enough to accommodate facilities for children and young people, particularly in areas where there is a shortfall in provision.
- A number of new amenity spaces have been provided as part of new housing developments – a number of these were found to be of poor design and quality – and this needs to be addressed in future housing schemes.
- Where sites have been identified as having the potential to improve, generally, this can be achieved relatively easily and at a reasonable cost (compared to play areas or sports grounds). Simple improvements such as enhanced planting and improved footpath surfacing can significantly improve the overall quality of a site and its appearance.

- Where sites do have facilities, such as play areas, these often require improved maintenance and better quality of provision (see under play).
- Within the Whitehaven area there is a major opportunity to change the maintenance regime to provide for a varied level of cut on the larger sites. This would enhance visual variety whilst benefiting insects such as bees and butterflies.

Natural & Semi-natural greenspace

Some key issues and recommendations relating to natural & semi-natural greenspace are outlined below:

- The Borough is well provided for in terms of natural & semi-natural greenspace with a number of large areas of accessible spaces located throughout the Borough.
- In the urban settlements, in general, the quality of existing semi-natural greenspaces for biodiversity is good, with appropriate levels of access balanced with areas for biodiversity. Mostly this is achieved as a result of the large size of many of the areas which are large enough to provide for both recreation and biodiversity.
- Information provision and interpretation was generally found to be good with most sites being appropriately equipped.
- There is an opportunity to improve the management of other open spaces for biodiversity, in particular, amenity open spaces.
- The management of natural and semi-natural greenspace falls under the responsibility of a number of organisations including the council, wildlife trust and RSPB. Therefore communication between these organisations is important to maintain the biodiversity footprint and quality for the future.
- Within the Whitehaven area, much of the natural and semi-natural greenspace offers existing or potential green corridors. Some of these routes connect low to high ground with steps (perhaps a legacy of links from home to workplace). Others take the form of cyclepaths (notably as part of the National Cycle Network). There are major opportunities to enhance this network of corridors which would benefit connectivity by foot and bike, whilst also enhancing the local environment.

Outdoor Sports Space

- The Borough has a wide range of types of outdoor sports space ranging from a single football pitch with no facilities, to large sites with several pitches, changing rooms etc.

- There is considerable variation in the quality of provision across the Borough, with some sites having good, well maintained, facilities whilst others are in need of significant improvement.
- There is a significant number of facilities in private ownership or management – more than in public ownership. Private facilities are an important part of the provision for outdoor sport in the Borough. Consideration needs to be given to how developer contributions and other funding can be made available to these clubs and facilities to ensure facilities are provided for the future.
- Many of these spaces are ‘multi-functional’ and provide for a range of both formal and informal recreation. So whilst the site may be used for football at the weekends, the rest of the week it is used for informal recreation.
- Improvements to these sites also need to be co-ordinated through site management plans.

Play Space

The following issues have been drawn out of the audit:

- The quality of play areas varies vastly across the area, but overall quality is at best ‘average’.
- Where new equipment has been provided, generally, it is of good quality.
- There is, however, a lack of ‘imagination’ with almost all facilities consisting of traditional play equipment, much of it out of date.
- There is an opportunity to make use of the large natural greenspace resource to meet shortages in play provision, through the provision of natural play space.
- A significant number of play areas are provided within a larger open space, however, very few of these are ‘integrated’ within the site; their location has not been considered in relation to the whole site and its wider use. It is therefore recommended that any investment in play areas is co-ordinated with a wider ‘master plan’ for the whole of an open space. There is a need for new play areas to be designed as part of the landscape, incorporating natural play, landscape features and modern equipment.
- There is a lack of signage at many play areas, with no information on how to contact those responsible for management.
- There is a distinct lack of facilities for young people. Where there is provision, it often lacks thought with regard to its location and function. It is therefore recommended that provision for young people is increased, and that design and location is developed in consultation with users.

Parks & Gardens

- The borough only has a small number of formal parks and gardens, which are located in the main urban settlement areas. Where they are provided, they were found to be of good quality, with 4 parks achieving green flag awards and a further 3 sites achieving green heritage awards.
- Investment in Parks & Gardens needs to be co-ordinated through the development of site management plans. These should be subject to consultation with the local community and follow good practice guidance, such as that provided by CABE space.³⁸
- The lack of parks and gardens in more rural areas is to be expected, as this type of provision tends to be located in areas with larger populations. Often this need is met in rural areas by local recreation grounds and other types of provision. Therefore, the application of the standards for parks and gardens needs to focus on the urban settlements.

Quantity of open space, sport and recreation facilities

For each of the typologies, quantity standards have been set. These are expressed as hectares of open space per 1000 population (e.g. 0.5 ha/1000). For each of the typologies, the existing quantity of open space has been assessed using GIS analysis, and then provision has been calculated against the proposed standards.

The analysis has been carried out using a bespoke GIS toolkit which allows existing quantity to be assessed against standards. The analysis can take place at any defined geographical area, and for this study, assessments have been made by Area Action Partnership and Ward level (maps for this are provided in part 2 of the report).

The analysis shows if there is an existing 'sufficient supply' or 'under supply' against the open space standard, this is expressed in total hectares and hectares/1000 people (as +/- ha).

The toolkit allows scenarios to be modelled, and is an invaluable toolkit in decision making in development control.

Table 7.3 (of the report – see below) outlines the provision of each typology by Sub area and ward, showing as 'sufficient supply' or 'under supply' compared to the Copeland Standard. The maps in part 2 of the report show the existing and required provision against the standard for each Locality Area (as shown below). This can also be assessed at a more local level by ward or settlement using the GIS toolkit.

Quantity of open space by typology

The following observations are made with regard to the quantity of open space across the Borough:

³⁸ <http://www.cabe.org.uk/publications/producing-parks-and-green-space-management-plans>

Allotments

There tends to be a sporadic supply of Allotments across the Borough, with some areas having significant under provision and others a significant over provision. The Cleator Moor and Egremont locality areas have sufficient provision overall, whilst the other three locality areas have under supply.

Amenity Greenspace

Only the Whitehaven locality area has sufficient provision. In those locality areas where there is under supply, Cleator Moor and Egremont have a number of wards with sufficient provision. South Copeland and Mid Copland locality areas have the most wards with under provision.

Outdoor Sports Space

All of the locality areas have an overall sufficient supply of outdoor sports space, there are, however, deficiencies within individual wards.

Natural & semi-natural greenspace

All locality areas have a sufficient supply of Natural & semi-natural greenspace, there are, however, localised deficiencies within a number of wards within each locality area.

Parks & Gardens

South Copeland, Mid Copeland and Whitehaven locality areas all have sufficient provision overall. All of the wards within the Cleator Moor and Egremont locality areas have an under supply.

Play Space

The Cleator Moor and Whitehaven locality areas have a sufficient supply overall, however, a number of wards within the Whitehaven area have under provision. The other locality areas all have an under supply overall, with all wards within South Copeland having an under supply.

Quantity of open space by locality area

The following provides a brief summary of the main observations for each of the locality areas.

Whitehaven

The only typology with an overall under supply is allotments. However, a number of wards have localised under provision, especially with parks & gardens, play space and outdoor sports space. Only one ward has an under supply of natural & semi-natural greenspace.

Egremont

Overall there is an under supply of amenity greenspace, parks & gardens and play space, with all wards having under provision of parks & gardens. There is sufficient supply of other typologies, with all wards having sufficient provision for outdoor sports.

Cleator Moor

This locality area has an under supply of amenity greenspace and parks & gardens, with all wards having an under supply of parks & gardens. There is a sufficient supply of other typologies, with only one or two wards having under provision.

Mid Copeland

Overall this locality area has an under supply of allotments and amenity greenspace, but is well provided for with other typologies. As there are only two wards that make up this locality area, supply will also need to be looked at on a more localised level within the wards of Gosforth and Seascale.

South Copeland

Overall there is an under supply of allotments, amenity greenspace and play space. All wards have an under supply of amenity greenspace and play space. The locality area is well provided with natural greenspace, outdoor sports space and parks & gardens; however, there are localised deficiencies in some wards.

How to use the standards

The standards are proposed to inform the future provision of open space across the Borough and all three standards for quality, quantity and access should be used together as follows:

- To seek to achieve a balance of open space across the Borough which meets the minimum Borough standard for each typology. This study should form the basis for a Greenspace Strategy, which should identify the options for achieving the standard.
- Provide guidance to planners and developers as to the minimum requirement for open space provision as part of new housing development.

Table 35 Summary of quantity provision of open space

Locality Area/ Ward	Provision of open space (hectares)					
	Allotments	Amenity Greenspace	Natural & Semi-Natural Green Space	Outdoor Sport	Park & Garden	Play Space
South Copeland	-0.24	-4.5	222.83	9.61	1.82	-0.66
Bootle	-0.46	-1.18	-1.31	0.47	-0.26	-0.2
Haverigg	0.64	-1.37	206.32	5.25	-0.37	-0.02
Newtown	0.01	-3.01	224.41	2.62	2.7	-0.37
Holborn Hill	-0.89	-0.12	-2.53	-0.19	-0.51	-0.38
Millom (without)	-0.51	-1.32	-1.46	-1.61	-0.29	-0.11
Mid Copeland	-1.51	-1.06	128.9	2.03	0.75	0.33
Gosforth	-0.52	-1.06	-1.49	2.19	1.31	-0.09
Seascale	-0.99	0.01	130.39	-0.16	-0.56	0.42
Cleator Moor	3.14	-0.58	15.88	9.0	-2.43	0.01
Ennerdale	-0.37	-0.94	1.17	-1.15	-0.21	0.08
Cleator Moor South	0.15	0.75	11.58	1.52	-0.54	0.08
Cleator Moor North	2.45	1.91	7.29	1.24	-0.85	-0.27
Frizington	1.46	0.84	-2.61	-0.6	-0.52	0.05
Arlecdon	-0.54	-1.39	-0.68	7.98	-0.31	0.07
Egremont	2.33	-2.48	21.04	14.32	-1.25	-0.45
Beckermet	-1.01	-2.24	-1.24	3.49	-0.58	0.05
Egremont South	3.17	1.73	13.71	1.62	0.46	-0.15
Egremont North	0.02	0.22	10.97	8.56	-0.85	-0.37
St Bees	0.14	0.06	-0.76	4.7	-0.28	0.03
Whitehaven	-3.93	10.62	82.56	10.22	2.48	0.59
Distinguon	-1.14	4.1	-0.6	2.74	-0.8	1.57
Moresby	0.4	0.01	0.96	0.84	-0.24	0.51
Bransty	-1.78	-2.84	11.42	-3.95	-1.02	-0.72
Harbour	1.78	4.83	28.75	-0.78	3.51	-0.51
Kells	-0.83	8.56	16.88	11.08	-0.47	-0.19
Hillcrest	-0.9	-1.11	4.81	-1.55	-0.51	-0.15
Sandwith	-0.89	1.37	11.57	-2	-0.51	0.43
Mirehouse	-1.6	4.98	41.25	-0.99	-0.92	0.15
Hensingham	1.09	-1.47	4.25	4.82	3.44	-0.51



Sufficient supply



Under Supply

SPORTS PITCHES AND COURTS

The 'Playing Pitch Study'³⁹ for Copeland Borough Council was commissioned by the Council as part of a wider study looking at open space, sport and recreation need in the area. The Study was undertaken by Leisure and the Environment.

An up-to-date and accurate playing pitch study can help the Council and others, by providing an evidence base to inform planning, decisions and actions. This study provides:

- a comprehensive assessment of the supply of, demand for, and distribution of accessible outdoor playing pitches and certain other outdoor facilities in and around the local authority area;
- an analysis of the quantity and quality of pitches in the area;
- a comprehensive set of recommendations for local standards of provision and other guidance offered for planning purposes, including strategic recommendations relating to deficiencies, existing provision to be protected, and proposals for new provision including measures in relation to the quality of provision;
- a review of the adequacy of existing provision against these standards, and other appropriate standards, to meet existing and future need;
- an action plan with time-scales to inform planners negotiating for developer contributions and to inform service delivery; and,
- an approach for developer contributions.

Pitch sport teams locally

Based on information gathered by this study, the following represents a count of all pitch sport teams identified through the study broken down by key pitch sport, age group, and sub area. To ease presentation, the two Rugby codes have been combined.

Sub area name	Football				Rugby (both codes)					Cricket				Hockey				
	Adult Males	Junior Male	Ladies	Girls	Mix	Adult Male	Colts	Junior	Ladies	Vets	Adult Male	Junior	Ladies	Vets	Adult Male	Junior	Ladies	Vets
Clouster Moor	7	8	0	2	6	3	0	13	1	0	4	3	0	0	0	3	0	0
Egremont Mid Copeland	8	10	0	2	10	4	0	14	0	0	5	3	0	0	0	0	0	0
South Copeland	1	0	0	0	0	1	0	0	0	0	4	2	0	0	0	0	0	0
Whitehaven	0	0	0	0	0	3	0	7	0	0	4	6	0	0	0	0	0	0
Total	17	14	0	4	10	11	0	19	0	0	5	4	0	0	0	0	0	0

Other than the above, the following are noteworthy key points:

- **Football:** Levels of known participation for all age groups in the Borough generally below the comparable national and regional figures based on both FA data and research conducted for this study. The exception tends to be female football where levels compare favourably.

³⁹ A Playing Pitch Study for Copeland Borough Council 2010

- **Cricket:** Cricket appears to have a traditional strong base in the Borough, but there are concerns about future prospects borne out of lack of play in schools and the quality of maintenance of some facilities.
- **Rugby** (both codes) is strong and well established, and the sports representation rivals even football (traditionally the dominant pitch sport in terms of participation).
- **Hockey:** An emerging sport in the Borough with one club currently fielding three junior teams from which it is hoped adult teams will develop.
- **Netball:** The Copeland Netball League has 20 teams (yielding an estimated 160 players) based at Whitehaven Leisure Centre, but also playing at several other venues. The League appears to be benefiting from developing links with local schools as well as the work of a local Netball Development Officer. Players' ages range between 15 and 50 years +.
- **Tennis:** There appear to be only three established clubs within the Borough. Whitehaven Tennis Club, which operates out St. Benedict's RC School; Seascale Tennis Club; and St. Bees Club, which uses school courts. There are other clubs in name, but these do not appear to be anything other than loose associations. The total number of regular and affiliated player is likely to be less than 150 players. There is also informal use of municipal/local council courts, where these exist.
- **Bowls:** There are seven clubs recorded within the Borough (covering both lawn and crown green codes). Based on the responses of clubs responding to the questionnaire survey, club membership for outdoor clubs is expected to yield between 400-500 players. The indoor club venue at Cleator Moor has around 220 regular bowlers.

Perhaps most notable is the lack of football activity in South Copeland, both for mini soccer and full-size football. Other than the Millom area, South Copeland is sparsely populated. On the other hand, there is good representation in the southern part of the Borough in respect of both Rugby and Cricket. Hockey is currently only based in the Cleator Moor.

General provision for outdoor sports

Based on the information available to the study, the following is an estimate of all outdoor sports provision in the local authority, irrespective of sector or community availability, for the principal pitch sports as well as outdoor bowls, tennis, and Multi Use Games Areas (MUGAs). The figures do not include athletics tracks or golf courses. Some of this space will be shared between winter and summer sports.

General provision for outdoor sports

Based on the information available to this study, the following is an estimate of all outdoor sports provision in the local authority irrespective of sector or community availability, for the principal pitch sports as well as outdoor bowls, tennis, and Multi Use Games Areas (MUGAs). The figures do not include athletics tracks or golf courses. Some of this space will be shared between winter and summer sports.

Table 4.2

Pitch type	SF	JF	Mini	C	SR	JR	STP	Bowls (outdoor)	Tennis	MUGA
Number	33	13	14	10	29	1	3	7	18	9
Size Assumption (ha)	0.9	0.75	0.3	1.6	1.2	0.8	0.9	0.15	0.07	0.07
Overall space estimate	29.7	9.75	4.2	16	34.8	0.8	2.7	1.05	1.26	0.63

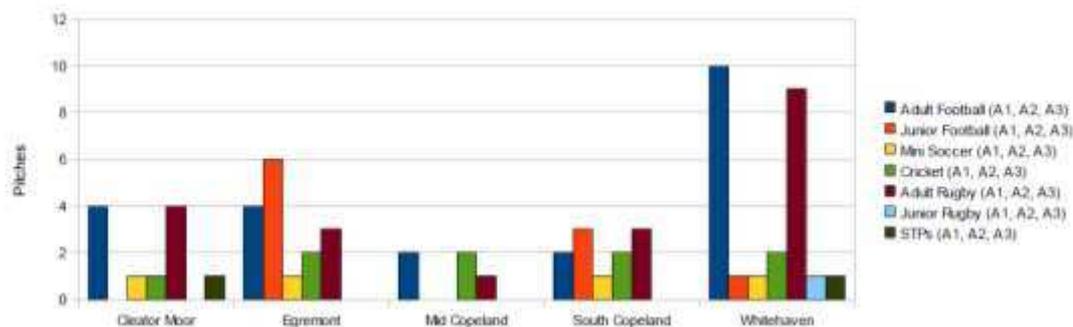
The interesting thing about these figures is the numbers of rugby pitches (both codes) and the area devoted to the sport. In most other parts of the country provision for football dominates. Rugby is relatively extremely strong in the Borough, and its position

is further enhanced by the strength of Rugby League, which is not commonplace in many other parts of the country.

The clubs and education sectors dominate. This pattern again contrasts with many other parts of the country, in respect of the importance of the club sector.

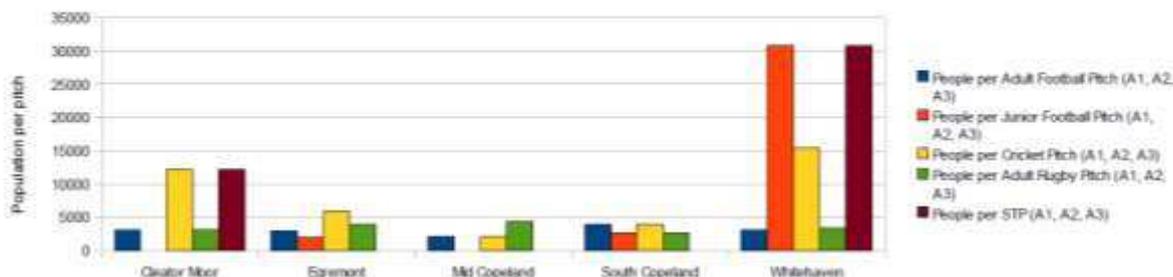
Those venues excluded from these figures are largely school sites. In terms of the individual sub areas the above figures for the A1, A2, and A3 categories⁴ are broken down further with the following chart.

Pitch Numbers and Estimated Area by Sub Area (A1, A2, A3)



Unsurprisingly it is those sub areas with the largest populations which have the best provision numerically. The **Map 3** shows the above information in the form of a thematic map.

However, when measured per capita a different picture emerges. The following chart shows levels of provision in terms of 'people per pitch'.



Pitch Sports (principally football, rugby, cricket, hockey)

General: The provision of community pitch sport sites in the Borough is described in detail in the Appendix 4, of the Playing Pitch Study. This important appendix details the pitches and supporting provision on each site and summarises 'quality' using a method advocated by Sport England in the publication 'Towards a Level Playing Field'. The detailed location of provision covered by this study is included in a series of Locality Area Maps. They also show the 'availability' of pitches based on the Sport England Categorisation 3. In terms of local authority/council (or 'public') provision, the mains sites include:

Name	Sector	Ownership	Sub Area	Total Pitches (all types)
WHITEHAVEN CRICKET CLUB (THE PLAYGROUND)	Public	LA	Whitehaven	3
BRANSTY PLAYING FIELD	Public	LA	Whitehaven	2

Name	Sector	Ownership	Sub Area	Total Pitches (all types)
THE SPORTS FIELD	Public	Parish Co	Cleator Moor	2
KELLS WELFARE	Public	LA	Whitehaven	2
THORNHILL PLAYING FIELD	Public	Parish Co	Egremont	2
GOSFORTH RECREATION GROUND	Public	Parish Co	Mid Copeland	2
CLEATOR MOOR ASTROTURF PITCH	Public	LA	Cleator Moor	2

These sites host rugby, football and cricket.

Club sites perhaps make an even greater contribution towards significant sites, with the main ones identified as being:

Table 4.5

Name	Sector	Ownership	Sub Area	Total Pitches (all types)
THE FALCON COMPLEX	Voluntary	Club	Egremont	5
ADAMS RECREATION GROUND	Voluntary	Club	Egremont	4
MILLOM RUGBY UNION FOOTBALL CLUB	Voluntary	Club	South Copeland	4
MILLOM AMATEUR RUGBY LEAGUE FOOTBALL CLUB	Voluntary	Club	South Copeland	3
DISTINGTON ARLFC	Voluntary	Club	Whitehaven	3
WHITEHAVEN AFC	Voluntary	Club	Whitehaven	2
FAIRFIELD	Voluntary	Club	Cleator Moor	2
LOWCA AMATEUR RUGBY LEAGUE FOOTBALL CLUB	Voluntary	Club	Whitehaven	2
GILLFOOT PARK	Voluntary	Club	Egremont	2

There are very few schools whose grass pitches are recorded as being used by community teams on a regular and secured basis.

Synthetic Turf Pitches (STPs): In addition to the grass pitches there are three STPs within the Borough which are considered in the 'Built Facilities' report forming part of the wider study. There are currently three full-size, floodlit STPs within the Borough, and all three pitches are technically available for community use. In the north there is the 'Third Generation' (3G) surface facility at Whitehaven AFC. This is intensively used by the football club, and wider community use is in practice quite limited. In Cleator Moor there is a sand-based pitch which is used by schools, for small-sided football, and by the Borough's only hockey club. In the south, at Millom School, there is a sand-based pitch, managed by the school. In addition, there is an undersized STP of irregular dimensions at the Cumbria Sports Academy, at Hensingham.

In addition, there are STPs within a 30-minute drive of Whitehaven at Cockermouth and Netherhall Schools in Allerdale, and within a 45-minute drive from the southern part of the Borough in Ulverston, Barrow and Windermere.

The overall impression is therefore that the best pitches are owned and managed by local clubs and this is explained by the fact that they often need better pitches to satisfy higher league requirements, and that clubs themselves are responsible for their own maintenance. There are clearly issues in some locations in respect of overuse and water logging.

Bowls: There is an indoor 5-rink facility managed by the Borough Council at Cleator Moor which is described further in the Built Facilities study. There are 7 outdoor bowls venues in the Borough on 6 sites, as below.

Table 4.6

Name	Sub Area	Size (rinks)/number of greens.	Type	Availability
Boothle and District BC	South Copeland	6 x 1	Crown Green	A2
Egremont BC	Egremont	6 x 1	Lawn	A2
Frazzington BC	Cleator Moor	6 x 1	Lawn	A2
Seascale BC	Mid Copeland	6 x 1	Lawn	A2
Whitehaven BC	Whitehaven	6 x 2	Lawn	A2
Millom BC	South Copeland	6 x 1	Lawn	A2

Tennis: There are currently no dedicated indoor tennis venues within the Borough. The following summarises outdoor provision.

Name	Sub Area	Number/type of courts	Availability
Milom School	South Copeland	3 hard	B/C?
Newton Park (Milom)	South Copeland	2 hard	A1
Seascale Tennis Club	Mid Copeland	3 hard	A2
St. Bees Tennis Club (St. Bees School)	Egremont	3 hard	A3
Whitehaven Tennis Club (St. Benedict RC School)	Whitehaven	4 hard	A3
Whitehaven School	Whitehaven	3 hard (also used for netball)	B/C?

In effect there are therefore 12 courts available for use by the community public or club sites, or else on school sites where there appears to be secured community use. There are a further 6 courts on school sites with more limited availability. None of the courts are floodlit, which does not therefore allow for optimum use throughout the year.

Netball: Other than its main venue at Whitehaven Leisure Centre, the teams in the Copeland Netball League use facilities at West Lakes Academy, Egremont; Whitehaven Football Club; St Bees School; St Mary's School, Kells; and, Whitehaven School..

Multi Activity Venues – Multi Use Games Areas (MUGAs): There is limited provision for MUGAs throughout the local authority area. A total of 9 have been identified of which 4 are public, 1 is club managed, and 4 are on school sites. On school sites there are other hard-surface areas designed for play and games, but which are not MUGAs.

Name	Sub Area	Comments	Availability
Cleator Moor School	Cleator Moor	3 MUGAs: 1x unenclosed, 1 x enclosed, 1 x enclosed (2 court size)	C
St James CE Primary School, Whitehaven	Whitehaven	1 x enclosed (astroturf surface)	C
Newton Park	South Copeland	1 x enclosed (on former tennis court)	A1
Overend Quarry, Hensingham	Whitehaven	1 x enclosed	A1
Off Keir Hardy Road, Cleator Moor	Cleator Moor	1 x enclosed	A1
Gostorth Recreation Ground	Mid Copeland	1 x enclosed	A1
Mirehouse FC	Whitehaven	1 x enclosed (floodlit)	A2

Some of the above have been designed for informal rather than competitive sport. MUGAs, especially when floodlit, have an important role to perform both for formal sport (particularly training) and for informal play, and when planned as part of an overall strategy can fulfil an invaluable sports development function. They do, however, require positive management and promotion, and ongoing maintenance to deter and prevent vandalism. The role of the local sports development officers can often be crucial in ensuring their proper use. They can then be suitable for a range of sports including tennis, basketball, netball and five-a-side football.

Key Findings from Consultation

Football

Key points:

- Lack of 3G STPs for football training and competition
- General lack of (affordable) training opportunities
- Continued concern with quality of ancillary facilities on some pitches. Drainage and waterlogged pitches is cited as a particular issue.
- Issues with cost of hire
- A need for more small-sided *grass* pitches (both for mini soccer and 9 vs 9, the latter where a full size pitch is not required)
- General perception is that demand is increasing

Cricket

Key points:

- Pitches and facilities of variable quality
- Matches are widely spread and travel is a major expense
- Provision of coaching is expensive
- Clubs ideally need help with getting facilities and coaching up to an acceptable standard in some respects
- Schools should be better involved in cricket- few schools currently play and encourage continued interest beyond school hours and years
- Some decline in membership identified, but other information suggests that membership is holding up

Rugby (League and Union)

Key points:

- Drainage issues and overuse of pitches
- Lack of affordable training facilities
- Overuse of some pitches for training and matches

Hockey

Key points:

- Hockey in the Borough is in a very embryonic state, with a (junior) club (West Lakeland) at a formative stage, and playing in Cleator Moor

Other Sports

Netball:

Netball appears to be a sport which has flourished in recent times. However, respondents to the questionnaire surveys suggest that whilst there are many skilled women in West

Cumbria who are good netball players, there is a constant struggle to maintain interest due to the lack of indoor facilities or availability at suitable times. The feeling is that younger girls opt for football/rugby clubs as they have so many more opportunities than netball. To combat this there is a desire for more coaching sessions and a junior league. In addition there is an aspiration for:

- 4 court indoor venue - could be shared with tennis in either Cleator Moor, Egremont or Whitehaven; and,
- 4 'good quality' outdoor courts with lighting - could be shared with tennis in either Cleator Moor, Egremont or Whitehaven

There is a view that there are some good school facilities that aren't fully utilised.

