

## Lancaster Three Tier Forum: Action Sheet

**Meeting Date:** 25 September 2013

Action	Lead Officer	Lead Officer Comments (Including Action Taken)
<p><b>Action Sheet Update from the Last Meeting</b></p> <ul style="list-style-type: none"> <li>• The local cycling group Dynamo were usually consulted on streetworks by LCC, but this had not been the case on the changes to the Skerton Bridge junction. This would be fed back.</li>   <li>• The Parish representative remained dissatisfied with the response on Ellel footpath No 1. The Parish Council have offered to find out who owns the land and to approach Lancaster University regarding possible help with funding. This would be passed back to the team responsible.</li> </ul>	<p>Jane Johnson, Localities Officer Andy Ashcroft, Public Realm Manager</p> <p>Jane Johnson, Localities Officer David Goode, Public Rights of Way Manager</p>	<p>Although consultation was carried out on the scheme, due to an oversight the cycling groups were not included. They have been sent an apology and assurances that consultation will take place in the future. There has since been correspondence with representatives from both Dynamo and CTC Right to Ride in the initial stages of the construction and they have been provided with background information to the scheme, consultation plans and answers to their questions raised. They have also been invited to provide comments once the scheme is completed on site and will be given the opportunity to contribute/comment on the post completion safety audit.</p> <p>The County Council had representations from the Parish to upgrade Ellel Footpath 1 to a bridleway in order to facilitate a cycle link from Galgate to the University.</p> <p>The considerations which make this issue not so straightforward include:</p> <ul style="list-style-type: none"> <li>• There is more than one landowner and it is not known whether owners of all affected land would agree, although this could easily be determined and agreement is not essential.</li> <li>• A cycle link between Galgate and the University already exists via Chapel Lane which although winding has low traffic speeds and a suitable crossing over the A6 at the</li> </ul>

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<ul style="list-style-type: none"> <li>An update on smart ticketing was requested for the next meeting.</li> </ul>	<p>Chris Anslow, Public Transport Policy</p>	<p>Galgate traffic lights.</p> <ul style="list-style-type: none"> <li>The crossing of the A6 by Hazelrigg Lane traffic lights would require appraisal but appears suitable at first sight.</li> <li>The safety of cyclists on Highland Brow would require study and potentially other measures – Highland Brow is quite a fast narrow road and encouraging cyclists onto it could not be done in isolation.</li> <li>There are other plans for cycle routes in the area and they should be considered as a whole.</li> <li>There is currently no budget for public rights of way improvements and unless this was 100% externally funded or from other budgets within Lancashire County Council there is no resource to implement it.</li> <li>If the resources were available there may be other schemes that could be considered to represent better value-for-money.</li> </ul> <p>A stored travel rights scheme is to be introduced during the late autumn/winter 2013/14. Stored travel rights is a smart card scheme whereby money (up to £50) is stored on the card which may then be used to make payment for tickets on any participating bus operator. The scheme will be marketed under the name of NoWStar.</p> <p>A closed trial with three bus operators to test the cards is currently underway and we are working through the business rules and legal documentation that will apply to the scheme. Because it is complex and we will have to agree the operation and administration of the scheme with a large number of bus operators, it now seems that an early 2014 start is more likely.</p>

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<p><b>2013/14 Quarter 1 - Environment Directorate Performance Dashboard</b></p> <p>Concern was expressed over the Westbourne Road resurfacing scheme. Whilst it was marked as complete on the report, it was reported that this was not the case. It was suggested that a mistake had been made and that the work had been done on West Road. It was confirmed that this would be investigated.</p> <p>Support was given to the view that more cycle racks are required at Lancaster Train Station. It was noted that this was likely to be an issue for the rail companies, and that representations should be made to them by the Councils.</p> <p>It was suggested that a project to build a crossing point on Torrisholme Road to access Ryelands Park appeared in the Commissioning Plan, but was not reported in the performance report. This would be</p>