Bowls:

Bowls is a 'self contained' sport. In the Borough there are well established clubs with membership comprised largely of older adults. Respondents to questionnaire surveys have suggested a desire to attract some younger membership.

Schools:

Schools have great potential to be used for a range of community uses, of which outdoor sport is one. Investigations for this study suggest that the use of school pitches by community teams is very limited, which is also borne out by the community views expressed through the PPG17 consultation.

In predominantly rural areas with a small population base and a limited number of larger village/town service centres, schools often represent the only publicly owned facilities available for recreation and sporting use.

As schools are the responsibility of the County Council the management and development of individual schools is obviously a separate function to the provision, management and development of borough wide sports and leisure facilities. At the individual school level, heads and governors have the ability to choose the level of community use of the school that they feel to be appropriate.

From the PPG17 consultation with a variety of organisations, including the School Sports Partnership, the Extended Schools Service, the South Copeland Sports Partnership, North Country Leisure, Copeland Borough Council Officers and the Parish Council survey the following issues have been identified in relation to schools:

- Community use of schools is not dealt with uniformly across the area and regular use of sports pitches, for example, is rare.
- That standard, management and development of provision, though, is inconsistent and doesn't necessarily address identified needs,
- Any strategy for the provision of sports and leisure and recreation in the borough should fully take into account what currently exists and what could be provided in schools,
- The addition of any new sports/leisure facilities in schools should be based on the strategic needs identified for the borough to prevent duplication and to try and maximise the benefits to the community,

- A more uniform, consistent and professional approach should be taken towards the management, programming and service delivery of community use in schools,
- There appears to be a growing recognition of the role that schools can and could provide in relation to community use but an inconsistent approach towards its delivery,
- Not all schools, though, are located sufficiently close to the communities they serve,
- Many of the primary schools have large sites which could be developed/adapted for more intensive use,
- Allowing community access to schools can create administrative and financial burdens to meet health and safety and insurance requirements and this issue should be dealt with at the authority level,
- The quality of the facilities available in schools varies considerably,
- There is potential to use many of the school sites more intensively for community use e.g. Millom School which could be developed as a Sports Hub for the wider community providing quality grass sports pitches, all weather training and sports pitches, swimming and indoor training/gym facilities,
- Taking a more comprehensive view of the use of school facilities could help to free up space and time in the leisure centres for more pay and play activities by transferring appropriate block booked activities, particularly 5-a-side football, to school sites,
- The use of sports pitches needs to be seen in the broader context of provision to improve availability and quality and to link with other facilities to create greater synergy of uses,

Standards and their Application

General

A separate **Technical Report (Appendix 8)** explains and justifies suggested Standards of Provision for Outdoor Sport, which have been informed by the findings of this Study. The standards in summary are as follows.

Outdoor Sports Space (ex. STPs)

Sports/facilities covered	Quantity	Accessibility	Quality	Notes
Football (grass)	Overall 1.1 hectare/1000 persons with the detailed breakdown being determined in SPD, but generally.	480 metres (10 mins walk) or 10 mins drive)	Minimum standard based on 'Good' as defined by Sport England assessment methods, but also taking into account basic requirements as appropriate as specified by Governing Body and Sport England Technical Factsheets	In an urban area like Peterborough the aim should be to encourage facilities sufficiently close to allow people to walk or cycle. However, this will not always be possible and the catchments may need to be waived where there is limited space, as well as for 'strategic' facilities to which many people would anticipate travelling further and often by car or public transport.
Cricket (grass)				
Rugby (grass)				
Other Pitch Sports (grass)				
Courts				
Greens				
Informal sports		260 metres (5 mins walk)	Dependent on circumstances but grass will be the predominant surface, although some provision also for equipped space including items such as ball courts, artificial	

Sports/facilities covered	Quantity	Accessibility	Quality	Notes
			wickets, mini goal posts, basket ball hoops etc.	

STPs

Quantity	Accessibility	Quality	Notes
1 x full size STP (6,426 m ²) per 17,600 persons (or 365.1 m ² per 1000 persons).	Within 15 minutes walktime (preferred) 20 minutes (maximum). 15 minutes drivetime in rural areas.	To an agreed performance specification complying with relevant governing body of sport requirements.	The choice of surface type in particular will depend on the intended principal sporting use.

The section applies the three components of the relevant recommended standards (Quantity, Quality, Accessibility) to the various forms of provision covered by this report and makes relevant comment.

Outdoor pitch sports

Quantity: The standards for outdoor sport are based largely on existing provision, which the technical assessment has concluded to be of sufficient quantity generally to meet existing needs, plus a relatively small 'top-up' component to take into account future natural change and estimated 'latent' demand within the current population. The actual quantity of provision across the sports does not appear to be a particular issue in the Borough at the present time. The main issues are really with regard to 'access' and 'quality', which are dealt with over the following paragraphs. However, it is worth reiterating that the main opportunities are focussed in certain parts of the local authority with a comparative lack of opportunities in some of the more densely populated areas as well as rural areas (see below under 'Accessibility').

Accessibility: The recommended walking access standard for competitive football, rugby and cricket has been applied for Football, Cricket, and Rugby. As there is only one hockey club within the Borough (at Cleator Moor), obviously non local players will need to arrive either by car or public transport.

There is reasonable coverage for the three other pitch sports within the main settlements - whilst not all built up areas are covered by a given catchment, there is for the most part access to a site that accommodates either full-size football, cricket, or rugby on a secured community use basis. The outlying areas are clearly far more problematic. However, access to outdoor sport facilities is not particularly good in several parts of the Borough which suffer from relatively high levels of deprivation in official terms.

Better use of school sites through acceptance of their role as a wider community resource would help to provide new or augmented opportunities. There will of course be problems to address in the sense that the primary function of school facilities is for the delivery of the curriculum.

Quality: Although the technical assessment has concluded that the quality of playing surfaces is generally either 'average' or 'good' other considerations must be taken into account. For example the pitch quality assessment does not consider drainage amongst its criteria. Taking into account the views of users it is clear that some issues are experienced at some locations in respect of pitches, and there are issues with the quality or lack of the changing accommodation.

STPS

Although the pitch sports standard includes an element that covers hockey, which requires synthetic surfaces, it is very important to promote synthetic surfaces as a robust and high capacity medium for sport that can potentially take much pressure off other spaces. For this reason, a separate standard for STPs is recommended.

Quantity: Application of the standard suggests a need for one additional STP based on the current population. The conclusion is drawn that whilst desktop technical assessments have not identified a need for additional STPs, local views suggest that this need exists especially to accommodate the training needs of rugby and football. Currently, there are three full size STPs - two being sand based and the third 3G. A fourth appropriately located STP should probably be a 3G surface that is suited primarily for rugby, but which might also be used for football. The optimum location for such a facility would be within the environs of Whitehaven and Egremont. An alternative to a single full size STP might be two half-size facilities – perhaps one in Whitehaven and one in Egremont. (In terms of the latter, a shared facility between the Falcon Complex and the neighbouring school may be appropriate).

Accessibility: If the above programme of provision is achieved it would provide a comparatively good geographical coverage of the borough, with the general exception of some of the rural extremities.

Quality: In providing additional STPs, it will be important to strike a reasonable balance of surface types. Football and Rugby have for a while sanctioned 3G surfaces of an appropriate specification for competitive play, and it has therefore been possible for the two sports to share these surfaces.

Future Demand for Pitch Sports

Future Demand for Pitch Sports facilities (and sports facilities in general) is comprised of several causal factors:

- Natural demographic changes within the population (especially in relation to the team playing age groups);
- Population change driven by planned developments (via the Statutory Development Plan);
- The Impact of Sports Development and related campaigns;
- The release of any 'latent' or 'frustrated' demand to play sport; and,
- The influence of social trends;
- The provision of facilities in adjacent LA areas

The interaction of these factors will have a considerable effect on the demand for outdoor sports opportunities within the local authority area over the coming years.

The report (A Playing Pitch Study for Copeland Borough Council) recommends that the Council develop a Supplementary Planning Document (SPD) to inform the interpretation and application of standards. This may take the form of a separate planning/design brief covering the provision of new outdoor sport opportunities in the growth areas.

The report also includes an Action Plan which identifies a series of initiatives based on the findings and conclusions of the report. Some points are thematic and others are geographically specific.

Summary of Pitch Provision

The following tables for individual Locality Areas summarise the provision of pitches within the Borough of Copeland.

- “Green” indicates that there is provision at the present time.
- “Red” indicates that there is a shortage of pitches within the Locality Area and there is no current commitment to improve the situation.

Table 36 Summary of Pitch Provision

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Football	Green	Green	Green	Green	Red
Rugby (both codes)	Green	Green	Green	Green	Green
Cricket	Green	Red	Red	Red	Green
Hockey	Red	Red	Green	Red	Red
Netball	Green	Green	Red	Red	Red
Tennis	Green	Green	Red	Red	Green
Bowls (Indoor)	Red	Red	Green	Red	Red
Bowls (Outdoor)	Green	Green	Green	Green	Green
MUGAs	Green	Red	Green	Green	Green
Synthetic Pitches	Green	Red	Green	Red	Green

COAST

The beaches at Haverigg, Seascale, Silecroft and St Bees are all winners of the 2010 Quality Coast Awards. They are the only beaches to gain this status in Cumbria and are part of a group of only 10 in the whole of the North West to achieve the award in 2010.

Quality Coast Awards are given to beaches throughout the country that have achieved a good standard in water quality and cleanliness and which have appropriate facilities and information points, in recognition of the increasing importance of the British coastline.

However, the Council recognises that the approaches to and surroundings of the beaches, especially those at St. Bees and Seascale which have seaside resort characteristics, leaves something to be desired. Work has been commissioned which will result in the publication of a design guide focusing on such matters as accessibility, the appearance of car parks, signage and furniture.

PROTECTED LANDSCAPES

Table 37 Regionally Important Geological/Geomorphological Sites (RIGs)

Site Name	Grid Reference
Snebra Ghyll, Whitehaven	NX983173
Bransty Quarries and Parton Cliffs	NX97-98 18-19
Kelton Fell Top, Lamplugh	NX0818
Stockhowhall Quarry	NY067176
Kelton Head Quarry	NY066184
Mousegill Quarry, Wilton	NY048109
St Bees Beach and Golf Course Cliffs	NX9610
Frizington Park Quarry	NY041156
Yeathouse (East) & Agnes Old Pit	NY0416
Lowca Railway Bank	NX978214
Cunning Point, Nr Lowca	NX978238
Winder Lane, Wilton, Egremont	NY038114
Whinny Bank Quarry	SD16948445
Millyeat, Frizington	NY022175
Peel Place Sand and Gravel Pit, Holmrook	NY070012
Seascale Beach	NY03012
River Calder Banks, Calderbridge	NY0305
Ghyll Scaur Quarry	SD170828
Lamb Hill, Bransty, Whitehaven	NX982203
Countess Pit, Pareton	NY982203
Birkhams Quarry, St Bees Head	NX955154
High Brow Sulphur Mine	SD181834
PO House, Millom	SD151823
Waterblean Hill and Quarry	SD176825
Nethertwon (The Knoll)	NX987074
Newton Sand Pit, Gosforth	NY00SE
Carl Crag, Drigg	SD04475 499353
Windergill Mine, Winder, Lamplugh	NY05020 17412
Arrowthwaite, Whitehaven	NX96543 17665
Orebank House (Quarry), Bigrigg	NX00523 12646
Saw Mill Quarry, Colingate, Distington	NY03859 23096

Table 38 Cumbria Wildlife Sites

Site Name	Grid Reference
Rowrah Hall Quarry	NY058183
High Leys Meadow	NY060183
Stockhow Hall Quarry	NY066176
Hunterhow Mire	NY086173
Arlecdon Church Field	NY051198
Hayes Castle Meadows	NY000228
Beck Green Meadows	NY008228
Distington Moss	NY008208
High Park	NY045213
Wilson Park Field	NY031221
Sandbeds Meadows	NY031213
Studford Willow Parch	NY037218
Low Leys Meadow	NY067201
Gilgarran Plantation	NY039222
Kirksanton Moss	SD133805
Nicle Wood	SD142817
Hole House Wood	SD152828
Lowescale Bank	SD157827
Beck Wood	SD160810
Butts Wood	SD161814
Blea Moss	SD168841
Brocklebank Wood (Chappels)	SD171849
Rylands Wood	SD182837
High Brow Meadows	SD181833
Fox's Wood	SD185859
High Boghouse Woods	SD190863
Sheephouse Wood	SD147823
Middle Shaw	SD197845
Millom Marsh	SD185825

Cumbria Wildlife Sites (cont)

Site Name	Grid Reference
Rottington Common	NX958136
Redness Point	NX973196
Mirehouse Reservoir	NX980149
Castle Park Wood	NX978179
Midgey Gill	NX982177
Stanley Pond	NX985143
Hope Mission Pond	NX992189
Bonnywood	NX999197
Woodhouse Quarry	NX972166
Roska Park and Bellhouse Gill	NX975148
Cunning Point and Cat Gill	NX982232
Andrews Gill	NX983227
Howgate Comer	NX994214
Braystones Coast	NY003054
Gibb Tarn	NY003071
Starling Castle	NY012045
Sellafield Tarn	NY022043
Seascale Dunes and Foreshore	NY024027
Carletonmoor Wood	NY029098
Terrace Bank Wood	NY037055
Seascale	NY045000
Ponsonby Tarn	NY047044
Gaitskell Wood	NY049020
Brayshaw Wet Meadow	NY050097
Panope Bog	NY053014
Brownbank Moss	NY054023
Bleawath Bog	NY058023
Silver How Bog	NY056017
Moor Row Mineral Line	NY008144
River Ehen Ponds	NY013122
Longlands Lake	NY013127
Fish Hatcheries	NY017104
Dub Beck	NY020174
Oxenriggs Pond	NY021101
Birkhouse Pond	NY028153
Rheda South Park	NY023166
Parkside Pond	NY032155
Archy Moss	NY037138
Yeathouse Quarry	NY044168
Mousegill Quarry	NY050110
Salter Wood	NY055161

Table 39 Sites of Special Scientific Interest (SSSIs)

Black Moss

Clints Quarry

Drigg Coast

Drigg Holme

Duddon Estuary

Duddon Mosses

River Ehen (Ennerdale Water to Keekle Confluence)

Florence Mine

Haile Great Wood

Hallsenna Moor

High Leys

Low Church Moss

Silver Tarn, Hollas and Harnsey Mosses

St Bees Head

Yeathouse Quarry

River Derwent and Tributaries

SOCIAL AND COMMUNITY INFRASTRUCTURE

AFFORDABLE HOUSING

Social housing is provided in the borough by Copeland Homes, Two Castles Housing Association and Impact Housing Association. The number of units in each Locality Area, owned by individual providers is shown in the tables below⁴⁰.

Table 40 Copeland Homes – No. of Affordable Housing Units

Locality Area	Number of units
Whitehaven	2439
Egremont	848
Cleator Moor	1128
Mid Copeland	41
South Copeland	603
Total number of units	5059

Table 41 Two Castles Housing Association No. of Affordable Housing Units

Locality Area	Number of units
Whitehaven	246
Egremont	117
Cleator Moor	36
Mid Copeland	0
South Copeland	0
Total number of units	399

⁴⁰ Information provided by Copeland Housing Section

Table 42 Impact Housing Association No. of Affordable Housing Units

Locality Area	Number of units
Whitehaven	190
Egremont	12
Cleator Moor	99
Mid Copeland	17
South Copeland	0
Total number of units	318

Table 43 Total provision of social housing in Copeland Borough

Locality Area	Number of units
Whitehaven	2875
Egremont	977
Cleator Moor	1263
Mid Copeland	58
South Copeland	603
Total number of units	5776

Accommodation Based Services⁴¹

Table 44 Whitehaven Area

Provider	Location	Service provided
Abbeyfield Whitehaven Society	Johnson House, Hillcrest Avenue, Whitehaven	10 sheltered flats for the elderly
Anchor Trust	Orchard Court, Meadow Road, Whitehaven	32 sheltered flats for the elderly
Anchor Trust	Monkway Court, Whitehaven	49 sheltered flats for elderly people
Bethany House Group	20 Front Corkickle, Whitehaven	Residential care for elderly people with dementia and mental health needs – accommodation for 18 people
Bethshan Nursing Home Ltd	Yewbarrow Close, Hensingham	Nursing home for frail elderly people with 30 single rooms
Carr Gomm	1 Victoria Terrace, Corkickle, Whitehaven	Supported housing for single homeless people including those with mental health needs and people with learning difficulties – accommodation for 8 people
Carr Gomm	36 Queen Street, Whitehaven	Supported housing for single homeless people including those with mental health needs and people with learning difficulties – accommodation for 3
Croftlands Trust Supported Housing	141 Queen Street, Whitehaven 30 Roper Street, Whitehaven	Accommodation based support for people with mental health problems 20 units
Croftlands Trust	81 Lowther Street, Whitehaven	Residential crisis accommodation for people with mental health problems – 6 bed spaces
Cumbria Care	Powbeck, Meadow Road, Mirehouse, Whitehaven	Residential care for mentally or physically frail elderly people – 38 bed spaces

⁴¹ Information from carehome.co.uk web site

Cumbria Care	Brackenthwaite, Senhouse Street, Whitehaven	Care home for elderly people with dementia and physical disability – 30 single rooms
Cumbria Emmaus Trust	Walkmill Close, Moresby Parks, Whitehaven	Care home for elderly people with dementia and physical disability – 25 single rooms
Four Seasons Health Care	Harbour View Lodge Care Home, 14A Bransty Road, Whitehaven	Privately owned care home for elderly people with dementia and physical disabilities – 50 residents
Haven Care Centres Ltd	Bethel House, St Bees Road, Whitehaven	Care home with nursing for people with dementia, mental health issues – spaces for 62 people
Housing 21	John Gaskell Court, Hensingham, Whitehaven	41 self contained flats - Sheltered housing for older people with support needs
Privately owned	Rosehill House, Moresby, Whitehaven	Care home for elderly people and people with dementia – 23 residents
Southern Cross Healthcare Group	Harriet's Care Centre, 119 Main Street, Distington	Care home for elderly people with dementia, mental health issues – spaces for 41 people
Turning Point	10a Coates Lane, Whitehaven	Supported housing for people with learning disabilities – 9 bed spaces
Two Castles Housing Association	17 Sneckyeat Court, Hensingham, Whitehaven	Sheltered accommodation for elderly people
Two Castles Housing Association	Catherine Mill, Catherine Street, Whitehaven	Provision of sheltered housing for elderly people and general needs rented accommodation
Walsingham	The Eyrie, Moresby Parks	Care Home for people with learning disabilities – 6 residents
West House	42 Queen Street, Whitehaven	Residential care for people with learning difficulties – 7 bed spaces
West House	25 Roper Street, Whitehaven	Supported housing for people with learning disabilities – 5 bed spaces

West House	3/4 Glebe Lane, Distington	Supported residential care home for people with physical and learning difficulties – bungalow for 8 people
Whitehaven Youth Trust	Bakewell House, Irish Street, Whitehaven	Supported housing for homeless young people, aged 16 -18, - 7 bed spaces
Whitehaven Youth Trust	Lowther Street, Whitehaven	Hostel with 9. bed spaces for homeless young people, aged 16 -18,

Table 45 Egremont Area

Provider	Location	Service provided
Cumbria Care	Castle Mount, Egremont	Residential care for elderly people who are physically or mentally frail – 34 bed spaces
Cumbria Care	Castle Mount, Bookwell, Egremont	Residential care for elderly people who are physically or mentally frail – 34 bed spaces
Walsingham Community Homes	19 Beech Avenue, Egremont	Residential care home for people with learning difficulties and physical disabilities – accommodation for 5 people

Table 46 Cleator Moor Area

Provider	Location	Service provided
Cumbria Care	Dentholme, Cragg Road, Cleator Moor	Residential care for elderly people who are physically or mentally frail – 38 bed spaces
Walsingham	Lindisfarne, Greenvale Court, Griffin Close, Frizington	Care home for people with learning disability – 6 single rooms
West House	Floshfields, Cleator	Care home for 6 people with learning difficulties
Wyndham Court Ltd	Wyndham Manor, Wyncham Street, Cleator Moor	Care home for elderly people and people with dementia – 68 people

Table 47 Mid Copeland Area

Provider	Location	Service provided
Abbeyfield Society	Bradbury House, Gosforth, Seascale	Care home for 18 elderly people
Privately owned	Calderthwaite, The Banks, Seascale	Care Home for 6 elderly residents

Table 48 South Copeland Area

Provider	Location	Service provided
Abbeyfield Blackcombe Society	Hycemoorside House, Bootle, Millom	Supported accommodation for elderly – 10 single rooms
Cumbria Care	Lapstone House, Lapstone Road, Millom	Care home for elderly people and people with dementia – spaces for 25 people
Goldcare Facilities Management	St George’s Residential Home, St George’s Road, Millom	Care home for elderly people and people with dementia – spaces for 38 people
Guardian Care Homes	Kirksanton Care Centre, Kirksanton, Millom	Care home for elderly people with dementia, mental health issues – spaces for 45 people

The 2010 Housing Survey⁴² analysed housing needs in the individual Housing Market Areas. The following table identifies where there are shortfalls.

Sub-area	General Needs				Older Person		Total
	1	2	3	4 or more	1	2+	Net
Whitehaven HMA							
Cleator Moor	50	-27	-33	17	4	-7	4
Egremont	22	5	-1	-1	9	-10	24
Whitehaven	8	38	17	-1	41	-37	66
Whitehaven Rural Parishes	63	-4	-56	50	11	-10	54
West Lakes HMA							
West Lakes (C)	17	-2	4	6	2	-1	26
West Lakes (LDNP)	4	20	-10	2	2	-1	17
Millom HMA							
Millom	10	29	-15	7	1	-5	27
Total	174	59	-94	80	70	-71	218

⁴² Copeland Strategic Housing Market Assessment Report

As can be seen, there is a net requirement of 218 dwellings within the borough and this is split down into individual Housing Market Areas. The greatest need is within the Whitehaven and Whitehaven Rural Parishes areas, followed by Millom, West Lakes (outside the National Park) and West Lakes (in the National Park). Throughout the borough, there is a general surplus of 3 bedroomed properties (94) and 2 bedroomed older person dwellings (71). The greatest need is for 1 bedroomed general needs (174), 4 or more bedrooms (80), 1 bedroomed older persons dwellings (70) and 2 bedroomed general needs (59). Within Cleator Moor there is an imbalance of housing types. Generally there is no overall need for older person's dwellings, although there is an imbalance between 1 and 2 bedroomed units.

Summary of Social Housing Supply

The following tables for individual Locality Areas summarise the above information for social housing provision within the Borough of Copeland.

- “Green” indicates that provision meets housing needs at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 49 Summary of Social Housing Supply					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Social housing provision	Green	Green	Green	Green	Green
Homeless hostels for young people	Green	Green	Red	Red	Red
Care homes for the elderly and infirm	Green	Green	Green	Green	Green
General needs housing	Red	Red	Red	Red	Red
Older persons housing	Green	Green	Green	Green	Green

EDUCATION

Education in the Borough is provided through pre-school provision, primary, secondary and post – 16 education. Cumbria County Council is the Education Authority for the area, covering pre-school, primary and secondary education. Some pre-school facilities are provided by the private sector. Post – 16 education is provided by West Lakes College in Workington and at Whitehaven, St Benedict's and Millom Secondary Schools and the new West Lakes Academy at Egremont. Additionally, St Bees School provides private education for about 300 pupils in the age range 8 – 18, including provision for boarders.

EARLY YEARS PROVISION

Parents can use any of the following providers:

- school nursery class
- pre school
- maintained nursery school
- day nursery
- independent or private nursery school
- childminders who are part of a network

A list of nurseries maintained by the Local Authority in Copeland is shown in the Table below. Provision is also available in pre-school playgroups and private nurseries which are registered to provide nursery education.

Table 50 Nurseries in Copeland

Name and Address of School	Age Range and Category of School
Arlecdon Primary School Arlecdon Road Arlecdon FRIZINGTON Cumbria CA26 3XA	3-11 community school
Bransty Primary School Mona Street Bransty WHITEHAVEN Cumbria CA28 6EG	3-11 community school
Cleator Moor Nursery School Ennerdale Road CLEATOR MOOR Cumbria CA25 5LW	3-4 community nursery school

Name and Address of School	Age Range and Category of School
Distington Community School Church Road Distington WORKINGTON Cumbria CA14 5TE	3-11 community school
Frizington Nursery School Main Street FRIZINGTON Cumbria CA26 3PF	3-4 community nursery school
Hensingham Primary School Main Street Hensingham WHITEHAVEN Cumbria CA28 8QZ	3-11 community school
Kells Infant School High Road Kells WHITEHAVEN Cumbria CA28 9PQ	3-7 community school
Moor Row Community Primary School MOOR ROW Cumbria CA24 3JW	3-11 community school
Orgill Primary School Southey Avenue EGREMONT Cumbria CA22 2HH	3-11 community school
Park View Nursery School St George's Road MILLOM Cumbria LA18 4LE	3-4 community nursery school
Seascale Primary School Croft Head Road SEASCALE Cumbria CA20 1LZ	3-11 community school
St Bridget's CE School Main Street Parton WHITEHAVEN Cumbria CA28 6NY	3-11 voluntary controlled Church of England school
St Gregory's and St Patrick's Catholic Infant School Esk Avenue WHITEHAVEN Cumbria CA28 8AJ	3-7 voluntary aided Catholic school

Name and Address of School	Age Range and Category of School
St Mary's Catholic Primary School High Road Kells WHITEHAVEN Cumbria CA28 9PG	3-11 voluntary aided Catholic school
Valley Primary School Whinlatter Road Mirehouse WHITEHAVEN Cumbria CA28 8DA	3-11 community school

PRIMARY SCHOOLS

The Government's Primary Capital Programme (CPC) will encourage and support local authorities to take a long-term strategic approach to capital investment and to transform teaching and learning in primary schools, with the Children's Plan at its heart.

Strategy for Cumbria's Primary Schools (Revised March 2009)⁴³

Cumbria faces many of the challenges of other rural counties such as hidden poverty, isolation, a lack of choice in terms of service access. In some ways, however, Cumbria is unique. Our spectacular geography and tourism industry coupled, in the context of this Plan, with good levels of educational attainment, sometimes hides the diversity of our communities. Our population is certainly not as diverse as many other areas in terms of racial origin, yet our communities have very strong local identities.

Indoor/outdoor sports area and the provision of play areas

All schools currently have access to outdoor play areas, but in some instances⁴⁴ these are either very small, or not suited to the delivery of formal sport. Several schools do not have secure play areas easily accessible to nursery/ reception children.

Provision for SEN/disabilities

The County now has only 5 special schools and very few of the pupils with SEN are accommodated in these schools (currently only 154 pupils, county wide, of primary school age). The special schools that do remain have all been the subject of extensive remodelling and extension in the last decade, are of good quality, and fit for purpose.

⁴³ Strategy for Cumbria's Primary Schools (Revised March 2009)

⁴⁴ Information on individual schools requested from Cumbria County Council

There are significant gaps in current provision. Key areas for development in the primary sector include:

- Autistic Spectrum Disorder provision in North Copeland
- Provision for Severe Learning Difficulties in South Allerdale;
- Provision for pupils with physical/medical difficulties and Severe Learning Difficulties in North Copeland.

Mayfield Special School

Mayfield School, situated at Hensingham, near Whitehaven, is a community special school, which caters for pupils aged 3-19 years who have severe, profound and complex learning difficulties. There are just under 100 pupils on the school roll.

Support is available for children with:

- Autism
- Behaviour Strategies
- Communication
- Brain Injury
- Curriculum Differentiation
- ICT
- Literacy and numeracy
- Foundation Stage
- Music and drama
- MFL

The school has a resource base which can provide information, books, equipment and a toy library and sessions in the sensory room or hydrotherapy pool can also be arranged

Buildings

Generally speaking, school buildings (throughout the county), are in either good or reasonable condition. Maintenance costs are, however, relatively high, partly as a consequence of the large number of small establishments and the relatively high costs of construction and maintenance generally found across Cumbria. The maintenance/condition backlog for primary schools is currently estimated to be around £50m and, as a consequence of very high local levels of building cost inflation, this figure is rising. The backlog cost per m² varies between £34 and £383; the backlog cost per pupil varies enormously. Costs per pupil are much higher in very small schools.

Most schools have at least some suitability problems.⁴⁵ Only 2 primary schools in the Plan Area have more than 250 pupils on roll and only 2 schools have less than 50 pupils on roll. Small schools have a higher than average cost per pupil in revenue terms.

⁴⁵ Information on individual schools requested from Cumbria County Council

'Hub and Spoke' Arrangements

The County are planning to deliver new models of primary provision through the Hub and Spoke concept. This recognises that, whilst they cannot hope to deliver every service in every community, institutions and service providers can be brought together to deliver key services. Building on existing collaboration, the Hubs and Spokes will, amongst other issues:

- Increase potential for use of school buildings outside class/term times.
- Allow the development of community use of facilities that could contribute to outcomes for young people.

Capital funds from all available sources will be joined together in order to ensure that programmes stemming from the Strategy have the maximum possible impact. In addition to funding sources such as the Primary Programme, Modernisation, School Places, Schools Access Initiative, Devolved Formula Capital, Children's Centres, Extended Schools, LCVAP and the Authority's own internal resources, the Authority will attempt to maximise opportunities to utilise funds available to external partner agencies.

The CE and RC Dioceses have now confirmed support for this Strategy by way of a signed letter.

Initial investment priorities for 2009/10 and 2010/11

Projects selected for the first two years of the Programme are in Barrow.

Whilst the three initial projects are likely to utilise all funding from the first two years of the programme, the remaining 12 years of the programme will need to target other areas of high deprivation and poor performance, in particular, (with reference to Copeland schools):

- Schools on the West coast, including in Whitehaven
- Smaller-scale schemes aimed at improving learning environments whilst removing surplus capacity across the county

Table 51 Primary Schools in Copeland

School	Age Range	Net Capacity	Actual NOR	Projected NOR				
				Jan 11	Jan 10	Jan 11	Jan 12	Jan 13
Arlecdon	3-11	63	55	57	56	54	56	58
Bookwell	4-11	210	207	206	204	196	195	194
Frizington	4-11	112	107	117	125	119	116	122
Haverigg	4-11	126	125	125	121	123	124	119
Lowca	4-11	56	67	62	63	68	65	67
Millom Infant	4-7	108	83	87	91	88	88	90
Black Combe Junior	7-11	136	106	107	94	110	116	118
Moor Row	4-11	98	93	91	89	95	91	91
Moresby	4-11	105	81	81	83	78	79	85
Seascale	3-11	132	137	121	115	120	110	100
St Bees Village	4-11	161	186	183	177	190	176	169
Thornhill	4-11	77	67	59	58	54	50	48
Thwaites	4-11	56	51	50	51	55	59	58
Bransty	3-11	140	129	119	115	113	105	102
Kells Infant	3-7	90	91	85	94	103	108	107
Monkwearay	7-11	140	109	116	115	113	123	121
Jericho	4-11	329	365	358	360	353	353	350
Orgill	3-11	180	154	139	141	143	146	142
Montreal	4-11	259	181	183	200	211	222	240
St Patrick's Catholic	4-11	266	223	214	212	211	223	232
Distington	3-11	90	100	93	98	97	97	95
Hensingham	3-11	180	175	157	154	157	149	143
Lamplugh	4-11	56	48	49	46	49	42	40
St Bridget's	3-11	49	55	55	56	54	54	53
St James' Infant	4-7	135	134	121	110	119	141	145
St James' Junior	7-11	180	176	174	183	174	175	170
Beckermat	4-11	105	91	98	95	93	90	88
St Bridget's Catholic	4-11	210	175	167	167	170	171	169
St Bega's	4-11	56	42	40	42	33	37	39
St Joseph's Catholic	4-11	84	60	59	56	59	58	59
St James' Catholic	4-11	196	202	202	203	204	205	205
St Mary's Catholic	3-11	161	131	144	145	161	159	165
St Begh's Catholic Junior	7-11	300	289	283	282	299	286	303
St Gregory & St Patrick's Catholic Infant	3-7	225	217	227	228	227	232	227
Valley	3-11	315	238	231	263	268	280	296

Note

Figures use Jan 2009 pupil census and Oct 08 GPR
Excludes schools in Lake District National Park

The above table shows that only 8 out of 39 primary schools currently have a number on roll equal to, or greater than, the maximum school capacity. The majority have some surplus places. Montreal School in Cleator Moor is currently classed as having a 'high' level of surplus capacity (greater than 25% of the total and more than 30 places – as per Surplus Place Return 2008).

SECONDARY SCHOOLS

There are now only four secondary schools in Copeland, following the amalgamation of Ehenside School at Cleator Moor and Wyndham School at Egremont into the new West Lakes Academy, based at Egremont. The other secondary schools are Whitehaven and St Benedict's in Whitehaven and Millom School in the south of the borough. Numbers in St Benedict's and Millom School are forecast to fall in the future as illustrated in the table below.

£26 million has been provided for the construction of a new academy at the site of the former Wyndham School in Egremont. The academy was opened in September 2008. Plans for the academy include a focus on science and business & innovation. The project is to be phased over 2009/10, 2010/11 and 2011/12 with a planned opening date of September 2012.

Building Schools for the Future

Building Schools for the Future (BSF)⁴⁶ represents a new approach to capital investment. It is bringing together significant investment in buildings and in ICT (Information and Communications Technology) over the coming years to support the Government's educational reform agenda.

The Government is committed to devolve significant funds to local authorities (LAs) and schools to spend on maintaining and improving their school buildings. BSF aims to ensure that secondary pupils learn in 21st-century facilities. Investment will be rolled out to every part of England over 15 waves, subject to future public spending decisions.

Within Copeland, budget provision was available in 2008/09 for "Preparation / Feasibility studies" for Whitehaven, Mayfield & Millom Schools to seek improvements by rebuilding and remodelling the existing infrastructure. Extensive remodelling of these schools is planned, as part of a county wide £80 million bid, with construction hopefully commencing in December 2012 for completion in March 2016.

The new Coalition Government in July 2010 announced cuts to the BSF programme. The West Lakes Academy at Egremont will be unaffected, but proposals for Mayfield Special School, Millom School, Whitehaven School and the West Cumbria LC Pupil Referral Unit have all been stopped.

⁴⁶ Information from Department of Children Schools and Families web site, October 2009

Table 52 Secondary Schools in Copeland

School	Age Range	Net Capacity	Actual NOR	Projected NOR										
				Jan-09	Jan-10	Jan-11	Jan-12	Jan-13	Jan-14	Jan-15	Jan-16	Jan-17	Jan-18	Jan-19
Millom	11-18	761	692	650	628	580	540	510	491	477	490	501	507	523
St Benedict's	11-18	1398	1408	1362	1341	1248	1174	1079	1010	958	956	966	995	1010
West Lakes Academy	11-18	1257	979	1109	1176	1258	1328	1404	1431	1458	1435	1441	1433	1482
Whitehaven	11-18	1465	1354	1373	1361	1374	1369	1368	1374	1381	1351	1391	1412	1430

Note

Figures use January 2009 pupil census

Projections are not adjusted to account for 'popular' schools filling up

FURTHER EDUCATION

Lakes College at Lillyhall, Workington

The College offers courses in:

Apprenticeships in the following areas:

- Administration
- Brickwork
- Childcare
- Customer Service
- Electrical Installation
- Hairdressing
- Health & Social Care
- ITQ
- Joinery
- Motor Vehicle
- Plumbing
- Retail

Advanced Apprenticeships in the following subjects, which are equivalent to 3 A levels:

- Administration
- Customer Service
- Electrical Installation
- Health & Social Care
- Joinery
- ITQ
- Mechanical Engineering
- Motor Vehicle

BTEC Introductory Diplomas and BTEC National Diplomas

Foundation Degree Courses:

- Foundation Degree in Business
- Chartered Management Institute Diploma in Management
- Foundation Degree in Health & Social Care
- Foundation Degree in Nuclear Decommissioning
- Foundation Degree in Integrated Education and Care of Young Children and Young People
- Foundation Degree in ICT – Computer Applications
- Foundation Degree in Computing - subject to validation
- HNC and HND Electrical Engineering
- HNC and HND Mechanical Engineering
- B Eng. Mechanical Engineering
- B Eng. Electrical Engineering Construction Management (start 2009)

- Foundation Degree Foundation Degree in Physical Activity & Health

Nucleus Training Ltd

Nucleus Training Ltd has been formed to bring together the world class training facilities of the ENERGUS Academy at Lillyhall with the world class training capability of local training provider GEN II. The announcement of the Joint Venture in July 2010 coincides with the 10th anniversary of the establishment of GEN II by partner companies Sellafield Ltd, AMEC, Corus, Iggesund Paperboard, Innovia Films and the UK Atomic Energy Authority. The new company aims to become an international leader in the delivery of education and skills to the nuclear, renewable energy, and advanced manufacturing sectors

GEN II, have trained more than 1,000 apprentices since its formation in 2000, most of whom have gone in to well-paid jobs. Applications for apprenticeships are up by 15% this year, despite the recession.

GEN II courses cover a wide range of skills spanning the entire spectrum of electrical and mechanical training, from welders and steel fabricators through to electrical and instrumentation engineers.

Additional qualifications offered by Nucleus will include:

- National Skills Academy standard qualifications
- Level 2 and 3 NVQs in a wide range of skills, including administration, IT, business and management
- Foundation engineering degrees
- Undergraduate engineering degrees

HIGHER EDUCATION

University of Cumbria

The University of Cumbria was formed on 1st August 2007 formally, from an amalgamation of St Martin's College, Cumbria Institute of the Arts, and the Cumbrian campuses of the University of Central Lancashire. The University has campuses in Carlisle, Newton Rigg, Penrith, Ambleside and Lancaster and a specialist teacher-education centre in London. It currently offers its 15,000 students a range of undergraduate and postgraduate courses, further education and short course programmes including nursing, teacher training, the arts, business, outdoor studies, design, IT, community studies, psychology, law, social work and sport.

The University also has strong links and close partnership working with the four FE Colleges in Cumbria (Lakes Colleges, Furness College, Carlisle College and Kendal College) to enable HE delivery locally across the county. In addition, the University is the lead institution of Cumbria Higher Learning, a Distributed Learning Network for Cumbria.

ADULT EDUCATION SERVICE

Cumbria County Council coordinates the Adult Education Service in the County. Adult Education Centres in Copeland are based at:

- Whitehaven Adult Education Centre
- St Begh's, Whitehaven CDC
- West Coast CDC Consortium
- Lakes College West Cumbria
- West Lakes Academy Adult Education, Egremont
- Frizington Community Development Centre
- Millom Network Centre

Summary of Education Provision

The following tables for individual Locality Areas summarise the above information for education provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation

Table 53 Summary of Education Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Nursery and Pre School Provision	Green	Green	Green	Green	Green
Primary Schools	Green	Green	Green	Green	Green
Secondary Schools	Red	Amber	Amber	Red	Red
Special Schools	Red	Red	Red	Red	Red
Further Education	Green	Green	Green	Red	Red
Higher Education	Red	Red	Red	Red	Red
Adult Education	Green	Green	Green	Red	Green

APPENDIX 1 CUMBRIA COUNTY COUNCIL CAPITAL PROGRAMME CHILDREN'S SERVICES

Children Services (Descriptions)	2009/10 (£000)	2010/11 (£000)	2011/12 (£000)	2012/13 (£000)	Total (£000)
Formula Capital 2008/09 (County wide)	12,179	12,179	12,179	12,179	48,716
(An amount allocated to primary and secondary schools to be spent by them on their priorities in respect of buildings, ICT and other capital need. Priorities are set at school level.)					
Schools Access Initiative 2008/09 (County wide)	918	918	918	918	3,672
(To improve the accessibility of mainstream schools to disabled pupils and those with special educational need, this includes reducing travel time, improve physical movement around buildings, providing specialist furniture, equipment and technology, improving accommodation including toilets.)					
Extended Schools (County wide)	927	479	450	450	2,306
(Core offer of services that government would like all schools to offer access to by 2010; a varied menu of activities, childcare, parenting support, swift and easy access, adult learning, ICT and sports facilities. The core offer ensures that there is a minimum of services and activities for families. Service will not necessarily be provided on the school site or by teachers.)					
Improvements to Children's Homes 2008/09 (County wide)	81	81	81	81	324
(Work required to bring children's homes up to a desirable standard -includes projects identified as urgent, including fire precautions, security and health and safety works.)					

Children Services (Descriptions)	2009/10	2010/11	2011/12	2012/13	Total
	(£000)	(£000)	(£000)	(£000)	(£000)
Building Schools for the Future Preparation / Feasibility 2008/09.	100	100	100	100	400
(School buildings investment programme. First phase proposed Workington new school to house pupils currently at Southfield Technology College & Stainburn School & Science College; Netherhall School, Whitehaven School, Mayfield School & Millom should all be improved by rebuilding and remodelling the existing infrastructure.)					
Fire Precautions 2008/09 (County wide)	-	-	-	-	-
(legal requirements for all schools)					
Health & Safety General 2008/09 (County wide)	50	50	50	50	200
(legal requirements for all schools)					
14-19 Diplomas/SEN	2,000	6,000			8,000
(A qualification which combines practical experience and classroom teaching. Diplomas offered by Lakes College – engineering I3, creative media I3; Southfield – Manufacturing I2; Workington Sixth Form including Netherhall – creative media I3)					
Primary Projects – Initial PCP Projects & Subsequent review Implementation (County wide)	4,992	7,372	9,659	9,535	31,558
Primary Projects – Property Units	125	125	125	125	500
Costs(County wide)					
Primary Projects – Review, Feasibility & Management (County wide)	155	200	200	200	755

Children Services (Descriptions)	2009/10	2010/11	2011/12	2012/13	Total
	(£000)	(£000)	(£000)	(£000)	(£000)
West Lakes Academy, Egremont – The academy was opened Sept 2008 with construction work on the new building likely to start in early 2009 for completion in Sept 2011.	11,000	12,800			23,800
Secondary Projects (County wide) Non PFS resourced/academy costs	238	44			282
Secondary Projects (County wide) Property Unit Cost	125	125	125	125	500
Secondary Projects (County wide) Review, Feasibility & Management	172	207	205	205	789
Secondary Projects (County wide) CAD work	50	50	50	50	200
Secondary Projects (County wide) Capital / PI related fees	130	130	130	130	520
Children Services Total	68,406	62,846	35,886	39,448	206,586
(County wide)					

CHILDREN'S CENTRES AND EXTENDED SERVICES

Cumbria County Council's Sure Start Children's Centres and Extended Services aim to offer local access to services to make life better for children and families.

Sure Start Centres

Cumbria's Sure Start Children's Centres provide support and information for parents and prospective parents on local services for themselves and their children. They aim to help ensure that these services are made available in an integrated manner so that every child has the best start in life and that parents have better opportunities. They aim to help make communities safer and stronger. Services are tailored to meet local needs and may vary between different centres. All centres are expected to provide direct access to, or information about how to access, the following services:

- good quality, integrated early learning and childcare
- child and family health services
- family support services, including support for parents and children with additional needs
- links with Jobcentre Plus to support parents and carers who are considering employment or training leading to employment.
- drop in sessions and other activities for children and carers
- support for childminder networks
- effective links with the Children and Families Information Service,
- local childcare providers, out of school clubs and extended services.

In some cases, services are provided across more than one site.

The majority of services are free, but all centres run differently. There will usually be a charge for childcare.

The following Sure Start Centres are available within Copeland;

- South Whitehaven Sure Start Children's Centre (Howgill Family Centre)
- Distington Sure Start Children's Centre (Distington Community School)
- North East Copeland Sure Start Children's Centre Frizington
- Egremont Sure Start Children's Centre (Orgill Primary School)
- Millom Sure Start Children's Centre (Millom Family Network Centre c/o Millom Infant School)

Children's Centre Footprints

Children's Centres cover a defined area, known as the 'footprint' and the number of children aged 0-5 within that area is the 'reach' figure. Extended Services are also clustered in the same footprint bringing services for children 0-19 together under the same footprint area. Centres will deliver outreach services to the children and their families within the footprint boundary, though anyone can access services provided from the centre itself.

In Cumbria there are 37 Footprints. An audit⁴⁷ of each of these 37 areas has been undertaken. The following are Footprint areas within Copeland:

Whitehaven
Distington
Egremont
Cleator Moor
Frizington
Millom

The aim of the audit was, within each footprint:

- To identify the population aged 0-14
- To identify the number of children with Special Educational Needs
- To consider levels of deprivation and household income levels
- To identify the proportion of population from an ethnic minority background
- To map the current supply of early years and childcare provision
- To investigate the cost of childcare
- To identify gaps between the supply and demand for early years and childcare provision

Every effort has been made to ensure the accuracy of the data used in these profiles, however it is recognised that between the date of data collection in May 2007 and the date of publication, there will inevitably have been changes in terms of childcare providers and places.

The primary purpose of the audit is to identify gaps in the provision that is currently available, either for particular geographical areas, individual age-groups, social groups or at certain times of the day or week. The purpose of identifying these gaps is then to ensure that the supply of childcare and early years places is sufficient for children in local areas within Cumbria. The audit includes all types of provision (voluntary, private, independent and maintained) and includes out of school provision for children up to the age of 14 (16 for children with Special Educational Needs).

⁴⁷ Childcare Sufficiency Assessment Summary Report March 2008

Gap Analysis

Childcare options are good in Copeland generally. In particular, there is a good supply of places in Whitehaven, Egremont and Millom footprints. These areas also have childcare available at weekends, early morning and evening with childminders. However, elsewhere in the district, there is limited choice available in the following areas:

- In the **Frizington** footprint full day care is provided by a Children's Centre and local childminders. Out of school options are good for holiday and after school care, but there is no provision for before school care. Childcare during unsocial hours is also unavailable. There is a new housing estate being built in the area therefore demand for childcare places may increase creating further gaps.
- The **Cleator Moor** footprint has full day care options, however, this area is lacking in out of school care for holiday, after school and before school. Childminder places are also limited.
- The **Millom** footprint generally has a wide range of childcare, however, consideration needs to be given to this area in the future as there is a new housing development in Haverigg.
- Many families work at the nuclear plant at Sellafield, however, childcare is accessed in towns and villages on parents travel to work routes.
- Within rural areas of Copeland it must be recognised that the only way flexible future childcare can be provided in a sustainable manner is through childminders or home carers.

There are nursery education options available locally throughout the district. In Millom and Egremont, there is a higher proportion available through the private, voluntary and independent sector, whilst in Frizington the only choice is in the maintained sector.

Securing Sufficiency

Generally throughout Cumbria there would appear to be a range of flexible childcare in most areas, although, whilst some gaps have been identified and some areas of action have already been outlined elsewhere in the report, however, there are additional areas which require action.

- **Increasing information about childcare.** Directories of services for children including childcare have been developed for each footprint/cluster. These are available in local areas to increase information to parents and professionals working with families and on childcare available in their area as well as a wider range of activity based provision.
- **Increasing the profile of the Children's Information Service.** Additional work is being undertaken to further promote the Children's Information Service

and information available to parents on childcare. This includes further 'road shows' in places such as supermarkets, visits to toddler groups, newspaper articles and posters.

- **Increasing information on free entitlement to parents especially those not in work.** Additional promotion of the free entitlement to nursery education and of childcare tax credits is taking place, with more developments planned, especially to those parents who are currently not working.
- **Flexible provision.** Consultation has been undertaken with schools and childcare providers to improve flexible provision for free nursery education and changes are being made to the funding structure to enable this to happen. Additional work in this area is being undertaken to further secure flexible provision, including cost analysis, 'mystery shopper' calls, grants, and discussions with parents.
- **Gaps in childcare in specific areas and types.** Currently investigations into specific gaps in types of childcare identified are being researched to identify exact parental need.
- **Improving childcare provision for children with disabilities and information about suitable provision.** Ongoing work is being undertaken with providers of childcare and with parents of children with disabilities in identifying current support available to improve inclusion within current childcare provision. This includes training for childcare providers, advice for childcare settings, support grants e.g. for training, equipment and staffing, better signposting of services and improved brokering role for CIS, supporting childcare providers in developing multi-agency ways of working, loans of resources, improved planning systems for children's development, and face-to-face work with individual families. Further consultation is needed with parents who could be, but are not, accessing childcare.
- **Increasing use of childcare vouchers by employers.** Some work has already been undertaken in partnership with Jobcentre Plus with employers and childcare providers to encourage use of childcare vouchers and from 2007 Cumbria County Council has offered childcare vouchers to staff however there is a need to further promote childcare vouchers with employers.
- **Increasing childcare for unsocial hours.** Many initiatives aimed at offering twenty four hour care have met sustainability issues due to low demand therefore the provision that is available needs to be promoted to raise parents awareness. This area needs to be further developed.
- **Quality of provision.** Ensuring a consistently high quality of early years and childcare provision to increase parents' confidence in childcare is a priority for Children's Services. The local authority provides monitoring, advice, support and training and plans to introduce a consistent self-evaluation and monitoring framework to help childcare settings to improve quality. Providers of free Nursery Education currently sign a contract with the County Council which makes additional requirements of these settings, and this is likely to be

further strengthened in the future, with additional quality criteria. Funding is also being made available to support quality improvements.

Conclusion

The childcare market in Cumbria incorporates many different types of providers from maintained, private, voluntary and independent sectors, ensuring a range of types of provision, though in a county like Cumbria, there will always be certain limits to the degree of choice available, due to sustainability issues. On the whole, there is sufficient childcare to meet families' needs in Cumbria and families report a high degree of satisfaction, although there remain some gaps in provision and barriers to uptake of childcare. Key barriers cited include cost, lack of information and issues due to rurality. Gaps include provision out of normal childcare hours, lack of choice in some areas and some perceived need for more childcare suitable for children with disabilities or special educational needs. Gaps and barriers are currently being addressed.

Extended Services⁴⁸

Extended Services offers access to a range of services for children, young people, their families and the local community beyond the normal school day. There may be charges for these services. The following should be offered in or through all schools by 2010 where there is sufficient demand:

- High quality childcare (safe place to be in secondary schools) provided either on the school site or through local providers, available from 8am-6pm all year round;
- Varied menu of activities such as homework clubs, play activities, art and crafts, sports and volunteering;
- Parenting support including information sessions, parenting programmes and family learning sessions;
- Swift and easy access to a wide range of support services such as speech and language therapy, family support services and behaviour support; and
- Community access to adult learning and a range of activities on the school site.

The following list of providers was obtained from the County Council.

⁴⁸ Information obtained from CCC web site - No information available from Cumbria County Council

Name	Facility Type	Address 1	Town	Max No Places	Total No Children
ABC Day Nursery	Day Nursery – Full Day Care	Derby Yard	Whitehaven	39	99
ABC Egremont	Day Nursery - Full Day Care	St Bridget's Lane	Egremont	110	175
ABC Egremont Breakfast Club	Breakfast Clubs	St Bridget's Lane	Egremont	0	24
ABC Egremont After Sch Club	After School Clubs	St Bridget's Lane	Egremont	0	0
ABC Egremont Holiday Play Scheme	Holiday Play Scheme	St Bridget's Lane	Egremont	0	0
Arlecdon School	Nursery Class	Nursery Class	Frizington	23	9
Beckermet Nursery	Day Nursery - Full Day Care	Mill Lane	Beckermet	26	50
Beckermet Nursery After Sch Club	After School Clubs	Beckermet Nursery	Beckermet	0	0
Beckermet Nursery B/fast Club	Breakfast Clubs	Beckermet Nursery	Beckermet	0	0
Beckermet Nursery Play Scheme	Holiday Play Scheme	Beckermet Nursery	Beckermet	0	0
Bransty School	Nursery Class	Nursery Class	Whitehaven	26	23
Busy Bees Day Nursery	Day Nursery - full Day Care	Rosehill	Whitehaven	17	38
Chill Out Zone	After School Clubs	St Gregory's & St Pat Infants	Whitehaven	40	0
Chill Out Zone Breakfast Club	Breakfast Clubs	St Gregory's & St Pat Infants	Whitehaven	26	0
Chill Out Zone Holiday club	Holiday Play Scheme	St Gregory's & St Pat Infants	Whitehaven	40	0
Cleator Moor Nursery School	Nursery School	Ennerdale Road	Cleator Moor	80	65
Distington Community School	Nursery Class	Nursery Class	Workington	32	17
Eskdale Family Group	Day Nursery – Full Day Care	St Bega's CE school	Holmrook	25	2
Frizington Nursery School	Nursery School & Pre-school		Frizington	46	52
Funsters After School Club	After School Clubs	Bransty Primary School	Whitehaven	26	20
Gosforth Nursery	Day Nursery - Full Day Care	Gosforth CE School	Seascale	24	30
Haile Under 5's Pre-school	Pre-school - Sessional	Village Hall	Egremont	20	11
Happy Hours Private Day Nursery	Holiday Play Scheme	Holiday Play Scheme	Whitehaven	24	10
Happy Hours Private Day Nursery	Day Nursery - Full Day Care	Moresby Woods	Whitehaven	64	54
Haverigg Nursery	Pre-school - Extended Hrs	Haverigg Community Centre	Haverigg	26	75
Haverigg Nursery After Sch Club	After School Clubs	Haverigg Community Centre	Haverigg	26	0
Haverigg Nursery B/fast Club	Breakfast Clubs	Haverigg Community Centre	Haverigg	26	115
Haverigg Nursery Holiday Club	Holiday Play Scheme	Haverigg Community Centre	Haverigg	26	75
Hensingham After School Club	After School Clubs	Hensingham Primary School	Whitehaven	16	0
Hensingham Primary School	Nursery Class	Nursery Class	Whitehaven	52	25
Hensingham Primary School	Breakfast Clubs	Breakfast Club	Whitehaven		
Howgill Family Centre	Day Nursery - Full Day Care	Catherine Street	Whitehaven	20	42

Jericho Breakfast Club	Breakfast Clubs	Jericho Primary School	Whitehaven		
Jericho Out of School Club	After School Clubs	Jericho Primary School	Whitehaven	32	
Kells Infant School	Nursery Class	Nursery Class	Whitehaven	52	39
Let's Play Pre-school	Pre-school - Sessional	St Bridget's Church Hall	Whitehaven	24	13
Millom Stepping Stones	Pre-school - Extended hrs	Millom Stepping Stones	Millom	42	96
New rainbow P/Sch P/group	Pre-school - Sessional	11/13 Croadale Avenue	Whitehaven	26	17
Open Gates Playgroup	Pre-school - Sessional	Egremont Children's Centre	Egremont	16	32
Orgill Primary School	Nursery Class	Nursery Class	Egremont	52	50
P J's Nursery	Day Nursery - Full Day Care	96 Gosforth Road	Seascale	26	49
Park View Nursery School	Nursery School	St Georges Road	Millom	40	80
Playroom Day Nursery	Day Nursery - Full Day Care	6a Sneckyeat	Whitehaven	41	38
Rainbow Day Nursery	Day Nursery - Full Day Care	31/32 Dent View	Egremont	23	60
Rascals Pre-school Nursery	Pre-School - Sessional	Community Centre	Whitehaven	52	68
Seascale Pre Sch Playgroup	Pre-School - Sessional	Seascale School	Seascale	24	13
Seascale School	Nursery Class	Nursery Class	Seascale	44	23
St Bees Breakfast Club	Breakfast Clubs	St Bees Village School	St Bees	30	84
St Bees Out of School Club	After School Clubs	St Bees Village School	St Bees	32	84
St Bees Pre-school	Pre-school - Sessional	St Bees Village School	St Bees	24	16
St Gregory's & St Patrick's Sch	Nursery Class	Nursery Class	Whitehaven	120	73
St James Breakfast Club	Breakfast Clubs	St James Infant School	Whitehaven	32	17
St James EBASC	After School Clubs	St James Junior School	Whitehaven	26	41
St James' Out of School Club	After School Clubs	St James CE Infant School	Whitehaven	32	12
St James Pre-school	Pre-school - Sessional	St James Church Hall	Whitehaven	26	52
St Mary's C Primary School	Nursery Class	Nursery Class	Whitehaven	26	22
Tamalder Childcare	Holiday Play Scheme	Holiday Play Scheme	Whitehaven	24	0
Tamalder Childcare & Pre-Sch	Day Nursery - Full Day Care	Unit 26	Whitehaven	85	50
The Howgill Kabin	Day Nursery - Full Day Care	St. Mary's RC Primary School	Whitehaven	14	30
Thornhill Pre-Sch / Nursery	Pre-school - Sessional	Thornhill Primary School	Egremont	20	16
Valley Primary School	Nursery Class	Nursery Class	Whitehaven	52	30
Wellbank Pre-school	Pre-school - Sessional	The Pavilion	Bootle	20	9
Woodend Country Childcare	Day Nursery - Full Day Care	Woodend Lodge	Workington	5	0
Wright Start Nursery	Day Nursery - Full Day Care	McGrath Park	Cleator Moor	30	35

Summary of Children’s Centres and Extended Services

The following tables for individual Locality Areas summarise the above information for provision of Children’s Centres and Extended Services within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation
- “Blank” indicates detailed information unavailable

Table 54 Summary of Children’s Centres and Extended Services					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Children’s Centres	Green	Green	Red	Red	Green
Extended Services	Green	Green	Green	Green	Green

EMPLOYMENT

Jobcentre Plus Programme Centres

Programme Centres are run on behalf of Jobcentre Plus by a range of providers from the public, private and voluntary sectors. They can provide help with job applications along with practical advice on looking for jobs and removing barriers to getting and keeping a job, and going back to work.

Many offer learning modules to improve interview skills and phone techniques, and to develop experience in how to research, apply for and get a job.

Programme Centres also provide help in the form of training sessions, which attempt to improve job hunting techniques and, where necessary, restore self-confidence.

Jobcentre Plus Programme Centres which serve Copeland include:

Whitehaven Area

Workington Jobcentre Plus

Simon House
197-199 Vulcans Lane
Workington

Whitehaven Jobcentre Plus

The Copeland Centre
Catherine St
Whitehaven

Egremont, Cleator Moor and Mid Copeland Areas

Cleator Moor Jobcentre Plus

High Street
Cleator Moor

South Copeland Area

Barrow in Furness Jobcentre Plus

Craven House
Michaelson Road
Barrow in Furness

Summary of Job Centre Services

The following tables for individual Locality Areas summarise the above information for provision of Job Centre Services within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation

Table 55 Summary of Job Centre Services					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Access to Job Centre Plus					

HEALTH

The structure of health services in Cumbria has changed in recent years to respond better to the demands on the service. The current structure includes:

- NHS North West - the strategic health authority, providing leadership for all NHS organisations across the region.
- NHS Cumbria – the primary care trust
- North Cumbria University Hospitals NHS Trust - responsible for identifying the specific health needs of people in Cumbria and ensuring that these needs are met.
- Cumbria Partnership NHS Foundation Trust - provides mental health services in Cumbria.
- North West Ambulance Service NHS Trust - provides ambulance services in Cumbria.

NHS North West

The authority ensures that NHS services in the North West provide high-quality, clinically-safe services and spend taxpayers' money properly. Improving public health and reducing health inequalities are also important strategic objectives.

The authority has overall responsibility for the performance of 24 primary care trusts (PCTs), 23 acute trusts, eight mental health trusts, seven specialist trusts (including children's cancer and learning disability) and the North West Ambulance Service, throughout the north west of England.

NHS Cumbria

NHS Cumbria, known previously as Cumbria Primary Care Trust or PCT, like other Primary Care Trusts across the country who have undergone the name change, is now the lead organisation for health in Cumbria.

The role of NHS Cumbria is to buy - or 'commission' - a full range of NHS hospital services and provide primary and community services based on local need across the county. The PCT manages the provision of general practitioner and other independent contractor services (dentists, pharmacists, optometrists) for its resident population. It is also currently responsible for providing health services in the community and directly manages nine community hospitals.

The Trust commissions NHS services in Cumbria from a range of health providers, including GPs, dentists and the following health trusts, which operate in the Copeland area:

- North Cumbria University Hospitals NHS Trust which manages the Cumberland Infirmary in Carlisle and West Cumberland Hospital in Whitehaven;
- Cumbria Partnership NHS Foundation Trust for mental health services;

- North West Ambulance Service NHS Trust, which provides ambulance, services in Cumbria.

In addition, the PCT commissions certain specialised and other services that are provided outside the County.

Building Capacity and Redesigning Primary and Community Services⁴⁹

NHS Cumbria has set out its intentions to transform the health economy of Cumbria under the theme of “Closer to Home⁵⁰”, because that is where the Trust wants to deliver more care. The population of Cumbria is getting older and will put more demand on the larger acute hospitals. Already too many people are treated in hospital when they could be treated in other ways and they are staying there too long. The Trust has set out a programme of how it will treat people nearer to home and, indeed, in their own home.

The proposals are based on GPs taking a leading role in designing local services for local people; they are also about working closely with other health and social care professionals to achieve this and to ensure that patients have a strong voice in helping shape the future of care in Cumbria, making it more accessible and accountable.

To implement this initiative, the following actions will be undertaken over the next 5 years:

- New models of care are being implemented to enable diagnosis, treatment and support of patients to take place closer to the patient’s home and to reduce the number and duration of emergency acute hospital stays.
- Development of multi-disciplinary care teams, especially Integrated Health and Social Care Services which provide support to patients in their homes. These link closely with the Rapid Response Teams outlined in Unscheduled Care and Community Support Teams for cancer and Long Term Conditions.
- Development of “step-up step down” units which support patients who need rehabilitative care without the intensive acute input required on a regular hospital ward, and will also provide care to patients discharged from acute hospitals wards, but who still need care.
- Development of a model of responsive, integrated children’s care across primary and secondary care with senior paediatric leadership and enhanced community and primary care expertise.
- Enhancing the capacity and quality of primary care. This will mainly be achieved through additional GPs and primary care staff linked to and funded through the Closer to Home change agenda. However, there will also be an element of pump priming needed for change particularly in relation to an

⁴⁹ NHS Cumbria Strategic Plan 2008 -2013

⁵⁰ Closer to Home

‘innovation fund’ to encourage innovative change in practice and ‘save your medicines’ invest to save mechanisms.

- Development of Infrastructure and Initiatives to Support the Delivery of Care. Cumbria has many premises which are not “fit for purpose”. In line with Lord Darzi’s review of healthcare, the PCT is developing new premises which will enable and facilitate a greater range of health and social care services to be provided in an integrated way nearer to a patient’s home. It has also been recognised that many nursing and residential homes do not meet acceptable standards, and modernising them alongside community hospitals can lead to the delivery of better joined up care.
- Building new primary care premises to co-locate GP practices and provide additional space for other services.
- Community ventures which seek to develop a health “village” or “campus” which would co-locate care homes, GP surgeries and/or community hospitals, respite care and other community services.
- Ensuring within all existing and new development standards for the provision of age appropriate environments for children and adolescents (You’re Welcome standard).

These activities have been considered separately within the PCT and a strategic plan for Community Ventures is currently with the North West Strategic Health Authority, with individual business cases being developed for each separate site.

New future for Community Hospitals (June 09)

One of the big issues before the consultation was the future of Cumbria’s community hospitals. They had all been threatened with closure but it has now been decided to keep all of them open. The plan is not just to keep them open but to develop them so that they can play an active role in the system of care – acting for some people as a ‘step up’ between home and either West Cumberland Hospital or Cumberland Infirmary, and for other people as a ‘step down’ following treatment in one of those hospitals and before a return home or elsewhere.

The idea is that the community hospitals will be the hub of local services, able to support people in their own homes offering almost a ‘hospital at home’ service. They will also provide more diagnostic tests and other services to save people the journey to the big acute hospitals. Developing the community hospitals therefore is about developing practice within them, building up the range of services, better linking them with the two acute hospitals and adapting the buildings to make them fit for purpose. This process has started.

The outcome of the consultation process was a decision that, if the community hospitals were working as effectively as they could and should, they would probably need fewer beds in total within them. However, the Trust undertook to maintain the number of beds in the nine existing hospitals for two years. Forty new beds have opened in the units in Whitehaven and Carlisle and the bed provision in the other

nine community hospitals will be maintained. The plans for the future are looking at units that meet their local needs in the light of the full range of services and not just beds.

Through the Community Ventures Programme an ambitious scheme has started to build new community hospitals fit for the 21st century. The first three will be in Brampton, Cockermouth and Millom. In spite of the changes in the wider economy, the PCT is still planning to make a significant investment in replacing the existing buildings and is working with Cumbria County Council in order to link their investment with the county's programme for renewal of residential care provision.

Hospital	Minor injury service	Number of beds	Current services
Millom Community Hospital	No	14	<ul style="list-style-type: none"> • Out-patient clinics • X-ray and ultrasound • Base for community nursing

Plans to invest millions of pounds to redevelop the Community Hospital in **Millom** are progressing. The new facility will offer more services than the current hospital, including diagnostics, dental services, closer links with GPs and fewer occasions when patients will have to travel to Barrow or Whitehaven for hospital treatment. In-patient beds, minor surgeries and community nursing clinics will be delivered alongside other community services that could include support from Age Concern and a pharmacy.

The PCT is exploring with the County Council the creation of a 'health village', seeking to co-locate care homes within the same facility as GP practices. The new state-of-the-art buildings will be open longer, deliver a range of new community services and significantly improve healthcare provision.

The selection of a site for the new community hospital in Millom is still under consideration. The PCT would like to explore a range of potential sites, including the existing Lapstone Road / St Georges Road site. It is hoped that work will have progressed sufficiently over the summer (2009) to begin narrowing down some of the site options.

Community Unit at West Cumberland Hospital

NHS Cumbria's new community unit at West Cumberland Hospital, known as the Copeland Unit (formerly the Buttermere Ward) at West Cumberland Hospital in Whitehaven, opened in July, 2009 and offers patients assessment, treatment and rehabilitative care in a community setting. This care is now delivered by a team of GPs, nurses and therapists employed by NHS Cumbria. Local GPs are now able to directly admit patients to the Copeland Unit. Full nursing, physiotherapy and occupational therapy support are also provided. The 20-bed unit will act as a 'step up' point for patients referred to hospital by GPs and a 'step down' towards care at home for those leaving acute hospitals and in need of rehabilitation.

New Health Centre at Cleator Moor

Plans have been submitted for a £4.1 million health centre at Birks Road, Cleator Moor, which will incorporate a range of health services for the town and surrounding areas. The services it will provide include GP surgeries, NHS Dental provision and emergency dental treatment, a community Pharmacy and a range of clinics. It will replace existing GP surgeries in Cleator Moor – Wath Brow Surgery and Wyndham Street Surgery. It is hoped that the building work will commence in 2011 and be completed early in 2012. It is hoped that the building work will commence in 2011 and be completed early in 2012. The funding for the centre is expected to come through the NHS Local Improvement Finance Trust (LIFT) programme.

Improving Acute Hospitals

In Cumbria, more people are admitted to hospital than elsewhere and they tend to stay longer, meaning more peoples' lives are disrupted than is the case elsewhere. This is because the alternative services, closer to where people live, have not existed. Closer to Home is about developing better and more appropriate local services. As this happens, fewer people will need to be admitted to hospital and more people will have access to better alternatives.

The outcome of the consultation was a long term commitment to a West Cumberland Hospital and active support for its redevelopment. Along with this was an agreement about reducing the number of beds in line with increasing efficiency within the hospital.

Table 56 General Practitioners November 2009

PRINCIPALS	ADDRESS
C D HALL, C HEASMAN, P NITTALA,	Westcroft House, 66 Main Street, Egremont, CA22 2DB PRACTICE CONTACT – JANET TOOLE
G J IRONSIDE, S E MEGAN, W L J VAN DEN ELZEN	Queen Street Medical Practice, Richard Benedict House, 149 Queen Street, Whitehaven, CA28 7BA PRACTICE CONTACT – STEPHANIE DOLAN0
R A JAKOBSON, F D GALLOWAY, A E LONGWORTH, M L PHILIPSZ, MI MEERAN, M M ROCHA-JANEIRO, I OBI,	Beech House Group Practice, Beech House Medical Centre, St Bridget's Lane, Egremont, CA22 2BD Branch: The Health Centre, the New Clinic, Ennerdale Road, Cleator Moor, CA25 5LR PRACTICE CONTACT – MARIE SHAWCROSS
R T PROUDFOOT, J D RUDMAN, P N KENNISH	Catherine Street Surgery, 3 Catherine Street, Whitehaven, CA28 7PD PRACTICE CONTACT – VIVIAN KING
R J RUDMAN, E J BATER, H A NAYLOR, D BOOTH, H HORTON, <u>O O DARE</u>	Hinnings Road Surgery, Hinnings Road, Distington, CA14 5UR PRACTICE CONTACT – KERRI HUNTER
N J STEVENSON, J L FERNANDEZ FIDALGO, J WOFFINDIN, J G TELFORD, A D F BLACK, T C WHITE, A CLARK, T ICKES, A <u>K KAILASA</u>	Lowther Medical Centre, 1 Castle Meadows, Whitehaven, CA28 7RG PRACTICE CONTACT – GILLIAN DAVIDSON

PRINCIPALS	ADDRESS
R TRANTER, J M HULL-DAVIES, S K THORNLEY, S LOTZSCH, S A BAGSHAW, <u>C</u> <u>MCGOWAN</u>	Mansion House Surgery, 19/20 Irish Street, Whitehaven, CA28 7BU PRACTICE CONTACT – WENDY McBAIN
D J ROGERS, M A SYDNEY, C E L BOYLE, J E RHODES, F C IRONSIDE, D GOH, M VAN BUSSEL	Flatt Walks Health Centre, 3 Castle Meadows, Catherine Street, Whitehaven, CA28 7QE Branch: Street Surgery, Wyndham Street, Cleator Moor, CA25 5AN Branch: Medical Centre, Griffin Close, Frizington, CA26 3SH PRACTICE CONTACT – MARK MEGAN
AP TIMNEY, J N WESTHEAD	Trinity House Surgery, 17 Irish Street, Whitehaven, CA28 7BU
B WALKER, K M ILLSLEY, S A JAY, P A CARHART, T J SOWTON, <u>S</u> <u>GHOSH</u>	Seascale Health Centre, Gosforth Road, Seascale, CA20 1PN Branch: The Surgery, Chapel Lane, Bootle, Millom LA19 5UE
E A JOHNSON, G P POGREL, R C M WALKER, P J WALTERS, O A ADEBAYO	Waterloo House Surgery, 40/44 Wellington Street, Millom, LA18 4DE

Table 57 Pharmacy List September 2009

NAME	ADDRESS	HOURS OF OPENING
BOOTS THE CHEMIST Ms M J Yuen	26 King Street, Whitehaven, CA28 7JN	9.00am – 5.30pm Mon-Sat
W FARE Ltd Mr J E Cook, S Graham, Ms I Graham	71-73 Market Place, Whitehaven, CA28 7JD	9.00am – 5.30pm Mon - Sat
MIREHOUSE PHARMACY Mr C Whitefiled-Bott, Mr J S Urwin	59 Meadow Road, Mirehouse, Whitehaven, CA28 8ER	9.00am – 5.30pm Mon – Fri 9.00am – 12.00Noon Sat
W M MORRISONS PHARMACY Ms D Dixon	Morrisons Ltd, Flatt Walks, Whitehaven, CA28 7RW	8.30am – 7.00pm Mon – Fri 8.00am – 6.00pm Sat 10.00am – 4.00pm Sun
TESCO INSTORE PHARMACY J Ellison, S A Crawford, Ms N Sumbler	Bransty Row, North Shore, Whitehaven, CA28 7XY	8.30am – 7.00pm Mon – Sat 10.00am – 4.00pm Sun
J N MURRAY Ltd Ms R Brocklebank, D Vincent	31 Market Place, Egremont, CA22 2AG	9.00am – 6.30pm Mon – Fri 9.00am – 5.00 Sat
ALLIANCE PHARMACY T/A LOCAL BOOTS PHARMACY Mr A Drysdale, Ms D Pritchett	67-68 Main Street, Egremont, CA22 2DB	9.00am–6.00pm Mon–Fri 9.00am – 12.30pm Sat

NAME	ADDRESS	HOURS OF OPENING
J N MURRAY Ltd Ms J Crudgington	22 High Street, Cleator Moor, CA25 5LB	9.00– 6.30pm Mon, 9.00 - 5.30pm Tue&Wed, 9.00– 6.00pm Thur&Fri, 9.00 – 12.30pm Sat
ALLIANCE PHARMACY T/A YOUR LOCAL BOOTS PHARMACY Mr T D Spalding, Ms A Leveson, K Duthie	6 Main Street, Frizington, CA26 3SA	9.00am-12.30pm, 1.30pm-6.00pm Mon & Thur 9.00am– 12.30pm 1.30pm--5.30pm Tue & Fri, 9.00am – 12.30pm Wed & Sat
BOOTS THE CHEMIST M Salabova	48/52 Wellington Street, Millom, LA18 4DE	9.00am – 6.30pm Mon – Fri 9.00am – 12.30Sat
L ROWLANDS & CO Ms R A Street	43 Wellington Street, Millom, LA18 4DG	9.00am – 6.30pm Mon – Sat 9.00am – 12.00Noon Sat

Table 58 Dental List September 2009

NAME	ADDRESS	ACCESS WITHOUT STAIRS	HOURS
S R BLANEY, A S KULKARNI	Queen Street Dental Practice, 128 Queen Street, Whitehaven, CA28 7QF	YES	Mon 9.00-17.30, Tue & Wed 8.30-17.00, Thur 8.30-19.00 Fri 8.30-14.00
A BRYK	Roper Street Dental Practice, 48-49 Roper Street, Whitehaven Cumbria CA28 7AR	NO	Mon & Wed 9.00-17.00 Tue & Thur 9.00-18.00 Fri 9.00-13.00
J P SANDERSON	6 Scotch Street, Whitehaven, CA28 7BJ	NO	Tue 14.00-17.00
OASIS	Pears House, Quayside, Whitehaven	YES	
OASIS	Egremont	NO	
S E BROAD, R C BROAD, J BRIGGS, J KOCIUBINSKA, A SIDDLE, G NARAYANA REDDY	74 High Street, Cleator Moor, CA25 5BL	YES	Mon – Thur 9.00-17.30 Fri 9.00-13.00
D SMITH, J C STEVENSON	Prison Surgery, H M Prison, Haverigg, Millom, LA18 4NA	NO	N/A

Table 59 Ophthalmic Performer List November 2009

NAME	ADDRESS	HOURS OF OPENING
BATES OPTICIANS	76/77 King Street, Whitehaven, CA28 7LE	Mon – Fri 9.00 am – 5.15 pm Sat 9.00 am – 4.30 pm
DOLLOND & AITCHISON	28 King Street, Whitehaven, CA28 7JN	Mon & Sat 9.00 am – 5.00 pm Tues, Wed, Thurs, Fri 9.00 am– 5.30 pm
VICTOR MARTIN OPTICIANS	24 Church Street, Whitehaven, CA28 7EB	Mon, Tue, Thurs & Fri 9.00 am – 5.00 pm Sat - 9.00 – 1.00pm
WHITEHAVEN V.E. LTD	24 King Street, Whitehaven, CA28 7JH	Mon, Tue, Thurs & Fri 9.00 am – 5.30 pm, Wed 9.00 am – 1.30 pm, Sat 9.00 am – 4.30 pm
WHITEHAVEN VISIONPLUS LTD	45 King Street, Whitehaven, CA28 7JH	Mon – Fri 9.00 am – 5.30 pm Sat 9.30 -5.00 pm
S E ALDRED OPTOMETRISTS	19 Main Street, Egremont, CA22 2DW	Mon, Wed & Fri 9.00 am – 12.30 pm & 1.30 pm - 5.00 pm Thurs 9.00 am – 12.30 pm & 1.30 pm – 7.00 pm
ANN MORGAN OPTICIANS	18 High Street, Cleator Moor, CA25 2AH	Mon – Fri 9.15 am – 5.15pm Sat 9.15 am – 1.00 pm
CONLONS & SONS OPTICIANS LTD	17 Wellington Street, Millom, LA18 4DF	Mon – Fri 9.00 am – 4.45 pm Sat 9.00 am – 1.00pm

North Cumbria University Hospitals NHS Trust

North Cumbria University Hospitals NHS Trust⁵¹ (NCUHT) provides a range of services for a population of approximately 324,000 people across north and west Cumbria (Carlisle, Eden, Copeland and Allerdale) as well as South West Scotland and parts of Northumberland. The service is provided by the whole time equivalent of 3,200 staff and the annual turnover is £217 million.

The main commissioner is NHS Cumbria (formerly known as Cumbria Teaching Primary Care Trust) and there is a locality commissioning group for Copeland. NHS Cumbria also commissions services from University Hospitals of Morecombe Bay Trust (UMBHT) based in the south of the county and specialist services from tertiary providers in the North East, Teesside and Lancashire.

Acute hospital services are provided from two hospital bases located in Carlisle (Cumberland Infirmary) and Whitehaven (West Cumberland Hospital). All the main specialties are currently available on both sites. In addition, a wide range of outreach services in community hospitals is provided, including Millom, in Copeland.

The major challenge is associated with two-site working (at a distance of 42 miles apart) and providing services to a mixture of relatively small dispersed urban populations and to small remote rural communities. Both sets of communities have wide ranging health needs with large gaps in health inequalities. The challenge, therefore, is to provide a wide range of accessible services from two hospitals for relatively small communities, whilst ensuring the services provided are safe, sustainable and cost effective.

The Trust provides a full range of acute hospital services to the populations of Copeland and Allerdale from the West Cumberland Hospital. The hospital occupies an 11 hectare site at Hensingham on the outskirts of Whitehaven. Other providers of healthcare including NHS Cumbria and the Cumbria Partnership NHS Foundation Trust also provide services from the site and the University of Cumbria offers a range of education and training provision⁵².

West Cumberland Hospital was the first new NHS hospital to be built following the formation of the NHS, opening in 1964. It is now well recognised that these facilities are no longer suitable for the provision of modern healthcare and have a number of fundamental problems which prevent the provision of modern acute healthcare services within appropriate facilities. Some of these problems are summarised below:

- Age and Poor Quality of Accommodation - the vast majority of the facilities at West Cumberland Hospital are well in excess of 40 years old and an investment of over £10 million would be required simply to bring the existing buildings up to NHS Estate Condition B (i.e. sound, operationally safe and showing only minor deterioration). These costs would not address any issues

⁵¹ North Cumbria University Hospitals Annual Business Plan for 2009/10

⁵² Information received from North Cumbria University Hospitals NHS September 2009

of space utilisation or functional suitability, nor would they provide any improvement to quality of the patient environment. The expenditure on maintenance and refurbishment is expected to grow significantly over the next 20 years.

- Poor Clinical Adjacencies - progressive developments and service moves within the existing building over successive years has led to a situation where many key clinical adjacencies have been lost. This is exacerbated by the form of the building across a number of floors to accommodate the significantly sloping site. These issues combine to make it difficult to introduce more efficient and effective clinical services within the existing accommodation.
- Privacy and Dignity - the vast majority of inpatient beds at West Cumberland Hospital are provided in wards which do not comply with current best practice guidance in relation to patient privacy and dignity. Fewer than 10% of beds are provided in single bed rooms with en-suite facilities, and existing four bed bays are some 50% smaller than is recommended in current guidance. The restrictions of the current wards mean that patient privacy and dignity is compromised and flexibility of bed use at times of high demand is reduced.
- Congested Site - the existing hospital buildings, in common with many NHS hospitals, have been extended and remodelled in a piecemeal fashion in line with new services and increased demands over a period of many years. This has led to a congested site. There is a shared aspiration between the Trust and its local partners to maximise the benefits of the proposed investment in new acute hospital facilities by creating a “health campus”, bringing together health, social care, educational, training and research uses on the same site. At present, the West Cumberland site is too congested to allow complementary developments to take place and thus the development of the health campus concept is constrained.

The over-arching strategy for healthcare services in north and west Cumbria is set out in NHS Cumbria’s Closer to Home strategy, which was publicly consulted upon during 2007 / 2008. The consultation process set out how a new model of care would operate and explained how hospital services in north and west Cumbria would need to change as certain services moved into the community. The Closer to Home consultation gave a commitment to new acute hospital facilities in West Cumbria to provide 220 beds, with flexibility to increase to 250.

There is a commitment to replace the majority of acute hospital services at West Cumberland Hospital in new buildings, within the boundaries of the existing site. The main works on site have commenced in 2010, and are to be completed within three years.

A commitment has been given, by the Coalition Government, to support the redevelopment of West Cumberland Hospital with £100 million of public capital funding (anticipated to be £70 million from Department of Health, £20 million from the North West Strategic Health Authority and the Trust, and £10 million from the North West Regional Development Agency).

Cumbria Partnership NHS Foundation Trust⁵³

On 1 October 2007, this became the first NHS Trust in Cumbria to be authorised as a Foundation Trust. As a Foundation Trust, it has the opportunity to create better and more appropriate services for the people of Cumbria. The Trust employs approximately 1,500 staff and serves a population of 487,607 across the six council districts, including Copeland.

The Partnership provides health care services across the whole of Cumbria including; mental health, learning disability, drug and alcohol and condition management services. The Trust works together with a range of other agencies, including Adult Social Care and Children's Services, which are run by Cumbria County Council, to provide community and hospital based services.

The Trust is not part of any formal partnership under section 75 of the NHS Act 2006. However, it is commissioned to provide adult learning disabilities services by Cumbria County Council who leads a pooled fund partnership with Cumbria PCT for this purpose.

The Future of the Health Service

This account of health provision was written prior to the announcement by the Coalition Government of a major review of the NHS; a summary of the latest proposals is included below.

The NHS in England is to undergo a major restructuring, the government announced in July. "Hospitals are to be moved out of the NHS to create a "vibrant" industry of social enterprises under the proposals and GPs are to take charge of much of the budget", announced Andrew Lansley, Health Secretary.

The move will lead to the abolition of all 10 strategic health authorities and the 152 management bodies known as primary care trusts. The new structure will be held accountable by an independent NHS board which would be free from political interference, the government said.

Meanwhile, responsibility for public health will be passed to local authorities.

The Key Changes

- **GPs** - Asked to get together in groups to take on responsibility for spending much of the NHS budget
- **Hospitals** - Encouraged to move outside the NHS to become "vibrant" industry of social enterprises
- **Patients** - More information and choice, including ability to register with any GP they want to
- **Managers** - Strategic health authorities and primary care trusts face the axe

⁵³ Information from Cumbria Partnership NHS Foundation Trust

The plans mean GPs, working in groups, will be in charge of a vast collection of hospital, mental health and community services - although specialist services and dentistry will not fall under their remit. Under the new system, an independent board will sit above as many as 500 consortiums of GPs to set standards and hold the groups to account.

Another key aspect of the changes involves giving patients more information and choice. To achieve this, a new body, "HealthWatch", will be set up to compile data on performance, while GP boundaries will be abolished to allow patients to register with any doctor they want.

It is expected that all NHS trusts, which run hospitals and mental health units, to get foundation status by 2013.

The government will now consult on its plans before rolling them out over the next three years.

Summary of Health Provision

The following tables for individual Locality Areas summarise the above information for health provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 60 Summary of Health Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
GPs	Green	Green	Amber	Red	Green
Pharmacies	Green	Green	Green	Red	Green
Dentists	Green	Green	Green	Red	Green
Opticians	Green	Green	Green	Red	Green
Acute hospital	Amber	Amber	Amber	Amber	Red
Community hospital	Green	Green	Green	Red	Amber

POST OFFICES⁵⁴

There are many different types of outlets in the network, including Crown Office branches in city centres, outlets run by sub postmasters that combine a shop with the Post Office branch, as well as “Outreach Services” including mobile Post Offices and services that visit village halls or churches.

In 2008, a review of Post Office services was undertaken in Cumbria, as part of a nationwide review. The Government recognised that fewer people were using Post Office branches, partly because traditional services, including benefit payments and other services were now available in other ways, such as online or directly through banks. It concluded that the network of Post Office branches (“the Network”) needed to change.

A Network Change Programme was put in place to implement the measures proposed by the Government. The Programme involved the closure of up to 2,500 branches (out of a current Network of 14,300 branches), with the introduction of about 500 service points known as “Outreaches” to mitigate the impact of the proposed closures. The majority of Post Office branches - more than 80% - did not change as a result of the Programme.

When developing the Area Plan Proposal for Cumbria, Post Office Ltd analysed a number of factors including the proximity of the Post Office branches proposed for closure to other nearby branches, the number of customers currently using a particular branch, the size and ability of nearby branches to absorb extra customers, and the commercial implications of any decision. Post Office Ltd also took into account obstacles such as rivers, mountains and valleys, motorways and sea crossings to islands in order to avoid undue hardship to customers. In addition, the availability of public transport, alternative access to key Post Office services (such as cash withdrawals, bill payments, mail services), local demographics and the impact on local economies were all considered.

The Area Plan Proposal was subject to local public consultation to ensure that the views of local people were taken into account before any final decisions were made by Post Office Ltd. The consultation for Cumbria took place for a period of six weeks commencing on 18th March 2008. The following post offices in Copeland were **closed** as a result of the exercise:

- Tangier Street 12 Tangier Street Whitehaven
- Lowca Lowca Whitehaven
- Parton Village Hall, Main Street, Parton Whitehaven
- Bigrigg Springfield Road, Bigrigg Egremont
- Beckermest Newlands Beckermest
- Moor Row 1 Church Street, Moor Row
- Gosforth(Temporarily Closed) The Lakeland Habit, Gosforth Seascale
- Holborn Hill 49 Holborn Hill Millom

⁵⁴ Network Change Programme Area Plan Proposal for Cumbria Post Office Ltd 2008

The following Post Office branches in Copeland **remain** within the Network, following the review:

Whitehaven Area

- Whitehaven 70 Lowther Street Whitehaven
- Market Place 10 Market Place Whitehaven
- Mirehouse 57 Meadow Road Whitehaven
- Moresby Parks Moresby Parks Road, Moresby Parks Whitehaven
- Distington 54 Main Street, Distington

Egremont Area

- Egremont 52 Main Street Egremont
- Thornhill The Crescent, Thornhill Egremont
- St Bees 122 Main Street St Bees

Cleator Moor Area

- Cleator Moor Cumbrian Co-Op Store, 76 Leconfield Street Cleator Moor
- Ennerdale Bridge Ennerdale Cleator
- Frizington Main Street Frizington
- Arlecdon 52 Arlecdon Road, Arlecdon Frizington
- Wath, Wath Brow Stores, 121-122 Ennerdale Road, Wath Brow Cleator Moor

Mid Copeland Area

- Seascale Gosforth Road Seascale
- Calderbridge Calderbridge Seascale
- Boot (serve and store) Dale View, Eskdale
- Holmrook Holmacre, Tynedale Farm Services, Farm Shop, Holmrook
- Eskdale St Bega's Parish Church, Eskdale Green, Holmrook
- Ravenglass Whitburn House, Main Street, Ravenglass

South Copeland Area

- Millom 9 St Georges Road Millom
- Waberthwaite Lane End, Waberthwaite Millom
- Silecroft 1 Main Street, Silecroft Millom
- Bootle 4 Main Street, Bootle, Millom
- Bootle Station Dale View', Bootle Station, Millom
- Haverigg 96 Main Street, Haverigg Millom

Summary of Provision of Post Offices

The following tables for individual Locality Areas summarise the above information for provision of post offices within the Borough of Copeland.

- “Green” indicates that access to post offices is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 61 Summary of Provision of Post Offices					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Access to Post Offices					

COMMUNITY SERVICES

COMMUNITY CENTRES/SMALL HALLS

A survey of Small Community Halls has been undertaken on behalf of the Council, by consultants, Leisure and the Environment. An extract from the report, to form a summary of the findings is produced below.

General

Small halls and community venues (such as village halls and community centres) host a variety of recreation and social/community activities. These venues come in all shapes and sizes, and whilst some may not be suited to hosting any formal sports activity, they can provide important local venues for social contact, meetings, crèches, keep fit and other such activities satisfying important local needs.

The existing provision of village halls is shown on the map below, with an accompanying table which can be cross referenced. Generally speaking the best levels of provision per capita are found in the sparsely populated rural areas, where even the existence of a single hall has a big effect on the level of provision per capita.

Use, Access and Quality

The community survey highlighted that the Borough's village/community halls are used regularly by significant numbers with 22% of respondents using them at least fortnightly.

However the survey suggests that people feel this type of facility needs to be much more locally available before they will be used more. Around 30% of survey respondents would not wish to travel more than ten minutes to access such facilities. Walking and cycling are the norm to access facilities such as local facilities, including village halls.

The community survey also highlights a view that local facilities like community/village halls are generally of good quality.

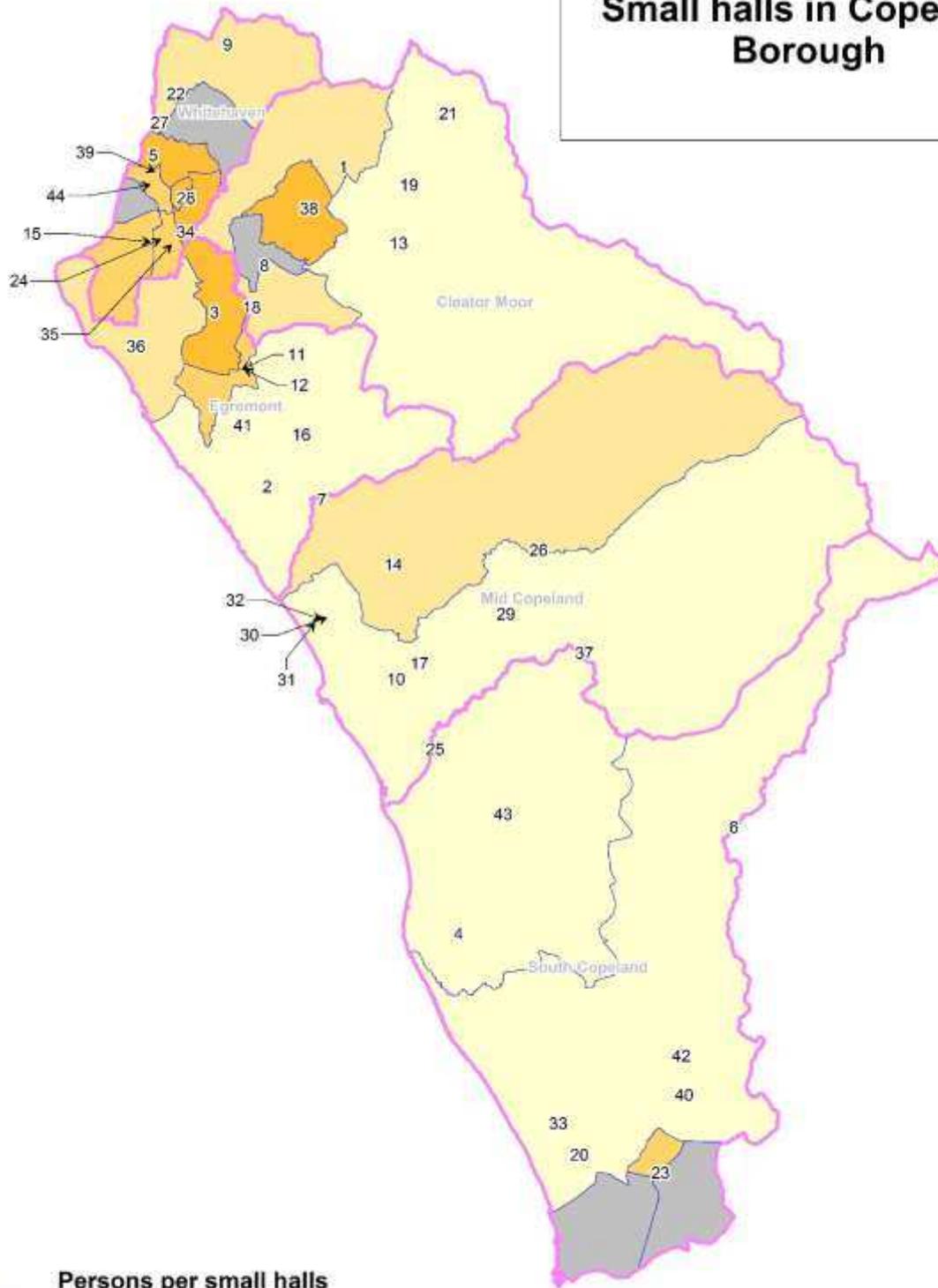
Discussions with Borough Council locality workers confirm that most villages have a village hall and/or can access a local school hall for community use – but rural schools are under threat – their loss would reduce access to indoor halls for community use.

The workers also suggest (in contrast to the views from the community survey) that the quality of village halls is variable – with many of poor quality (Silecroft was cited). However some are of a very good standard (such as the recently refurbished facility at Drigg). There are a number of youth clubs/initiatives that meet in village/community halls across the Borough and Harbour Youth have excellent indoor youth provision (including sports hall and climbing wall) in Whitehaven.

The survey conducted of parish councils suggested that there is some scope to further use certain small halls for sport if required. For example, Hale and Wilton Parish Council; and Wasdale Parish Councils suggest their respective halls could be better used for sport if the interest existed. Waberthwaite Parish Council also said there was scope for using the school and village hall more for community recreation activities. The Bootle Parish Community Action Plan (2009) highlighted that the Bootle Station Village Hall should be used more for recreational activities including a youth club and yoga and fitness classes.

Map 42 Location of Small Halls in Copeland

Small halls in Copeland Borough



Persons per small halls

- 292 - 732.5
- 732.5 - 1,766.5
- 1,766.5 - 2,551
- 2,551 - 5,088

Note: grey tone denotes no provision

Table 62 List of Small Halls in Copeland

Ref	Hall Name	Location	Details (where available)
1	Adams Memorial Hall	Arlecdon	Large hall
2	Beckemet Reading Rooms	Beckemet	Not used for sport
3	Bigrigg Village Hall	Bigrigg	Large hall
4	Bootle Station Village Hall	Bootle Station	Large hall
5	British Legion (Bransty) Hall	Bransty	Large relatively modern facility with function room for hire
6	Browfoot Room	Ulpha	
7	Calderbridge & Ponsonby Village Hall	Calderbridge	Large hall
8	Cleator Moor Civic Hall	Cleator Moor	
9	Distington Community Centre	Distington	Large hall
10	Drigg & Carleton Village Hall	Drigg	Large hall
11	Egremont Market Hall	Egremont	Main hall used for sports, 2 smaller rooms
12	Egremont Methodist Church Hall	Egremont	Hall used by youth club for indoor sports
13	Ennerdale & Kinniside Community Centre	Ennerdale Bridge	Can be used for sports
14	Gosforth Public Hall	Gosforth	
15	Greenbank Community Centre	Whitehaven	
16	Haile & Wilton Village Hall	Haile	Small, but could be used for sports
17	Holmrook Reading Room	Holmrook	
18	Jubilee Community Hall	Cleator	
19	Kirkland Community Mission Hall	Kirkland	
20	Kirksanton Village Hall	Kirksanton	
21	Laplugh Village Hall	Laplugh	Too small for most sports
22	Lowca Village Hall	Lowca	
23	Millom Palladium	Millom	Theatre and community hall
24	Mirehouse Community Centre	Whitehaven	Fitness suite
25	Muncaster Parish Hall	Ravenglass	
26	Old School Community Hall	Nether Wasdale	Could be used for sports, but no interest
27	Parton Village Hall	Parton	Large hall
28	Red Lonning Community Centre	Red Lonning	
29	Santon Bridge Village Hall	Santon Bridge	
30	Seascale Sports and recreation Association	Seascale	Venue adjacent to the tennis. Primarily for social use but could be used for activities like fitness classes, and indoor bowls
31	Seascale Sports Hall	Seascale	Small hall suitable for activities like indoor bowls, fitness classes, badminton (single court size)
32	Seascale Village Hall	Seascale	
33	Silecroft Village Hall	Silehouse	
34	Sneckyeat Community Centre	Hensingham	
35	St Andrew's Church Hall	Whitehaven	
36	St Bees Village Hall	St Bees	Large hall
37	St Bega's Church Hall	Eskdale	
38	St Joseph's Church Hall	Frizington	
39	St. James Community Centre	Whitehaven	Small hall with fronting offices next to school
40	The Hill Village Hall	The Hill	
41	Thornhill Hall/Social Club		Small hall complex of 1950s design/construction
42	Thwaites Village Hall	The Green	
43	Waberthwaite, Corney & District Village Hall	Waberthwaite	
44	Whitehaven Civic Hall	Whitehaven	2 large halls and 1 meeting room

Standard for Small Community Halls

Quantity Standard	Access Standard
1 venue per 2500 people in principal settlements	480 metres (10 minutes straight line walk time)
1 venue per 1000 people in other service settlements (Arlecdon/Rowrah, Beckermeth, Cleator, Distington, Frizington, Haverigg, Kirkland/Ennerdale Bridge, Lowca/Parton, Moor Row, Moresby Parks, Seascale, St Bees)	480 metres (10 minutes straight line walk time)
1 venue per 400 people to service small settlements	480 metres (10 minutes straight line walk time) as an ideal although drive-time might be acceptable in very remote areas.

Existing National and Local Policies

There are no existing national or local standards or related guidance relating specifically to the provision of community buildings and halls.

General justification for a local standard

There is no 'one size fits all' solution to providing community hall venues. Generally speaking the larger the local population, the bigger and more accommodative a facility needs to be, as larger populations will tend to generate a greater and more diverse level of activities. However, even small populations can sustain simple and attractive venues. Even small villages with populations of less than 400 can have well used and managed halls.

A modern well-equipped small community hall might be expected to provide:

- A main hall that can be used for dances, reception, meetings, and sports activities such as carpet bowls and table tennis.
- A small meeting/committee room
- Kitchen
- Storage
- Car parking

Overall a total net floor space of 500m² could be used as a guide.

Quantity

The current level of provision of small halls shows great variance across the Borough- from between c.300 and c.5000 persons/hall (on a ward by ward basis). Realistically, the per capita level of provision in more densely populated areas cannot be expected to match the levels in rural areas. However, the latter will often face issues in respect of access to facilities from outlying areas. Generally speaking, the *quantity* of existing provision appears to be meeting current needs, with little concern about any under-provision being expressed through the community survey.

A three-tiered 'quantity' standard is proposed to reflect these points.

Accessibility

480 metres straight-line distance (or about 10 minute walk time), which is consistent with the results of the public consultation. However, this will be impossible to achieve in the rural areas in terms of access from outlying areas. In such circumstances travel by car is anticipated.

Quality

Further guidance should be provided by the Council, but provision should include:

- A hall sufficiently large to be used for a variety of recreation and social activities, of at least 18 x 10m.
- A small meeting/committee room
- Kitchen
- Storage
- Toilets
- Provision for disabled access and use
- Car parking

The standard should be applied and interpreted flexibly to best meet local circumstances. The aim should not be (for example) to create a proliferation of small community venues in areas of growth where fewer larger venues would be more appropriate. Contributions arising from this standard could also be used towards the enlargement/improvement of existing venues where appropriate. This might include joint provision on school sites with ensuing shared costs and benefits.

Application of Standard

Quantity

For the main settlements it is difficult to assess existing provision relative to the proposed standards as up to date local area population data are available only on a ward basis and does not wholly coincide with settlement boundaries. However, the following is the closest approximation that can be achieved (using the 1 hall per 2,500 persons)

Whitehaven	Population	Number of small halls	Persons per small halls	Halls required by standard (1:2500 persons)
Bransty Ward	5088	1	5088	
Harbour Ward	4014	2	2007	
Hensingham Ward	4244	1	4244	
Hillcrest Ward	2565	1	2565	
Kells Ward	2369	0	0	
	18280	5		7.3
Egremont	All Ages	Number of small halls	Persons per small halls	Halls required by standard (1:2500 persons)
Egremont North Ward	4247	1	4247	
Egremont South Ward	3712	2	1856	
	7959	3		3.18
Cleator Moor	All Ages	Number of small halls	Persons per small halls	Halls required by standard (1:2500 persons)
Cleator Moor North Ward	4240	0	0	
Cleator Moor South Ward	2764	1	2764	
	6964	1		2.78
Millom	All Ages	Number of small halls	Persons per small halls	Halls required by standard (1:2500 persons)
Holborn Hill Ward	2534	1	2534	
Newtown Ward	3518	0	0	
	6052	1		2.42

With the exception of Egremont it will be seen that there is deficiency relative to the standard in all cases.

For the next tier of settlements (where the standard is 1 hall per 1000 persons) the problem of assessing the population of a given settlement becomes even more difficult. The only statistics easily available to help estimate the population of very small areas will be 2001 Census data at combined Output Area level, which is now somewhat dated. However, it is to be noted that the following settlements in this tier do not have a hall at all: Haverigg (South Copeland Sub Area); Moresby Parks (Whitehaven Sub Area); Moor Row (Cleator Moor Sub Area).

At the lowest tier (1 hall per 400 persons) the following settlements are those for which the absence of a hall is most significant: Sandwith/Rottingdon (Whitehaven Sub Area); Bootle (South Copeland Sub Area), although there is good provision at Bootle Station.

A fuller assessment relative to population could perhaps be made when the new 2011 Census figures are available at the local level. This exercise might be combined with the recommended detailed audit of small hall provision, discussed earlier.

Quality

Time and resources have not permitted a detailed check existing provision relative to the 'quality' component of the standard. However, even a cursory assessment of provision reveals a huge range in both age, quality, features on offer. Some halls provided sufficient space to cater for various contemporary popular activities, but others don't. Most older halls have been altered in some way to meet the basic requirements of the Disability Discrimination Act. Storage is likely to be a problem and many venues – providing secure and convenient storage for semi-permanent users such as playgroups can often be an issue for both users and managers alike.

As resources permit it is recommended that a full assessment of community halls be conducted, perhaps with the support of the Voluntary Action Cumbria (VAC), to assist in identifying future areas for new and improved provision. It is also recommended that information from this study relating to small halls, when finalised, is passed on to the VAC to assist in the further compilation of their own facilities database.

Accessibility (by foot)

The report includes maps showing access by foot to identified small halls within each locality area.

Whitehaven Sub Area: parts of central Whitehaven do not appear to be well serviced by acknowledged community halls. Although there will be other venues which may serve a similar function. The problem might be more acute in outlying settlements such as Moresby Parks and Sandwith, which do not appear to have provision.

Cleator Moor Sub Area: the main settlements seem have provision which is largely accessible. But the small villages like Rowrah, Brownrigg, Asby, Eskett do not.

Egremont Sub Area: the main settlements appear to be quite well served, but not so the small villages such as Coulderton, Middleton, Moor Row, and Wilton.

Mid Copeland Sub Area: Parts of Welington are not well covered, and neither are small villages such as Santon and Beckfoot.

South Copeland Sub Area: Settlements such as Haverigg, Whitbeck and Bootle do not have community halls, although sports and social clubs in these areas may provide alternative provision of sorts. (There is also provision at Bootle Station).

Accessibility (Driving)

In contrast, the following map shows access by 10 minute drive-time in recognition of the fact that many outlying areas can never realistically be provided with a facility within easy walking distance. On this basis it will be seen that all but the most isolated and sparsely populated parts of the Borough are within reach of some form of village or community hall. Obviously, dependency on car travel militates against those who don't have access to one for reasons of age, income or disability. Often public transport is not a viable alternative.



Future Demand for Small Halls

Future Demand for small halls (as with other recreation facilities) is comprised of several causal factors, and these are rehearsed elsewhere in the overall study. However, some factors will have a far more profound impact than others. The biggest impact on the demand for use of small halls is likely to be in those areas where new development (and therefore population increase) is proposed. 47% of planned new growth is earmarked for the Whitehaven area, with the other Key Service Centres (Cleator Moor, Egremont and Millom) receiving smaller but still significant allocations. 12 Local Centres are to receive smaller allocations averaging 84 dwellings per settlement (the size of these smaller allocations will in practice vary between local centres).

Development is likely to be distributed over several sites within each of the earmarked settlements, and these have yet to be determine. What is unclear at this stage is the extent to which new housing will be occupied by residents new to the area- it is very likely that at least some of the new stock will be occupied by existing local residents simply changing house. It is therefore impossible at this stage to predict exact scale of planned new development, occupancy rates, or the demographic character of new occupants. However, using some assumptions it is possible to 'model' future scenarios based on the anticipated location and scale of new development.

When the suggested standards are applied to the major planned allocations it would generate the following provision.

Settlement	Number of New Homes	Sub Area	Population based on 2 persons/dwg	Outdoor sports space (based on 1 hall (500m ²) /2,500 persons
Whitehaven	2,256	Whitehaven	4512	1.8 halls/900m ²
Cleator Moor	480	Cleator Moor	960	0.38 halls/190m ²
Egremont	480	Egremont	960	0.38 halls/190m ²
Millom	576	South Copeland	1152	0.46 halls/230m ²
Local centres	84 (average/settlement)	various	168 (average/settlement)	0.17 halls/84m ²

For the largest individual sites forming part of the major allocations it may be desirable to provide some new provision 'on site' in order to be reasonably accessible to residents as users. However, there will be the prospect of providing some opportunities 'off-site', either through new provision; or else through improvements to existing provision. These will help meet the needs of both new as well as existing residents. Smaller scale allocations (such as in the Local Centres) may incrementally generate additional demands, and it is important to recognise this- especially in rural areas. The above approach can also be applied to such developments.

Summary of Provision of Small Halls

The following table summarises the above information, for individual Locality Areas, for the provision of small halls within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Red” indicates that provision has been identified as not being acceptable at the present time and funding has not been programmed for identified improvements.

Table 63 Summary of Provision of Small Halls					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Quantity of small halls in relation to population levels	Red	Green	Red	Red	Red
Provision and accessibility of small halls by foot (10 minute walk)	Red	Red	Red	Red	Red
Provision and accessibility of small halls by car (10 minutes drive)	Green	Green	Green	Red	Red

YOUTH SERVICES⁵⁵

Cumbria Youth Support Services

Local authorities are required to establish integrated youth support services for all young people to improve their lives. Cumbria Youth Support Services (CYSS) provides services to all young people aged 13-19 years according to their needs, with the emphasis on the most vulnerable young people. This will include positive activities and personal development opportunities, universal access to information, advice and guidance, alongside more targeted work with those at risk of poor outcomes and highly targeted support for the most vulnerable. There are four key challenges from “Youth Matters” -

- How to engage more young people in positive activities and empower them to shape services;
- How to engage more young people in volunteering and community involvement;
- How to provide better and impartial information advice and guidance;
- How to provide better and more personalised support for the most vulnerable young people.

Table 64 Cumbria Youth Support Services

Partners and services within CYSS:	
Children's Services -	Cumbria Youth Support Services Youth Services Children Looked After Pathways Service Attendance and Exclusion Service Extended Services Children with Learning Difficulties or Disabilities Service Substance Misuse Services Youth Offending Service Emotional Wellbeing Service Supporting Children and Families Service
Commissioned Services	Voluntary Youth Services Connexions PAYP Children's Centres
Partnerships	Cumbria Sport Partnership Risk Taking Behaviour Partnership 14-19 Partnership Cumbria Arts Schools/Colleges
Cumbria County Council	Youth Grants (Local Committees)
Health Services -	School Health Sexual Health and Genitourinary Medicine (GUM) services CAMHS
Sports Art and Leisure (provided via District Councils and independent bodies)	
Housing Services	
Police	

⁵⁵ Information from CCC web site September 2010

Table 65 Cumbria Youth Support Services Total District Area Targets 2008/2009

Total District Area Targets 2008/09

Youth Work Target reach with young people	AREA						TOTAL [Category]
	South Lakeland	Eden	Copeland	Carlisle	Barrow	Allerdale	
Category A 25% 13-19 Youth Population	2376	1063	1609	2303	1728	2052	11131
Category B 15% 13-19 Youth population	1426	638	965	1382	1037	1231	6679
Category C 60% of Category B	855	383	579	829	622	739	4007
Category D 30% of Category B	428	191	290	415	311	369	2004

ADULT SOCIAL CARE

Information has been received from the County Council with regard to Adult Social Care. Extracts from a report – “Projected need for long-term residential care services for older people in Cumbria”⁵⁶ November 2009 are presented below.

This report provides our analysis of the likely social care needs and service requirements for older people across Cumbria over the next 20 years. Our analysis has focused on factors linked to likely requirements for long-term care beds for older people.

The analysis is based on the Planning4care tool. Planning4care provides information and analysis on future needs and service requirements to support effective commissioning and service development. The tool is based on a predictive needs model, linked to projected demographic trends and risk factors, to estimate projected levels of care need at local level, and service requirements and service costs under a range of different planning scenarios.

Demographic profile and projections for older people in Cumbria

Position and trends

- The most recent estimates show the 2009 65+ population of Cumbria as 100,100 with 12,900 aged 85+. Compared with England, the 65+ population in Cumbria is a little younger, with a lower proportion of older people aged 85+ (just under 13,000 people in the County), and a correspondingly higher proportion of older people aged 65-74, than England as a whole
- Recent trends have seen the 65+ population in Cumbria increase from 90,500 to 100,100 (10%) over the period 2001 to 2009, a significantly faster increase than across the region and England.

⁵⁶ Projected need for long-term residential care services for older people in Cumbria. Final Report November 2010 – planning4care, Care Equation and Oxford Consultants for Social Inclusion

Table 1. Demographic profile for older people in Cumbria

Group	Number in Cumbria (2008)	% of total 65+ population (2008)		
		Cumbria	North West	England
All people 65+	100,100	100.0	100.0	100.0
Women 65+	55,700	55.6	56.4	56.0
Men 65+	44,400	44.4	43.6	44.0
People aged 65-74	53,400	53.3	53.3	52.0
People aged 75-84	33,800	33.7	34.0	34.3
People aged 85+	12,900	12.9	12.7	13.7
People 65+ from non-White ethnic groups ⁷	360	0.4	1.9	3.3

Demographic projections

- The size of the 65+ population is projected to grow significantly in Cumbria over the next 20 years- a 16% increase in all 65+ groups to 2014 (16% for 85+) and a 58% increase in 65+ to 2029 (109% for 85+). This projected increase is likely to drive increased demand for social care in the county. This is particularly the case as the fastest increases are seen in the oldest age-groups, those most likely to need social care
- Additionally the projected increases are generally well above the projections for regional and England increases. Compared with other Local Authorities across the North West region, Cumbria shows the third highest projected increase in the older population. The lowest increases are seen in the largest urban areas (Liverpool, Salford and Manchester).

Table 3. Population projections for older people in Cumbria Districts, based on ONS sub-national population projections

	2009	2014		2029	
	N	N	% increase from 2009	N	% increase from 2009
All people 65+					
Cumbria	100,100	116,100	16%	158,300	58%
Allerdale	19,200	22,200	16%	29,800	55%
Barrow-in-Furness	13,400	14,700	10%	18,600	39%
Carlisle	19,500	22,000	13%	30,500	56%
Copeland	12,900	15,000	16%	21,100	64%
Eden	11,100	13,200	19%	18,900	70%
South Lakeland	24,800	28,700	16%	39,300	58%

Impact of varying migration and life expectancy levels on the projected numbers of older people in Cumbria

The population projection scenario used for the ONS sub-national population projections is based on a set of assumptions on how levels of in- and out-migration, life expectancy, and fertility will vary in future. We have assessed the impact of additional scenarios on the projected numbers of older people in Cumbria:

- The standard 'Principal' scenario projects a 58% increase in the 65+ population by 2029 (109% for the 85+ group)
- The 'Higher' scenario projects a 63% increase in the 65+ population by 2031 (124% for the 85+ group);
- The 'Lower' scenario projects a 53% increase in the 65+ population by 2031 (93% for the 85+ group).

2.3 What are the current and projected levels of social care need for older people in Cumbria? (Section 5)

Social care needs classification

- The social care needs classification set out in the Wanless Social Care review¹ takes a five point scale from 'no care needs' to 'very high care needs'.
- We have used Planning4care estimates of social care need, based on local populations (by age, gender and receipt of attendance allowance) and additional 'risk' factors (including measures of local income and deprivation levels) to estimate the level of social care need in Cumbria and to project how levels of social care need may change in the future based on alternative scenarios.

Older people with social care needs in Cumbria

- Of the total population aged 65+ in Cumbria (2009), 36,700 (36%) are estimated to have some level of social care needs; of these 26,400 are estimated to have 'moderate' to 'very high' needs, and 9,600 (9%) to have 'very high' needs. 30,600 are potentially in need of formal care, whilst 6,100 are estimated to be well supported by informal care (mainly at the low, moderate and high level of need);
- 5,500 of those with moderate to very high need receive care funded by the Local Authority² (3,300 of these are estimated to have 'very high' needs);

¹ Wanless D (2006), Securing Good Care for Older people – Taking a Long-Term View, Kings Fund

² Publicly-funded levels based on KIGS 2007/8 data. Calculated as the sum of those supported in residential and nursing home care, plus those receiving home care.

- 17,300 of those with moderate to very high need are estimated to be either unsupported or funding their own care (including 5,400 with 'very high' needs);
- Of the 'very high needs group' 3,000 are estimated to have severe functional disability resulting from a high level of cognitive impairment (primarily dementia).
- The proportion of older people across Cumbria with social care need (36%) is below the regional average (40%). Regionally, Planning4care identifies the highest levels of social care need as being in the most deprived LAs across the region, eg Knowsley, Liverpool and Salford.

Recent trends and projections of social care need

- Trends in the numbers of Attendance Allowance claimants highlight recent increases in the overall level of disability across Cumbria. Uptake of Attendance Allowance has been increasing across the county (numbers increased from 16,400 in 2002 to 19,650 in 2008) at a faster rate than the rise in the 65+ population.
- Based on Planning4care estimates and ONS published data on projected increases to the numbers of people 65+, the number of people aged 65+ with some level of social care need in Cumbria is projected to rise by 62% over the next 20 years (above both the regional rise of 48% and the national rise of 53%).

The impact of changes to healthy life expectancy and preventative initiatives on future social care needs in Cumbria

- *Healthy Life Expectancy (HLE)*: HLE is an indicator of how many years a person can expect to live without disability. Based on alternative scenarios set out in research carried out for the National Ageing Strategy³, we have assessed additional scenarios to explore the impact of HLE increases on the projected numbers of older people with social care need.

³ Mayhew, L. (2009) Increasing longevity and the economic value of healthy ageing and working longer. *Cass Business School, City University*, part of the 'Building a Society for All Ages' strategy's evidence base.

- *Effective preventative care interventions:* There is growing evidence that prevention and early intervention services have a positive impact, particularly with respect to the care of older people. Based on evidence of the potential impact of preventative care initiatives, we have developed scenarios to identify potential changes to social care need, and residential care need, that would result from the impact of successful preventative care across Cumbria
- From above, the Planning4care estimates for levels of need in 2009 are for 36,700 people aged 65+ (36%) to have some level of social care need. The impact of improvements in Healthy Life Expectancy and effective preventative care interventions is significant:
 - The optimistic '2-in-10' scenario results in 1,700 fewer people having any form of social care need by 2014 (450 fewer with very high social care need), and 9,100 fewer people by 2029 (2,300 with very high social care need)
 - The 'Preventative care 10%' scenario results in no change to numbers with any level of social care need, but a significant decrease of 1,100 people with very high needs by 2014, and 1,600 by 2029.

2.4 What are the likely future service requirements for supporting older people with social care needs? (Section 6)

Our analysis has identified:

- *Significantly increased need for care support in the future:* Based on demographic trends and current service patterns, the provision of long-term residential care places will need to increase significantly in order to meet the need for such publicly-funded support across Cumbria. Or, alternative types of provision will need to be developed across the county to meet the increasing social care need that is currently met mainly by long-term residential care.
- *Consistent fall in take-up of LA-supported residential care places:* The year-on-year figures show a very consistent per-year drop in take-up of LA-supported residential care (of just under one place per 1,000 people 65+). If service provision patterns continue, we project that the need for LA-supported residential care places will fall from 2,390 (in 2009) to 2,130 in 2014 (260 fewer places) and 1,650 in 2019 (740 fewer places).

Taken together, these findings identify a likely shortfall in support currently met by LA-funded residential care, if trends continue as expected. There are three possible options to meet this shortfall:

- Significant increase in funding for residential care to meet the increasing demand for services; and/ or
- Tightened assessment criteria in order to reduce the number of people eligible for LA-funded services; and/ or
- Significant investment into alternative types of provision other than long-term residential care, for example re-ablement intermediate care, extra care housing and other services to support independent living.

Our best estimates, if recent service trends continue into the future, are that the alternative provision required to balance the fall in LA-funded long-term supported residential care places, will need to support 570 people by 2014, and 1,370 by 2019.

However, this need for alternative provision could be significantly affected by future Cumbria actions. For example if changes to the balance of provision are implemented, such as increased investment into extra care housing.

The table below shows the significantly increased need for care support in the future; the consistent fall in take-up of LA-supported residential care places, and the need for alternative provision to balance the shortfall in long-term residential care.

Table 16. Take-up of long-term residential care places for the LA-supported population, assuming projected falls in take-up of residential care

	2009	2014	2019	2029
Copeland				
Total need for support currently met by LA-funded residential care	350	410	450	590
Future take-up of LA-funded long-term residential care places (based on service trends)	350	320	250	280
Need for increase in alternative provision (other than long-term residential care)	-	90	200	310

Projected need for long-term residential care and other forms of support

The table below shows the expected level of need in Copeland, but this is not a recommendation of for where residential care beds should be physically located.

Table 18. Take-up of long-term residential care places for the whole population, assuming projected falls in take-up of residential care are the same as for LA-funded provision

	2009	2014	2019	2029
Copeland				
Total need for support currently met by residential care	830	970	1080	1,430
Future take-up of long-term residential care places (based on LA-funded service trends)	830	770	590	690
Need for increase in alternative provision (other than long-term residential care)	-	200	490	740

Specialised accommodation of all kinds

The table below shows estimates for the total predicted numbers with care needs in 2009 and 2019 for Copeland and projected requirements for specialised accommodation.

Table 19. Projected overall requirement for specialised accommodation in Cumbria, 2009 and 2029

	Estimated total number with social care need (2009)	Estimated total specialised accommodation required (2009)	Estimated total number with social care need (2019)	Estimated total specialised accommodation required (2019)
Copeland	5,100	1,330	6,600	1,716

The level of need for alternative provision

Extra care housing is a form of independent accommodation which gives a level of support equivalent to that of a care home. The recommended norm is 25 places per 1000 people over 75 (with an equal 50:50 ratio of sale and rented provision). At a national level this would equate to around 55 per 1000 people aged 65+ with moderate or above social care needs. The table below shows the estimates for the total predicted numbers aged 65+ with moderate care needs or above in 2009 and 2019, together with the projected future requirement for extra care housing.

The development of extra care housing to the recommended norm levels would go some way towards meeting the need for alternative provision to long-term residential care, identified above.

Table 20. Projected overall requirement for extra care housing in Cumbria

	Estimated total aged 65+ with moderate or above social care need (2009)	Estimated total ECH required (2009)	Estimated total aged 65+ with moderate or above social care need (2019)	Estimated total ECH required (2019)
Copeland	3,800	210	4,950	275

The figures in Table 20 can be seen as a conservative estimate of extra care housing requirements; a less conservative estimate would include housing groups identified in the DH More Choice Greater Voice toolkit, namely housing for those with dementia (10 places per 1,000 aged over 75), and “enhanced sheltered housing” (30 places per 1,000 aged over 75). Extra care housing will *not* be appropriate for all these groups, but a conservative ballpark figure might be that:

- Half of housing for those with dementia could be extra care provision, or 5 places per 1,000 aged 75+³⁹
- One-third of enhanced sheltered housing could be extra care provision, or 10 places per 1,000 aged 75+⁴⁰

The table below identifies the additional possible requirements for these two additional housing groups, applying the national average places per 1,000 people aged 75+⁴¹.

Table 21. Projected overall requirement for extra care housing in Cumbria

	Conservative estimated total ECH required (2009)	Conservative estimated total ECH required (2019)	Additional places for those with dementia (5 per 1,000 75+) or enhanced sheltered housing needs (10 per 1,000 75+), 2009	Additional places for those with dementia (5 per 1,000 75+) or enhanced sheltered housing needs (10 per 1,000 75+), 2019
Copeland	210	275	85	110

³⁹ The DH (2009) ‘Living well with dementia: A National Dementia Strategy’ identifies that “people with dementia can benefit from the support offered in sheltered and extra care housing. They are not always offered this opportunity”.

⁴⁰ See discussion of enhanced sheltered provision, eg, JRF (2000). *Is enhanced sheltered housing an effective replacement for residential care for older people?* <http://www.jrf.org.uk/sites/files/jrf/d40.pdf>

⁴¹ Note that we have not adjusted these group rates to reflect different levels of social care need across Cumbria and Districts.

What is the split between sale and rented provision likely to be?

The *More Choice, Greater Voice* toolkit identifies an equal 50:50 ratio of sale and rented provision. Based on this, the projected overall requirement for extra care housing in Cumbria in 2009 would be 735 units for sale, and 735 rented units (rising to 925 units of each in 2019). Table 22 sets out this breakdown for Cumbria and the Districts, based on the conservative estimates of overall requirement for extra care housing in Cumbria.

Table 22. Projected overall requirement for extra care housing in Cumbria, split between sale and rented provision

	Conservative estimated ECH rented provision required (2009)	Conservative estimated ECH for sale required (2009)	Conservative estimated ECH rented provision required (2019)	Conservative estimated ECH for sale required (2019)
Copeland	105	105	140	140

6.7 Key messages from this section

This section has identified:

- *Significantly increased need for care support in the future:* Based on demographic trends and current service patterns, the provision of long-term residential care places will need to increase significantly in order to meet the need for such publicly-funded support across Cumbria. Or, alternative types of provision will need to be developed across the county to meet the increasing social care need that is currently met mainly by long-term residential care.
- *Consistent fall in take-up of LA-supported residential care places:* The year-on-year figures show a very consistent per-year drop in take-up of LA-supported residential care (of just under one place per 1,000 people 65+). If service provision patterns continue, we project that the need for LA-supported residential care places will fall from 2,390 (in 2009) to 2,130 in 2014 (260 fewer places) and 1,650 in 2019 (740 fewer places).

Taken together, these findings identify a likely shortfall in support currently met by LA-funded residential care, if trends continue as expected. There are three possible options to meet this shortfall:

- Significant increase in funding for residential care to meet the increasing demand for services; and/ or
- Tightened assessment criteria in order to reduce the number of people eligible for LA-funded services; and/ or
- Significant investment into alternative types of provision other than long-term residential care, for example re-ablement intermediate care, extra care housing and other services to support independent living.

Our best estimates, if recent service trends continue into the future, are that the alternative provision required to balance the fall in LA-funded long-term supported residential care places, will need to support 570 people by 2014, and 1,370 by 2019.

However, this need for alternative provision could be significantly affected by future Cumbria actions. For example if changes to the balance of provision are implemented, such as increased investment into extra care housing.

Table 66 Day services in Copeland (Cumbria Care Day Services for disabled people)

Name

Hensingham Day Service

Address

Moresby Road
Hensingham
Whitehaven
CA28 8TU

Name

Cragg Road House

Address

Cragg Road
Cleator Moor
CA25 5PP

Name

Richmond Annex

Address

Catherine Street
Whitehaven
CA28 7QY

Name

Ben Pennington/Jennifer Skinner

Address

Grassroots Horticultural Service
Moresby Road
Whitehaven
CA28 8TU

Name

Mental Health Day Services

Address

c/o Allerdale Community Mental Health Centre
Park Lane Clinic
Park Lane
Workington
CA14 2RR

Table 67 Home care service in Copeland

Name

Sue McMullen

Address

Copeland Home Care Service
Brackenthwaite Residential Home
Senhouse Street
WHITEHAVEN
CA28 7ES

Local home care service offices are open 7am to 5pm Monday to Friday.

Cumbria Care's home care service has an Out of Hours Service for emergencies about home care services. It is open:

5pm to midnight Monday to Friday and
7am to midnight

Table 68 Residential care in Copeland (Cumbria Care residential homes)

Name

Sue Meyers

Address

Brackenthwaite Residential Home
Senhouse Street
WHITEHAVEN
CA28 7ES

Name

Mandy Taylor

Address

Castlemount Residential Home
Bookwell
EGREMONT
CA22 2JP

Name

Cath Watters

Address

Dentholme Residential Home
Cragg Road
CLEATOR MOOR
CA25 5PR

Name

Christine Pidduck

Address

Lapstone House Residential Home
Lapstone Road
MILLOM
LA18 4BY

Name

Debbie Sandwith

Address

Pow Beck House Residential Home
Meadow Road
Mirehouse
WHITEHAVEN
CA28 8HL

Table 69 Supported living service in Copeland (Cumbria Care)

Administered by:

Name

Joan Crombleholme

Address

West Cumbria Supported Living Service
Cavendish House
Elizabeth Street
WORKINGTON
CA14 4DA

Summary of Social Care Services

The following tables for individual Locality Areas summarise the above information for social care provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 70 Summary of Social Care Services					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Day Care Services	Green	Green	Green	Green	Green
Home Care Service	Green	Green	Green	Green	Green
Residential Care	Green	Green	Green	Red	Green
Supported Living	Green	Green	Green	Green	Green

POLICE

Cumbria Constabulary⁵⁷ has gradually evolved over more than a century, from the formation of Cumberland and Westmorland counties in 1856 to its amalgamation with the Kendal Borough Police (1947), the Carlisle City Police (1967) and more recently the Furness area of Lancashire and Sedbergh area of West Yorkshire in 1974. Cumbria Constabulary was officially formed in April 1974 with 1044 officers.

Cumbria is the second largest county in England by area and with a population of just under half a million, remains one of the most sparsely populated. The county's largest settlements, Carlisle and Barrow-in-Furness, account for only 15% and 12% of the total population respectively, while only 19 other settlements have a population of more than 2500.

There are significant areas of isolated and rural community, and the county has one of the lowest visible minority ethnic populations in the country. Each year Cumbria attracts over 23 million visitors from all over the world, 7 million of who stay more than one day. . The county has 67 miles of motorway and some 700 miles of trunk and primary roads.

Police Headquarters in Penrith

Cumbria Constabulary's headquarters, Carleton Hall, is located near Penrith. There are a number of strategic and administrative units based at the headquarters in Penrith. These include the following:

Constabulary Criminal Investigation Department

Headquarters CID provides advice to Chief Officers and Area Command Teams on all crime-related matters and assists Crime Managers and the Community Safety Departments in maintaining a corporate approach to the reduction and detection of crime.

Headquarters CID is responsible and accountable for the provision of specialist assistance in the reduction and detection of crime. This includes the provision of Senior Investigating Officers for certain major crime investigations, together with specialist services.

Uniform Operational Support

The Uniform Operational Support Command Unit is responsible for delivery of the following areas, Roads Policing Unit, Dogs Section, Tactical Support Group, Firearms Training and Operations, Force Communications Centre, Civil Contingencies and Events Planning and an overview with others of the Cumbria Safety Camera Partnership.

⁵⁷ Information obtained from Cumbria Police web site

Some of the specialisms delivered by the departments are 24 hr firearms cover for the Force and responsibility for the management and investigation of all serious injury and fatal road traffic collisions, the planning and command structures for all major events along with anti-terrorism and security advice.

Support Services

Cumbria Constabulary also provides, the following additional services centrally:

- Counter Terrorism Security Advisors
- Firearms Licensing
- Race and Diversity
- Underwater Search Team

Cumbria Command Unit Operational Areas

The style and approach to policing adopted by the Constabulary is reflective of the local environment and the county is divided into three operational areas: North, South and West. Each policing area is co-terminus with two district council boundaries and West Cumbria Basic Command Unit has its own West Area Headquarters for Allerdale and Copeland at Hall Brow, Workington. The operational areas are responsible for the delivery of most of the operational policing services and some of the special functions are provided on a countywide basis from HQ.

Neighbourhood Policing

The West Cumbria Basic Command Unit has the following Neighbourhood Policing Teams in Copeland.

Neighbourhood policing teams	Team inspector
Whitehaven	David Gartland
Copeland Rural	Chris Stone
Millom	Carl Patrick

Neighbourhood Policing is about:

- Dedicated Neighbourhood Policing Teams of police officers, police staff, police community support officers, special constables and volunteers.
- Intelligence led targeting of the issues that matter most to local people.
- Joint action to address these issues by Police, Partner Agencies and the Public.

Safer Stronger Communities meetings have been set up throughout Copeland to give the public the opportunity to attend and tell the teams what their local priorities are, so that these issues can be dealt with.

The Whitehaven Neighbourhood team is based at the police station in Whitehaven, which is the base for the following teams:

- Bransty/Parton/Lowca
- Distington/Moresby/Pica
- Harbour/Hillcrest
- Hensingham
- Mirehouse
- Sandwith/Greenbank/Woodhouse/Kells Ward

The Copeland Rural team is based at Egremont and Cleator Moor police stations and the Millom team at Millom police station, on Station Road.

Mobile Police Stations:

The Whitehaven Mobile Police Station is based at Whitehaven Mobile Police Station and currently visits:

- Moresby Rugby
- Pica Community Car Park
- Gilgarran Park
- Distington Community Centre

Table 71 Police Stations serving Copeland

STATION	ADDRESS	OPENING TIMES
CUMBRIA HEADQUARTERS	CARLETON HALL, PENRITH	08:30 am to 05:00 pm - Monday to Thursday 08:30 am to 04:30 pm Friday
WHITEHAVEN	SCOTCH STREET, WHITEHAVEN	08:00 am to Midnight every day
EGREMONT	MAIN STREET, EGREMONT	09:00 am to 05:00 pm - Monday to Friday
CLEATOR MOOR	HIGH STREET, CLEATOR MOOR	No Public Reception By appointment
MILLOM	STATION ROAD, MILLOM	09:00 am to 05:00 pm - Monday to Friday

Summary of Police Provision

The following table for individual Locality Areas summarises the above information for access to police provision within the Borough of Copeland.

- “Green” indicates that police provision is acceptable at the present time.
- Blank indicates “not applicable”.

Table 72 Summary of Police Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Manned police station	Green	Green	Blank	Blank	Green
Mobile police station	Blank	Blank	Green	Green	Blank
Specialist services provided from HQ	Green	Green	Green	Green	Green

FIRE & RESCUE SERVICE

Cumbria Fire & Rescue Service is a large rural service covering the Lake District to the Pennines in the east and from the industrialised West Cumbrian coast to the estuaries in the south of the county. There are 38 fire stations, five regular and 33 retained, serving the county. There is a great emphasis on community safety work and much of the day-to-day operation of the service revolves around this concept.

Cumbria Fire & Rescue Service Plan 2009-10⁵⁸

The Service Plan is not a plan in isolation and it feeds into the Safer and Stronger Directorate Plan and the Cumbria County Council Plan. The plan is also supported by Locality, Department and Station Plans. The plan is a living document and is subject to revision through its lifetime.

The Fire and Rescue Service in Cumbria is in a similar position to many others across the UK. It has to change and adapt to keep up to date with modern working practices, whilst at the same time finding savings to meet national pressures in public spending.

Existing Provision

There is one regular fire station in Copeland, at Hensingham which is manned 24 hr by four watches, each with seven firefighters attached.

In addition there are retained stations, each with one pump staffed with up to 14 retained firefighters at:

- Whitehaven
- Frizington
- Egremont
- Seascale

These are all in the Workington locality area.

Additionally there are Copeland retained stations in the Barrow Locality Area at:

- Bootle
- Millom (one pump and also one Land Rover)

Currently there are no new fire stations planned within the Copeland area.

⁵⁸ Cumbria Fire & Rescue Service Plan 2009-10

Summary of Fire & Rescue Service Provision

The following tables for individual Locality Areas summarise the above information for fire and rescue service provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 73 Summary of Fire & Rescue Service Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Proximity of fire station					

AMBULANCE SERVICE

North West Ambulance Service NHS Trust

North West Ambulance Service NHS Trust⁵⁹ was established on 1st July 2006. In its first eighteen months the organisation has been principally focused on the merger process, while still continuing to deliver a safe and effective service to its population of over 7 million people. In the summer and autumn of 2007 the Trust was able to focus on some longer term issues, and was able to develop a Statement of Purpose and a set of Strategic Aims that define what the organisation is here to do. It established that these should be based on a foundation of functional strategies, which in turn rest on the core governance of the organisation.

The Trust provides emergency ambulance and patient transport services to a population of the over 7 million, in diverse communities covering the whole of the north west of England. NWS currently employs over 4,500 staff, managed across 114 ambulance stations, 3 area offices and 1 Regional Headquarters. The Trust handles around 800,000 emergency calls per year and deals with more than 3 million patient journeys per year, which equates to 17% of national activity for ambulance service Trusts. The North West region includes some of the most affluent areas of England but also some areas of greatest health need and greatest health inequality.

A number of more localised service reconfiguration plans are already in the process of consultation or implementation, and these will have important consequences for the future shape of patient transport and pre-hospital care services and will need to be factored into the future service, workforce and financial plans.

No information has been provided by the Ambulance Trust. The information above has been obtained from the Trust web site.

⁵⁹ NW Ambulance Trust NHS Trust Business Plan 2007/2008

CEMETERIES AND CREMATORIUM

Copeland Council operates the follows cemeteries:

Whitehaven Cemetery

Low Road
Whitehaven

- 90.000 m²
- New extension opened in August 2008.
- 500 new burial spaces plus
- 200 green burial spaces.
- Should last approx 15/20 years.

Hensingham Cemetery

Main Street
Hensingham

- 14.000 m²
- 300 new burial spaces left
- Should last approx 40/50 years.

Thornhill Cemetery (St John's)

- 5.000 m²
- 450 new burial spaces left
- Should last approx 50/60 years.

Netherwasdale Cemetery

- 1000 m²
- 30 New burial spaces left
- Should last approx 15/30 years.
- Graves for parishioners, for Netherwasdale only.

Millom Cemetery / adjacent to St Georges Church

- 4.000m²
- 50 new burial spaces left
- Should last approx 4/5 years.

The current cemetery provision at Millom will be at its limit within a maximum of 4 years (based on 15 graves per annum). Requirements beyond this are approximately 200 graves to cater for a further 20 years. Based on comparisons with Whitehaven cemetery an area of at least 0.6 acres will be required. The Council does not own any land which could be made available for further provision and it will be necessary to purchase additional land. Once suitable land has been identified, approximately 12 months will be required to undertake investigations to comply with DEFRA

requirements on the suitability of the ground and to prove that there will be no pollution of watercourses etc., caused by the development. This is expected to cost in the region of £40,000. There is such a dearth of suitable property that it will be necessary to widen investigations to consider what can be purchased, potentially to include dwellings or farms with land to purchase, split up, sell and develop. Consideration needs to be given to water table levels which are relatively high in Millom, particularly lower level areas close to the sea.

There is a potential option to obtain a portion of St George's Park in a deal with the Town Council to exchange land for maintenance services. Any such proposal would need to be subject to a satisfactory survey which may indicate unsuitability due to the low level of the ground. The cost of dealing with boundaries and provision of suitable access and services to any additional cemetery will be established once land has been identified. £50,000 is included in Copeland's capital programme in each of three years, commencing in 2009/2010.

Crematorium

The Council operates a crematorium at Distington. There are plans to provide a new cremator at the crematorium at a total cost in the region of £700,000. £109,500 is included in the 2009/2010 capital programme for fees, with the remainder allocated over the following two years.

There is also a sinking fund of £75,000 which is being utilised for extensions to the car park.

There is no crematorium in Mid or South Copeland.

Summary of Cemetery and Crematorium Provision

The following tables for individual Locality Areas summarise the above information for the provision of cemeteries and crematorium within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 74 Summary of Cemetery and Crematorium Provision

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Cemeteries	Green	Green	Green	Green	Amber
Crematorium	Green	Green	Green	Red	Red

The County Court

Whitehaven County Court is located in the Old Town Hall, Duke Street, Whitehaven. The County Court often referred to as the Small Claims Court, deals with civil matters, such as:

- Claims for debt repayment, including enforcing court orders and return of goods bought on credit,
- Personal Injury
- Breach of contract concerning goods or property
- Family issues such as divorce or adoption
- Housing disputes, including mortgage and council rent arrears and re-possession.

There are 216 County Courts throughout England and Wales, which deal with all but the most complicated civil law proceedings.

Whitehaven Magistrates' Court

Whitehaven Magistrates' Court is located in Catherine Street, Whitehaven. The Magistrates' Court deals with the following types of case:

- Adult criminal
- Civil
- Family work
- Youth Court

Magistrates' courts are a key part of the criminal justice system and 95% of cases are completed there. In addition magistrates' courts deal with many civil cases e.g. family matters, liquor licensing and betting and gaming. For over 600 years, Justices of the Peace (JPs) have held courts in order to punish lawbreakers, resolve local disputes and keep order in the community.

In addition, there are also about 130 District Judges. District judges in magistrates' courts are required to have at least seven years experience as a Barrister or Solicitor and two years experience as a Deputy District Judge. They sit alone and deal with more complex or sensitive cases e.g. cases arising from Extradition Act, Fugitive Offenders Act and Serious Fraud.

In July 2010, the new Coalition Government announced plans to review the position of the County and Magistrates' Courts in Whitehaven. The proposal is to combine the Magistrates' Court with West Cumbria Magistrates' Court in Workington, and to relocate the County Court to Workington, due to a decrease in workload and outstanding maintenance work.

Carlisle Combined Court Centre

A combined County and Crown Court Centre is located in Carlisle and provides Crown Court services for the whole of Cumbria. The Crown Court deals with more serious criminal cases such as murder, rape or robbery, some of which are on appeal or referred from Magistrates' courts.

Trials are heard by a Judge and a 12 person jury. Members of the public are selected for jury service or may have to go to court as witnesses.

Summary of Court Provision

The following tables for individual Locality Areas summarise the above information for the provision of courts within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 75 Summary of Court Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
County Court	Green	Green	Green	Green	Amber
Magistrates' Court	Green	Green	Green	Red	Red

PRISONS

Haverigg Prison is on the site of an old RAF training centre, which was converted to a prison in 1967. A great deal of modernisation has taken place over the years with further improvements planned for the next few years. The prison can now (May 2009), hold 644 Category C male prisoners and has potential for developing further prisoner accommodation and facilities.

Prisoners suitable for Category C status, who are able to participate in full time employment, are accepted. Prisoners are accepted with a medical condition that is stable and do not have any outstanding hospital appointments or referrals outside this area.

Haverigg is a pilot site for the Integrated Drug Treatment System (IDTS) and will accept prisoners for this programme. IDTS is a new approach to drug treatment that involves CARAT, Healthcare and Prison staff working together more closely. IDTS represents the first step in a user's journey towards giving up drugs.

CULTURE/RECREATION

SPORTS FACILITIES

A survey of Sports Facilities has been undertaken on behalf of the Council, by consultants, Leisure and the Environment, in order to develop a Facilities Strategy for the Borough. An extract from the report, which forms a summary of the findings, is produced below.

The assessment of Sports Facilities deals with the following topics – supply/quantity, demand, accessibility and quality.

SPORTS HALLS

There are 9 main sports halls and 2 ancillary halls in Copeland at present, although some are on school and education sites and may not offer full community access at all times. In reality, there are large 4+ court halls with full community access at Whitehaven Sports Centre and Millom Recreation Centre, comprising 13 courts, main halls on school/education sites with mainly club use at St Bees, Whitehaven, St Benedict's Schools and West Lakes Academy with 20 courts and a further 1 court at Seascales with limited public use. If an allowance is made for halls not in secured community use (50% for school halls with access for club bookings and similar, and 25% for all other halls), there are in effect 23 courts (or the equivalent of nearly 6, 4-court sports halls) available for use in the borough.

Map 43 Location of sports halls in and around Copeland

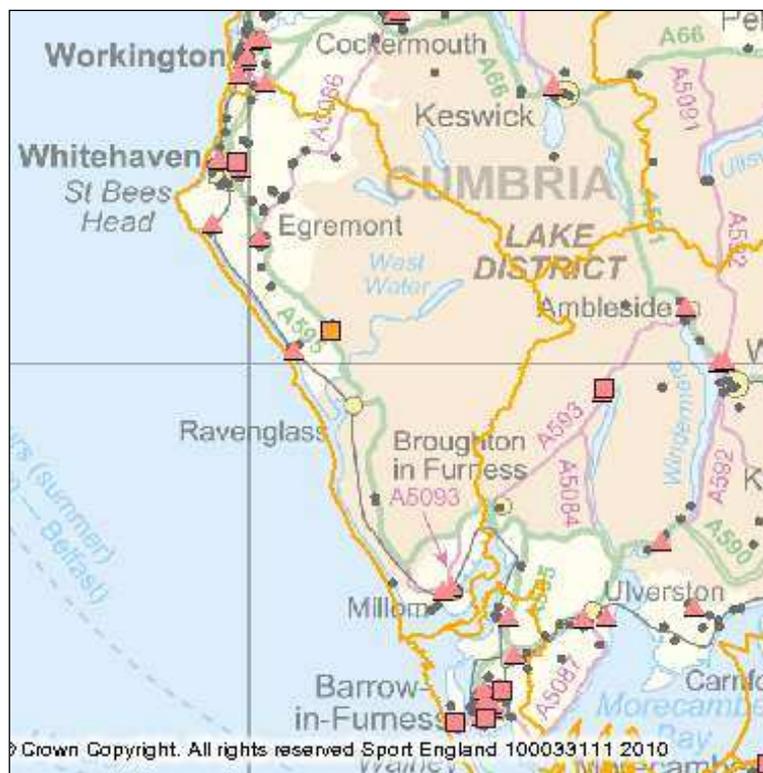


Table 76 Sports Halls within Copeland

Site Name	Ward	Courts	Size	Ownership/ management	Access	Year Built/refurb
MILLOM RECREATION CENTRE	Main Newtown	4	594m ²	Local Authority/in house	Pay and Play	1984/2003
WHITEHAVEN SPORTS CENTRE	Main Harbour	9	1600m ²	Local Authority/trust	Pay and Play	1976/2007
SEASCALE SPORTS HALL	Main Seascale	1	180m ²	Local Authority/community organisation	Sports Club / Community Association	1982
ST BEES SCHOOL	Main St. Bees	4	561m ²	Other Independent School /in house	Sports Club / Community Association	1987/2007
ST BENEDICT'S HIGH SCHOOL	Main Hensingham	4	420m ²	Voluntary Aided School /in house	Sports Club / Community Association	1976/2008
ST BENEDICT'S HIGH SCHOOL	Activity Hensingham	-	200m ²	Voluntary Aided School /in house	Sports Club / Community Association	1976
WEST LAKES ACADEMY	Main Egremont South	6	918m ²	Academies /in house	Sports Club / Community Association	1990
WHITEHAVEN SCHOOL	Main Hensingham	6	918m ²	Community school /in house	Sports Club / Community Association	1996

WHITEHAVEN SCHOOL	Main	Hensingham	1	180m ²	Community school /in house	Private Use	1996
BLACK COMBE JUNIOR SCHOOL	Main	Holborn Hill	1	180m ²	Community school /in house	Private Use	1971
HARECROFT HALL SCHOOL (closed)	Activity	Gosforth	-	180m ²	Other Independent School/in house	Private Use	1925
Total				5931m²			

In addition, there are a number of other 4 court sports halls outside Copeland but within 20 minutes drive of the edge of the borough, as follows:

Lakes College West Cumbria

Stainton School and Science College, Workington

Southfield Technology College, Workington

Workington Leisure Centre

Facilities per 1000 population - APP enables a comparison to be made with other local authority areas by benchmarking sports hall provision per 1000 population, (see below)

	m ² per 1000 population
Copeland	85.58
Cumbria	94.93
NW region	83.02
England	81.22
Best in region (Eden)	134.39

The local supply/demand balance in Copeland is around the national and regional average, though below the average for the county and only 2/3 of Eden which has the best provision in the region. Copeland is ranked 23/43 in the region and 5/6 in Cumbria.

Quality

Quality assessments have been undertaken using two sources – a detailed visual survey of the main sports halls, and data from Active Places Power on the date of construction and whether the facility has been refurbished, which is a useful proxy for quality

Accessibility

Despite the rural nature of the borough, almost all the population can access a sports hall within a 20-minute drive, and most of these within 10 minutes. The areas with the poorest accessibility are in the rural eastern parts of the borough where existing facilities are remotest but population is lowest.

Many residents that live in the main towns of Whitehaven, Egremont and Millom are able to walk to a sports hall within 20 minutes, but outside the main towns, walk time is inevitably above the accepted travel time of 20 minutes.

Population		
0-10 mins	18458	30%
10-20 mins	13862	22%
20-30 mins	12789	21%
30-45 mins	8622	14%
45+ mins	8616	14%

Future provision

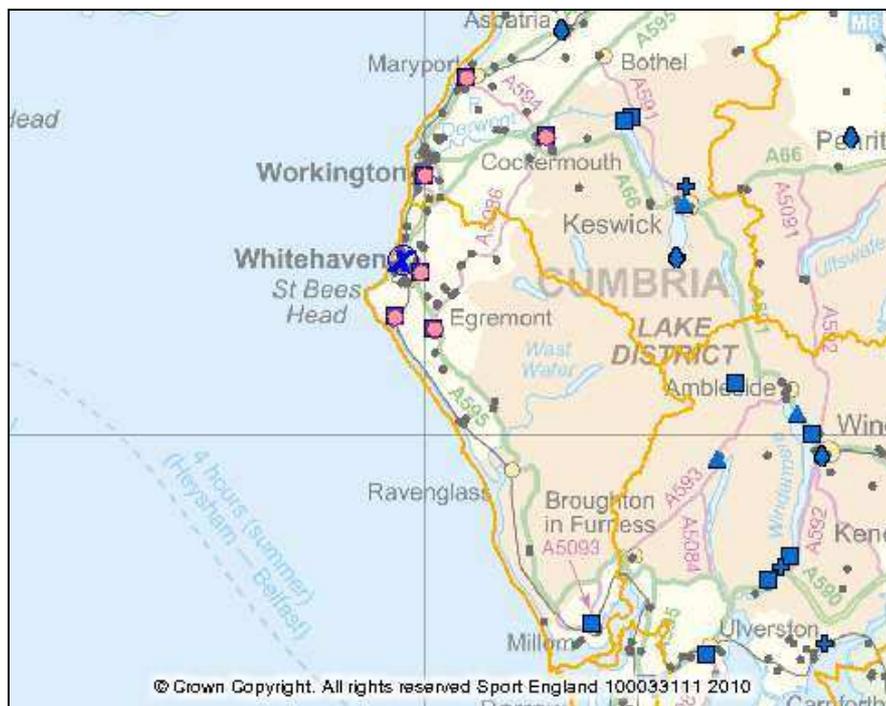
On the basis of the current level of provision above any future requirement needs to take into account the likely population levels in 2021/2026. Based on the information available from Cumbria CC, and analysed above, the population is likely to increase by 4.1% to 2021 and 5.7% by 2026, but the active population (i.e. those between the ages of 5 and 55) is likely to drop by 5.7% or 8.5%. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional sports hall space will be required in the next 10-15 years.

SWIMMING POOLS

There are 5 indoor pools (4 main, 1 learner) on 4 sites within Copeland, with a total water space of 883.5m². Three of these pools are accessible to the public on a pay and play basis, and the remaining two are pools on school sites where access is mainly for clubs and organised teaching, with some limited casual use. There are also other pools at existing holiday centres and at Wellbank Swimming Pool Bootle (small 15 x 5m pool available to local groups to book on a timeshare basis).

71% of the total water space is available on a pay and play basis, and the remainder (29%) to clubs and local groups. If an allowance (50%) is made for pools not in secured community use (St Bees and Millom), there is in reality 756m² available to the community, the equivalent of about 3.5, 4-lane pools.

Anticipated demand from within the borough from SFC is for about 672 m²/13 lanes of water or the equivalent of just over 3, 4-lane pools in community use. The FPM suggests that there is a small amount of export of demand to pools outside the borough, but this is insignificant, and almost all demand is met locally.



Map 44 Location of swimming pools in and around Copeland

Table 77 Swimming Pools in Copeland

Site Name	Type	Ward	Lanes	Size	Ownership/ management	Access	Year Built/ refurb
COPELAND SWIMMING POOL	Main	Hensingham	6	25 x 13m (325m ²)	Local Authority /trust	Pay and Play	1986/1997
COPELAND SWIMMING POOL	Learner	Hensingham	-	13 x 7m (91m ²)	Local Authority /trust	Pay and Play	1986
EGREMONT SWIMMING POOL	Main	Egremont South	4	25 x 8.5m (212.5m ²)	Community school /trust	Pay and Play	1966
MILLOM SCHOOL	Main	Holborn Hill	5	17 x 8m (136m ²)	Community school /in house	Sports Club / Community Association	1957
ST BEES SCHOOL	Main	St. Bees	4	17 x 7m (119m ²)	Other Independent School/in house	Sports Club / Community Association	1908/2009
Total				883.5m²			

There is below average supply of pools in Copeland compared with the average. Because of the rural nature of the borough, accessibility is limited - most residents are within a reasonable driving distance of a pool but inevitably walking access is poorer. Satisfied demand overall is lower than average, because of accessibility issues particularly in outlying areas, but there is insufficient unmet demand in total over the whole borough at present to justify any additional pools. Capacity is still sufficient overall and in all individual facilities to accommodate all demand.

Current provision of swimming pools is therefore broadly adequate overall throughout the borough, although there may well be local difficulties of access to groups requiring usage at a particular time. There is also an issue of age and functionality with some pools, all of which were built before the mid 1980's, albeit that some refurbishment has taken place. The location of the Whitehaven facility is not ideal to meet demand. Conversely some pools that could meet a local need, such as Millom and St Bees, could provide a more valuable community function. There is a case to consider the refurbishment, rationalisation or replacement of existing pools in a strategic context, and to seek more intensive use of the smaller school pools not considered in this assessment.

Based on the results of each of the planning tools, the ideal total requirement for current swimming need is about 700m² of water to reflect the demand from the SFC. There are about 630m² in the main 'public' pools in Copeland and Egremont and a need to ensure that the remainder is available at St Bees and Millom.

This level of provision would equate to about 1 4-lane pool per 21000 people.

In addition, there are a number of other pools outside Copeland but within 20/30 minutes drive of the edge of the borough, as follows:

Workington Leisure Centre (25 m x 4 lanes plus learner pool)

Cockermouth LC (25m x 4 lane)

Netherhall SCS (20m x 4 lane)

There are other pools in Coniston, Ulverston, Dalton and Barrow, but these are well outside a reasonable 20-minute drive of the southern edge of Copeland.

Facilities per 1000 population - APP enables a comparison to be made with other local authority areas by benchmarking swimming pool provision per 1000 population.

	m ² per 1000 population
Copeland	12.7m ²
Cumbria	20.0m ²
NW region	17.0m ²
England	19.2m ²
Best in region (Chester)	34.1m ²

The relative supply of pools (all water) in Copeland is therefore substantially below the county, regional and national averages, and only about 1/3 of the best provided LA in the region. Copeland provision is 35th best in the region of 43 LAs, and 4th of 6 LAs in the county. Relative supply is better than average when only 4 lane pools halls and larger are taken into account – Copeland is 12th of all LAs in the region (though detailed statistics are not available from APP).

Quality

Quality assessments have been undertaken using two sources – a detailed visual survey of the main pools, and data from Active Places Power on the date of construction and whether the facility has been refurbished, which is a useful proxy for quality

Accessibility

	Population	%
0-10 mins	50199	72%
10-20 mins	17604	25%
20-30 mins	1421	2%
30-45 mins	250	<1%

APP assesses accessibility with the use of the same tools as with sports halls.

Despite the rural nature of the borough, almost all the population can access a pool within a 20-minute drive, and most of these within 10 minutes. The areas with the poorest accessibility are in the rural eastern parts of the borough where existing facilities are remotest but population is lowest (populations are based on 2001 Census).

Future provision

As with sports halls, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional water space will be required in the next 10-15 years over and above any planned increases at the present.

HEALTH AND FITNESS CENTRES

Sport England defines health and fitness suites as those facilities providing fitness stations for both cardiovascular and strength training, more commonly known as gym, and excludes spaces for aerobics and dance activities. The assessment below is based as before on the tools available from Sport England (although these are more limited than for other facilities) and local data from the Council.

There are 305 stations on 11 health and fitness sites within Copeland. These are a mixture of local authority, pay and play, members only and sports club sites, although the proportion of pay and play centres is higher than usual. There is a lack of large commercial health club facilities, and no such facility with a pool.

Anticipated demand from within the borough from the FIA methodology is for about 415 stations. There is no indication of significant import or export of demand. Evidence from LA managers of their own facilities suggests that it is likely that some centres are used to capacity. It is also apparent that some operators have plans to improve their gym facilities. Relative provision in regional and national terms is very low, although accessibility to centres is good, especially for those by car and for town residents on foot.

There is therefore some justification for additional health and fitness clubs at this stage, to meet a variety of needs – pay and play, local authority, and probably some scope for a larger commercial facility in Whitehaven. Millom provision is also lacking. .

Discussions with North Country Leisure (NCL) have consistently identified the potential for additional high quality health and fitness provision in Whitehaven, particularly to cater for the older age groups. NCL have identified previously the potential for small gym and leisure club (small pool, sauna / steam) in Whitehaven town centre, as part of any stadium development. The key would be to ensure this was developed on a co-ordinated basis so as not to conflict with the WLC. Consultation with NCL as part of this work has reiterated this view.

Furthermore, the provision of other new sporting facilities a new health and fitness suite can provide great opportunities for cross-selling and marketing and help to increase participation in other sports and activities and therefore should always be considered as an 'add-on' when considering other new sporting provision. Within Whitehaven there would appear to be a case. Health and fitness provision may also be critical to any pool development in Millom and the town might be able to support a small high quality facility. Partnership working is essential and any development needs to be seen as a project for Millom

Additional provision to meet the anticipated total of 415 stations might therefore be justified in a number of locations. The desirable level of provision of facilities available to the community is therefore the equivalent of about 1 50-station centre per 8500 people.

Table 78 Health & Fitness Centres in Copeland

Site Name	Ward	Stations	Ownership/ management	Access	Year Built/refurb
WHITEHAVEN SPORTS CENTRE	Harbour	66	Local Authority/trust	Pay and Play	1976/2007
MILLOM RECREATION CENTRE	Newtown	11	Local Authority /in house	Pay and Play	1988/2005
CUMBRIA SPORT ACADEMY	Hensingham	15	Local Authority/other	Pay and Play	1989/2007
POWERHOUSE AND PHOENIX	Hensingham	85	Commercial	Pay and Play	2000
FITNESS FACTORY	Egremont South	40	Commercial	Pay and Play	1999/2003
WATH BROW HORNETS ARLFC	Cleator Moor South	20	Sports Club	Pay and Play	2004
HENSINGHAM AMATEUR RUGBY LEAGUE FOOTBALL CLUB	Hensingham	12	Sports Club	Sports Club / Community Association	1995
KELLS ARLFC	Kells	15	Local Authority/sports club	Sports Club / Community Association	1980
MIREHOUSE FOOTBALL CLUB	Mirehouse	7	Local Authority /in house	Sports Club / Community Association	2010
THE FALCON COMPLEX	Egremont North	28	Sports Club	Registered Membership use	2001/2006
ST BEES SCHOOL	St. Bees	6	Other Independent School/in house	Private Use	1986
Total		305			



Map 45 Health and Fitness Centres in and around Copeland

In addition, there are a number of other centres outside Copeland but within 20 minutes drive of the edge of the borough, as follows:

- Lakes College West Cumbria (24 stations)
- St Josephs College, Workington (16)
- Energize, Workington (66)
- Oval centre (30)
- Intrim, Workington (93)
- Workington LC and Pool (50)

There are other centres in Coniston, Askam, Dalton and Barrow, but these are well outside a reasonable 20-minute drive of the southern edge of Copeland.

Facilities per 1000 population - APP enables a comparison to be made with other local authority areas by benchmarking health and fitness provision per 1000 population.

	Stations per 1000 population
Copeland	4.4
Cumbria	6.5
NW region	6.2
England	5.7
Best in region (West Lancs)	9.5

The relative supply of fitness stations in Copeland is only 2/3 of the county, regional and national averages, and less than 50% of the best provided LA in the region. Copeland provision is 38th best in the region of 43 LAs, and 4th of 6 LAs in the county.

Accessibility

The following maps and tables shows the time taken by local residents to drive/walk to health and fitness suites located in the borough or outside.

	Car		Walk	
0-10 mins	60621	87%	24299	41%
10-20 mins	6895	10%	16209	27%
20-30 mins	1628	2%	9202	15%
30-45 mins	250	<1%	7427	12%
45+ mins			2714	5%

As with most other facilities, accessibility to health and fitness centres is determined by the location of the facility, and the distribution of the population. Car access is good, but a significant proportion of those living outside the main towns cannot gain ready access to centres. Walking access is only good in the main towns where the centres exist.

Quality

Information on the quality of facilities in Copeland is taken from one main source – APP which highlights age of facility, and refurbishment, and enables this aspect to be used as a proxy for quality.

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional stations will be required in the next 10-15 years over and above any planned increases at the present.

INDOOR BOWLS

There is one indoor bowls centre in the borough with 5 rinks, centrally located in the most populous part of the borough. It is owned by the local authority and managed by North Country Leisure, with the principal objective of providing a service to the community by promoting flat green bowls to all sections of the community, including casual users, younger bowlers and clubs. Coaching sessions are available. There are a no other similar centres within 45 minutes of the edge of Copeland.

Existing provision for indoor bowls in the borough exceeds the county and national average, and is well in excess of the regional average. The supply/demand and personal share ratios are also higher than average. Cumbria is a geographical area of strength in bowls, with the highest number of clubs than any other North West county area, and the market segmentation data demonstrates the dominant age groups being of the older generation of which bowls is historically known as a popular sport played by such age groups

Because of the good provision for indoor bowls, existing levels of local provision are considered adequate to meet demand. Previous studies have not identified the need among consultees and others for additional bowls provision. No additional indoor bowls centres are therefore considered necessary at present.

The current level of provision is the equivalent of about 1 6-rink centre per 85,000 people.

Site Name	Ward	Rinks	Ownership/ management	Access	Year Built/refurb
NCL COPELAND INDOOR BOWLS CENTRE	Cleator Moor North	5	Local Authority/Trust	Pay and Play	1991/2004



Map 46 Indoor bowls centres in and around Copeland

There is an indoor bowls centre within an hour's drive of Copeland at Dalston in Carlisle, and one in Penrith

Facilities per 1000 population - APP enables a comparison to be made with other local authority areas by benchmarking indoor bowls provision per 1000 population.

	Rinks per 1000 population
Copeland	0.07
Cumbria	0.05
NW region	0.01
England	0.04
Best in region (Eden)	0.12

Copeland provision per 1000 is the 4th highest in the region and 3rd in Cumbria. Relative provision in this region is low, compared with the national average, with some regions having twice this level of provision. Nonetheless, Copeland has almost twice the national average provision.

Accessibility

This is mainly by car, (walking catchments have not been assessed due to the relative distribution of centres, and the age profile of many of those who participate).

The majority of residents are able to drive to a rink within 20 minutes. Overall accessibility to indoor bowls within Copeland is good, particularly in the main towns

	Population	%
0-10 mins	20015	29%
10-20 mins	34722	50%
20-30 mins	4080	6%
30-45 mins	1800	3%
45+ mins	8777	13%

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Conversely, it is the ageing population that might offer an opportunity to increase bowls provision. However, even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional rink space will be required in the next 10-15 years over and above provision at the present.

INDOOR TENNIS

There are no indoor tennis courts in Copeland and the nearest alternatives are at least 30 minutes from the southern boundary. Potential players in the main population centres in the north of the borough are not accommodated.

On the basis of the average provision in the county or region of 0.02 courts per 1000, there is shortfall of about 1-2 courts. Similarly using LTA data on the average court provision required to accommodate demand, there is a shortfall of up to 3 courts.

Previous studies have highlighted that the NGB sets out a hierarchical provision in terms of clubs and when compared to this, the need appears to be a focus on the accreditation of a main focus tennis club within West Cumbria as currently there are none. The Regional Strategic Facility Evidence Base supports this, stating the needs and priorities for Cumbria appear to be around developing the club base.

There is a strategic facility provision gap in evidence in West Cumbria but it appears that there is little NGB support for closing this gap.

Discussions held previously with the LTA have confirmed that any dedicated indoor provision was unlikely to be supported, given location, demographics, tennis infrastructure and concerns about sustainability. A community tennis project would be far more appropriate i.e. outdoor floodlit tarmacadam courts with changing provision. The LTA would be prepared to look at investing at this scale of scheme. However, there are other tennis developments in Copeland namely Cleator Moor and these need to be developed on a coordinated basis. There is therefore little justification for the provision of indoor tennis at the present time in Copeland.



There are no indoor tennis centres in Copeland, the nearest being in Ulverston (4 court framed fabric tennis hall), which is 30 minutes from the southern edge of the borough.

Facilities per 1000 population – There are no courts in Copeland but the following table is provided for comparison. There is indoor tennis provision in 22/43 LAs in the region and in 3 LAs in Cumbria.

Area Averages	Indoor tennis per 1000 population
Copeland	0
County	0.02
Region	0.02
National	0.03
Best in Region (Ellesmere Port)	0.098

Accessibility

Although there are no indoor tennis centres in Copeland, local residents are able to access facilities elsewhere outside the borough.

The following map shows the time taken to drive to the nearest indoor tennis centre (walking catchments have not been assessed due to the relative distribution of centres). The legend is the same used above. The map shows that all there is in fact very poor accessibility to indoor tennis, and only those residents in the southern part of the borough are within even a 30-minute catchment.

In more detail, the following table highlights the proportion of local residents who live within various 10-minute car travel bands of a centre. None lives within a 20-minute drive of a centre, and very few within 30 minutes. This is significantly outside the Comprehensive Performance Assessment recommendation that all residents should be able to travel to a facility within 20 minutes. Nearly 2/3 of Copeland residents live more than an hour's drive from an existing centre, and this clearly precludes any involvement in this activity.

	Population	%
0-10 mins	0	0%
10-20 mins	0	0%
20-30 mins	290	<1%
30-45 mins	10037	14%
45 -60 mins	15056	21%
60+ mins	45000	64%

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. However, even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional indoor tennis court space will be required in the next 10-15 years.

SYNTHETIC TURF/ARTIFICIAL GRASS PITCHES (STPs)

Historically the demand for STPs has been based on a general standard from Sport England, which for many years was based on one pitch per 50-60,000 people, and provision in the early development of STPs was broadly in accordance with this. The development of 3G (3rd generation) pitches and the requirement for all competitive hockey to take place on STPs has increased demand. Advice from the Football Association (FA) requires a standard of 1 pitch per 25,000 for 3G pitches, most suitable for football. The existing provision of 3 full size pitches meets the FA standard of 1 pitch per 25000, though 2 of the existing pitches are sand based and unsuitable for football at a competitive level.

The SFC calculation suggests that there are more than enough pitches in the borough to meet the normally expected levels of demand. The FPM assessment concludes that there is insufficient unmet demand within the borough at present to justify additional STP provision.

Site Name	Ward	Type	Size	Ownership/ management	Access	Year Built
NCL COPELAND INDOOR BOWLS CENTRE	Cleator Moor North	Sand based	100 x 60m	Local Authority/ Trust	Pay and Play	1995
WHITEHAVEN AFC	Kells	Rubber crumb pile (3G)	100 x 60m	Sports Club	Pay and Play	2005
MILLOM SCHOOL	Holborn Hill	Sand based	100 x 60m	Community school /in house	Sports Club / Community Association	2006



Map 48 Location of STPs in and around Copeland

Facilities per 1000 population - the table below shows the available Synthetic Turf Pitch facilities per 1000 population.

	Pitches per 1000 population
Copeland	0.04
Cumbria	0.05
NW region	0.04
England	0.04
Best in region (Ribble Valley)	0.09

The relative supply of STPs in Copeland is therefore about the county, regional and national averages, although less than half of the best provided LA in the region. Copeland provision is 24th best in the region, out of 43 LAs, and 4th of 6 LAs in the county.

The relative provision of 3G and sand based pitches is similar as in both Copeland and overall there are more sand based pitches. Overall therefore STP provision in terms of relative supply and compared with other areas is about average.

Quality

Although no detailed audits have been undertaken of the quality of existing pitches, it is possible to estimate this aspect by adopting the age of existing pitches as a proxy for quality. The database contains detailed information on when each pitch was originally constructed and whether it has been refurbished since then.

Accessibility

The table below demonstrates that despite the rural nature of the borough, most of the population can access a pitch within a 20-minute drive, and over 2/3 of all within 10 minutes. The areas with the poorest accessibility are in the rural eastern parts of the borough where existing facilities are most remote but population is lowest (populations are based on 2001 Census).

	Population	%
0-10 mins	48169	69%
10-20 mins	16342	24%
20-30 mins	4633	7%
30-45 mins	250	<1%

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional pitches will be required in the next 10-15 years over and above any planned increases at the present.

ATHLETICS TRACKS

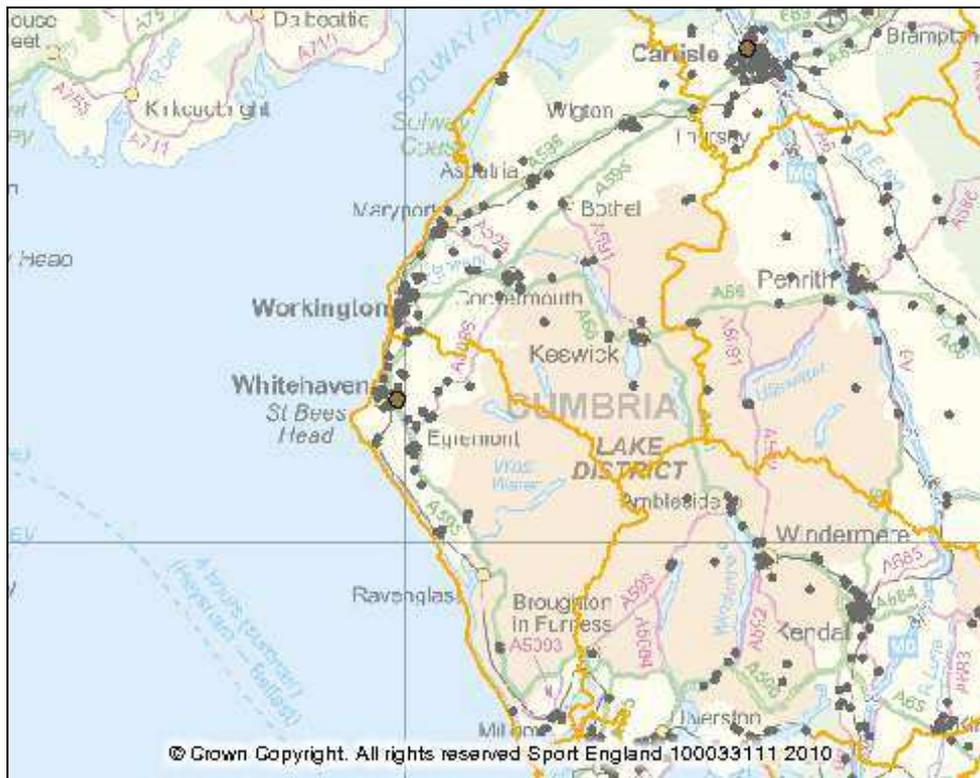
Existing provision for athletics in Copeland is good, compared with other parts of the county and region. Accessibility to the track at Hensingham, despite the rural nature of the borough is good, and it fulfils an important role for the whole of West Cumbria.

The Regional Facilities Strategy identified Cumbria as a geographical area with little activity in comparison to other areas in the North West. Consultation suggested that the priority project was an 8-lane track as part of the Workington Sports Village in Allerdale. There is only one 8-lane track in Cumbria but the county has the second lowest number of clubs in the region. Cumbria has the lowest level of track facilities per 1,000 population

There is a strategic gap in Copeland with regards to 8-lane athletics tracks outside a catchment of 20 minutes. However, the RFS also notes that the existing 6-lane track at the Cumbria Sports Academy in Whitehaven serves athletics needs well and the upgrade of this track would adequately meet the priority needs of Athletics in Copeland. This supports current proposals at the Academy, which meet the needs and should provide the focus for Athletics across the borough. There is therefore some justification (subject to feasibility) to consider the enhancement of the existing track to 8-lanes to meet this wider need.

This desirable current level of provision is the equivalent of about 1, 8-lane per 70,000 people.

Site Name	Ward	Lanes	Floodlit	Ownership/ management	Access	Year Built/ refurbish
CUMBRIA SPORTS ACADEMY	Hensingham	6	Yes	Local Authority/ other	Pay and Play	1989/2005



Map 49 Athletics tracks in and around Copeland

There are no other tracks within an hour's drive of the edge of the borough. There is only one other track in Cumbria, an 8-lane track at Sheepmount Stadium in Carlisle.

Facilities per 1000 population - This tool shows the available athletics facilities in lanes per 1000 population. Relative provision in Copeland is very good compared with the average, and local provision is best in Cumbria and 6th/43 LAs in the region.

	Lanes per 1000 population
Copeland	0.09
Cumbria	0.03
NW region	0.05
England	0.05
Best in region (vale Royal)	0.16

These figures should be considered with some caution as they reflect all tracks, including synthetic, cinder and permanent grass

Accessibility

Despite the existence of only one facility, accessibility to tracks is good, with almost 80% of the population within a 20-minute drive. Inevitably accessibility is best in the main towns in the north of the borough – Millom and the rural areas south are generally outside a reasonable driving catchment

In more detail, the proportions of residents within each band are as follows (populations are based on 2001 Census).

	Population	%
0-10 mins	321574	46%
10-20 mins	22323	32%
20-30 mins	4337	6%
30-45 mins	1642	2%
45+ mins	8935	13%

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional tracks/lanes will be required in the next 10-15 years over and above any planned increases at the present.

GOLF FACILITIES

Provision for golf in Copeland and indeed the whole of Cumbria is very high, compared with the average, and accessibility to main golf courses, available for pay and play, is good. Ancillary facilities such as par 3 courses and driving ranges, which are more suitable for developing skills and practice, are accessible to the main population centres in the north of the borough.

The West Cumbria analysis previously undertaken suggested that there was no priority for additional courses and other golf facilities at the present. There is no evidence of waiting lists at existing clubs or other indicators of unmet or talent demand, and no additional facilities are therefore required at the current time in Copeland. The current level of provision is the equivalent of about 1, 18-hole golf course per 17,500 people.

Table 79 Location of Golf Facilities in Copeland

Site Name	Ward	Type	Holes / Bays	Ownership/ management	Access	Year Built
SEASCALE GOLF CLUB	Seascale	Standard	18	Sports Club	Pay and Play	1893
ST BEES GOLF CLUB	St. Bees	Standard	9	Other Independent School/in house	Pay and Play	1906
WHITEHAVEN GOLF CLUB	Hensingham	Standard	18	Commercial/ Sports club	Pay and Play	2000
SILECROFT GOLF CLUB	Millom without	Standard	9	Sports Club	Sports Club / Community Association	1903
ESKDALE GOLF CLUB	xx	Standard	18	Commercial	Pay and play	xx
DISTINGTON GOLF DRIVING RANGE	Distington	Par 3	9	Commercial	Pay and Play	1990
DISTINGTON GOLF DRIVING RANGE	Distington	GDR	16	Commercial	Pay and Play	1990
WHITEHAVEN GOLF CLUB	Hensingham	GDR	16	Commercial	Pay and Play	2006

There are 8 golf facilities on 6 sites comprising three 18-hole standard courses, two 9-hole, one par 3 and two golf driving ranges. Most facilities are available primarily on a pay and play basis, and Silecroft GC is also freely available for wider community use on payment of green fees.



Map 50 Golf facilities in and around Copeland

There are other golf courses within a half hour drive from the edge of the borough at Workington GC (18 holes), Cockermouth GC (18 holes) and Dunnerholme GC, Askam (10 holes).

Facilities per 1000 population

	Holes per 1000 population
Copeland	0.78
Cumbria	0.99
NW region	0.67
England	0.68
Best in region (Vale Royal)	1.77

The figure for Copeland excludes Eskdale – if this is included the number of holes per 1000 in the borough is 1.04. This places Copeland about 9th of all LAs in the region and third in the county. Average provision in Cumbria is higher than the average, and Copeland has a high relative supply of standard golf holes.

	Population	%
0-10 mins	39189	56%
10-20 mins	24815	38%
20-30 mins	4297	6%
30-45 mins	1093	2%

Future provision

As with other facilities, future need is dependent on any increase in population, which is mitigated by the ageing of the population. Even if increased participation in accordance with local and SE targets is achieved, it is unlikely that additional facilities will be required in the next 10-15 years.

Summary of Sports Facilities

The following table for individual Locality Areas summarises the availability of Sports Facilities within the Borough of Copeland.

- “Green” indicates that provision is acceptable/and/or accessible at the present time.
- “Red” indicates that provision is below standard and there is no current commitment to improve the situation.

Table 80 Summary of Sports Facilities					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Sports Halls	Green	Green	Green	Green	Green
Swimming Pools	Green	Green	Red	Red	Red
Health & Fitness Centres	Green	Green	Red	Red	Green
Indoor Bowls	Green	Green	Red	Red	Red
Indoor Tennis	Red	Red	Red	Red	Red
Synthetic Turf Pitches	Green	Green	Red	Red	Green
Athletic Tracks	Green	Green	Red	Red	Red
Golf facilities	Green	Green	Green	Green	Green

LIBRARIES

Libraries in Copeland

The library service in Copeland is provided by Cumbria County Council, as part of its Culture Unit. There are permanent libraries located throughout the borough and a mobile service is provided to serve the rural areas.

From 1 April 2008, the Culture Unit⁶⁰ has been within a new Directorate together with Adult Social Care. The Culture Unit supports the cultural, recreational and information needs of individuals and local communities through its Library and Archive services and the Cultural Policy Unit, in line with the vision of the County Council as described in Building Pride in Cumbria: the Council Plan 2008 – 2011 and statutory obligations. The main accountabilities of the unit include:

Libraries

To deliver a 'comprehensive and efficient' library service to residents, students, people working in and visiting Cumbria. The Service should provide access to reading, learning and information that is accessible to all, through a variety of printed formats, online services, accessible buildings and delivered services.

Archives

To manage the records of Cumbria County Council for the Council's own legal and administrative use, to preserve archives as an irreplaceable legal and historical record for present and future communities, and to provide facilities for public access to archives.

Details of the services provided are given below.

Whitehaven Area

Whitehaven Library

Lowther Street
Whitehaven

Distington Library

Community Centre
Church Road
Distington

⁶⁰ Cumbria County Council Culture Unit Service Delivery and Improvement Plan 2008

Hensingham Library

Richmond Hill Road
Whitehaven

Kells Library

High Road
Whitehaven

Mirehouse Library

Mirehouse
Whitehaven

Egremont Area**Egremont Library**

Town Hall
Main Street
Egremont

St Bees Library

St Bees

Thornhill Library

Thornhill School
Ehen Road
Thornhill
Egremont

Cleator Moor Area**Cleator Moor Library**

Market Square
Cleator Moor

Frizington Library

Main Street
Frizington

Mid Copeland Area

Seascale Library

Gosforth Road
Seascale

Gosforth Library

Public Hall
Gosforth

South Copeland Area

Millom Library

St George's Road
Millom

The Mobile Library Service

Cumbria has a fleet of seven Mobile Libraries offering a wide range of services to all areas of the County. The Mobile Library service is accessible to people of all ages including those who are unable to visit the library owing to illness, disability, frailty, immobility and to those providing full time care to others. There is the opportunity to browse through a good selection of stock and help and advice is always available. Membership is free.

Areas visited by the Whitehaven Mobile library

Route 1 Monday
 St Bees/ Nethertown
 Blackbeck/ Beckermeth/ Egremont/ Lowca

Route 3 Wednesday
 Rowrah/ Lamplugh/ Ennerdale
 Asby

Route 5 Friday
 Holmrook/ Waberthwaite/ Ravenglass
 Irton/ Drigg

Route 7 Haverigg / Bootle

Route 8 Wednesday
 Kells/ Greenbank/ Mirehouse/ Hensingham
 Parton/ Moresby Parks

Route 10 Friday
Wasdale
Eskdale Green/ Bigrigg/ Moor Row

Cumbria Archive Service has Record Offices in Barrow, Carlisle, Kendal and Whitehaven (Whitehaven Record Office and Local Studies Library) and can help you discover the answers to many of your questions! It cares for parish registers, other church records, wills, electoral registers, maps and plans, poor law records, title deeds, and photographs. The archives of many families, businesses, local authorities, solicitors, societies and schools are also deposited in its Record Offices.

Summary of Library Provision

The following tables for individual Locality Areas summarise the above information for library provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 81 Summary of Library Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Library	Green	Green	Green	Green	Green
Mobile Library	Green	Green	Green	Green	Green
Records Office	Green	Green	Green	Red	Red
Archive Service	Green	Green	Green	Red	Red

THEATRES, MUSEUMS, CINEMAS

THEATRES

There are three theatres in the borough, two located in Millom and one at Moresby.

The Beggars Theatre in Millom is a relatively new theatre run by Moore Arts, with the emphasis on youth involvement. It offers drama, music, comedy, entertainment, films and workshops in dance, drama, and drumming.

The Palladium Theatre in St Georges Road, Millom is a large theatre space which is used only infrequently. A feasibility study on its future use was undertaken as part of the Market Towns' Initiative; however, the project to renovate the premises did not proceed.

The Rosehill Theatre at Moresby was founded in 1959 by Sir Nicholas Sekers. The theatre has a reputation for classical music performances, but also offers a balanced programme of music, drama and comedy, as well as providing a programme of films. The theatre is also a venue for conferences, meetings, private parties and workshops. Planning permission has been sought for a major extension and refurbishment and subject to obtaining planning permission, a fund raising campaign (for £3m plus) is about to commence.

In addition to the traditional theatres, the council own, and together with its partner, North Country Leisure (NCL), operate the **Whitehaven Civic Hall**. The hall offers a programme of rock concerts, drama and entertainment. It is also a venue for parties, meetings, conferences and dinners. The Civic Hall is about to be upgraded with a lift, new bar and latest technology.

Part of the **Florence Mine** in Egremont, is being converted to a community arts venue and is due to open in the spring of 2011. The venue will have a large music space for a wide range of performances and an exhibition hall. There will also be film making workshops, artists in residence and a café and licensed bar.

Arts Out West is a company which promotes touring professional drama and other performances in 13 village halls throughout the borough. They support up to 40 performances a year. The company is funded through the Arts Council, Cumbria County Council and Copeland Council.

Egremont Castle has been used for a number of outdoor performances with cabaret style seating for up to 450.

Copeland Arts Development Officer co-ordinates a "Joint Venues Working Group" with the objective of improving liaison between these groups, in terms of shared marketing, resources and training of volunteers.

MUSEUMS

There are a number of museums throughout the borough, including the following:

The interactive **Beacon**, in Whitehaven, tells the history of Copeland over its five floors. There is easy access, guided tours, room hire, group bookings, gallery exhibitions, events, activities and educational services.

The Beacon also houses Copeland's Museum Service which was established in the Old Market Hall, in Market Place, Whitehaven, in 1975. The nucleus of the collection derives from an early museum run by Whitehaven Borough Council in the Public Library, Catherine Street. This in turn was based on a still earlier collection built up by the Whitehaven Scientific Association in their Howgill Street premises. In 1987 the museum was relocated to the Dunboyne Hall at the Civic Hall where it remained until 1996 when the purpose-built Beacon was completed. The Beacon collection incorporates a huge range of material, including Fine Art and Decorative Art, Social History, maps books and photographs.

The Rum Story, in Lowther Street, Whitehaven, is set in the original 1785 shop, courtyards, cellars and bonded warehouses of the Jefferson family; The Rum Story has been authentically designed to provide all-weather family entertainment. Visitors travel through a tropical rainforest, an African village, a realistic slave ship, Cumbrian cottages, a Cooper's workshop and much more.

Haig Colliery Mining Museum is situated high on the cliffs above Whitehaven with magnificent views across the Solway Firth to Scotland and the Isle of Man. It is an independent, volunteer-led project to provide a permanent archive of the local mining history and community resource within the remaining winding engine house, which is now a scheduled ancient monument. One of the two massive steam winding engines has been returned to working order, and many artefacts are on permanent display to help describe the life of the local miners and the social history of the area.

Dalegarth Visitor Centre on the Ravensglass Railway, was opened in 2007.: The Romans in Eskdale exhibition outlines four centuries of occupation in Ravensglass and Eskdale as well as widening out to the coastal frontier defences and even Hadrian's Wall. With superb photography of some of the most fascinating Roman remains in the north of England, clear story boards tell the tale in an easy to read manner.

Millom Heritage Museum and Visitor Centre was started in 1974 and for many years resided in part of Millom's library. During this time, many artefacts, documents and photographs were collected and donated. Due to the small space available at the library, only a tiny portion of what the museum had could be displayed at any one time. After a great deal of searching for more suitable premises, the present location at Millom Railway Station was secured.

Some of the present displays are very large, such as the Hodbarrow mining cage, and some are quite discreet. The museum has over 10,000 artefacts at its disposal, including many letters, documents and photographs cataloguing Millom's history through the lives of local people.

Millom Folk Museum, part of the Heritage Centre, has just been awarded Accredited status from the Museums, Libraries and Archives Council (MLA). This award demonstrates that the Museum has achieved clearly defined national standards relating to governance and management, user services, visitor facilities and collections management.

Millom Rock Park

This “museum” attraction has only recently opened at Ghyll Scaur Quarry on the edge of Millom. Its development was proposed by the owners, as part of plans for a substantial expansion of the quarry.

The museum demonstrates how rocks are formed, broken down and changed in the rock cycle. There is a 450m year old volcano to see and visitors can watch the rock being quarried, crushed and processed.

The museum also shows how minerals and mining have helped to shape Millom over the years.

CINEMAS

There are no purpose-built, dedicated cinemas in the borough. However, films are shown at Rosehill Theatre at Moresby and the Beggars Theatre at Millom and will also be shown at the new community arts venue at Florence Mine.

Summary of Cultural Provision

The following tables for individual Locality Areas summarise the above information for cultural provision within the Borough of Copeland.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard and there is no current commitment to improve the situation.

Table 82 Summary of Cultural Provision

	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Theatres	Green	Yellow	Red	Red	Green
Museums	Green	Red	Red	Green	Green
Cinemas	Green	Red	Red	Red	Green

MARKETS

Copeland Council is the market authority for the borough and organises regular markets in Whitehaven, Egremont and Cleator Moor.

Whitehaven Market – Thursday and Saturday on Market Place and James Street Whitehaven.

Capacity to hold 33 pitches on both days, over 12 month for both Thursday and Saturday Markets. The pitch allocation has only been utilized 70% over the last twelve month period.

Egremont Market – Friday – Market Place, Egremont

Capacity to hold 15 pitches on Friday, pitch utilization 50%

Cleator Moor – Friday – Market Street Car Park

Capacity to hold 15 pitches on Friday, pitch allocation 10%

There are currently no plans to extend any of the markets or add additional days or pitches.

Summary of Street Market Provision

The following tables for individual Locality Areas summarise the above information for the provision of markets within the Borough of Copeland.

- “Green” indicates that access to markets is acceptable at the present time.
- “Red” indicates that access to suitable provision is not available and there is no current commitment to improve the situation.

Table 83 Summary of Street Market Provision					
	Whitehaven	Egremont	Cleator Moor	Mid Copeland	South Copeland
Markets					

SUMMARY OF INFRASTRUCTURE PROVISION

The following table summarise the above information for infrastructure provision within the five Locality Areas.

- “Green” indicates that provision is acceptable at the present time.
- “Amber” indicates that access to suitable provision is below standard, but plans are in place to improve the situation.
- “Red” indicates that access to suitable provision is below standard to certain individual sites and there is no current commitment to improve the situation.
- “Blank” indicates that there is no provision, or minimum provision, but little demand, or that the sub category does not apply. Also that no information is available

Table 84 SUMMARY OF INFRASTRUCTURE PROVISION

PHYSICAL INFRASTRUCTURE						
Infrastructure type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
TRANSPORT						
	Road capacity	Green	Red	Green	Green	Green
	Passenger transport (buses)	Red	Red	Red	Red	Red
	Whitehaven Transport interchange	Orange				
	Whitehaven Town Centre Traffic Management Scheme	Orange				
	Community mini bus provision	Red	Red	Green	Green	Red
	Cycleways	Green	Green	Green	Orange	Green
	Footpaths	Orange	Green	Green	Green	Green
	Copeland BC car parks	Green	Green	Green		Green

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
	Whitehaven Harbour Commissioners' car parks					
	Private non Residential car parks					
	Public on street car parking					
	Licensed hackney taxi operators					
	Licensed private hire operators					
	Railway station facilities					
	Railway infrastructure					
	Adequacy of railway rolling stock					
	Train frequency					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
	Proximity of port					
	Proximity of harbour/marina					
	Access to Carlisle Airport (within 2 hours travel time by car)					
	Access to Regional Airport (within 3 hours travel time by car)					
ENERGY						
	Electricity transmission network					
	Electricity distribution network					
	Gas transmission network					
	Gas distribution network					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
WATER SUPPLY AND WASTEWATER						
	Water supply					
	Waste water disposal					
FLOODING						
	Includes areas at risk of flooding from rivers and land drainage					
	Includes properties at risk from flooding					
	Includes infrastructure at risk from flooding					
	Includes environmental designations at risk from flooding					
	Includes areas at risk of shoreline flooding					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
WASTE COLLECTION AND DISPOSAL						
	Household collections	Green	Orange	Orange	Orange	Orange
	Kerbside recycling collection	Green	Green	Orange	Orange	Orange
	Community recycling points	Green	Green	Green	Green	Green
	Trade waste collection	Green	Green	Green	Green	Red
	Beach cleaning	Red	Green	White	Green	Green
	Public toilet cleaning	Green	Green	Green	Green	Green
	Household Waste Recycling Centres	Orange	Orange	Orange	Orange	Orange
	Landfill sites within reasonable travel distance	Green	Green	Green	Green	Red
TELECOMMUNICATIONS	No information					
INFORMATION TECHNOLOGY	No information					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
HISTORIC LEGACY						
	Conservation Area Reviews					
	Listed Buildings at risk					
	Ancient Monuments at risk					
	TPOs					

GREEN INFRASTRUCTURE						
Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
GREEN SPACES						
	Allotments					
	Amenity Greenspace					
	Natural & Semi-Natural Spaces					
	Outdoor Sport					
	Park & Garden					
	Play Space					
PLAYING PITCHES						
	Football					
	Rugby (both codes)					
	Cricket					
	Hockey					
	Netball					
	Tennis					m
	Bowls (Indoor)					
	Bowls (Outdoor)					
	MUGAs					
	Synthetic Pitches					

SOCIAL AND COMMUNITY INFRASTRUCTURE						
Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
AFFORDABLE HOUSING						
	Social housing provision					
	Homeless hostels for young people					
	Care homes for the elderly and infirm					
	General needs housing					
	Older persons housing					
EDUCATION						
	Nursery and Pre School Provision					
	Primary Schools					
	Secondary Schools					
	Special Schools					
	Further Education					
	Higher Education					
	Adult Education					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
CHILDREN'S CENTRES						
	Children's Centres					
	Extended Services					
JOB CENTRE SERVICES						
	Job Centre Plus Services					
HEALTH						
	GPs					
	Pharmacies					
	Dentists					
	Opticians					
	Acute Hospital					
	Community Hospital					
POST OFFICES						
	Access to Post Offices					
LIBRARIES						
	Library					
	Mobile Library					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
	Records Office					
	Archive Service					
COMMUNITY CENTRES						
	Quantity of small halls in relation to population levels					
	Provision and accessibility of small halls					
YOUTH SERVICES						
	(No information available)					
ADULT SOCIAL SERVICES						
	Day Care Services					
	Home Care Service					
	Residential Care					
	Supported Living					
POLICE						
	Manned police stn					
	Mobile police stn					
	Specialist services					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
FIRE & RESCUE SERVICE						
	Proximity of fire station					
AMBULANCE SERVICE						
	(No information available)					
CEMETERIES & CREMATORIUM						
	Cemeteries					
	Crematorium					
COURTS						
	County Court					
	Magistrates' Court					
PRISONS						
	Prison					
LEISURE						
	Sports Halls					
	Swimming Pools					
	Health & Fitness Centres					
	Indoor Bowls					
	Indoor Tennis					
	Synthetic Pitches					
	Athletic Tracks					
	Golf Courses					

Infrastructure Type	Sub categories	Whitehaven Locality Area	Egremont Locality Area	Cleator Moor Locality Area	Mid Copeland Locality Area	South Copeland Locality Area
CULTURE						
	Theatres					
	Museums					
	Cinemas					
MARKETS						
	Street markets					

List of Consultees

Contact Name	Organisation	Discipline
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David Gibson Rights of Way (Planning) Officer Countryside Access Team Environment Cumbria County Council The Courts Carlisle Cumbria CA3 8NA: 01228 226558	Cumbria County Council	Footpaths
Lindsey Alder Highways Agency 0161 9305642	Cumbria County Council	Libraries
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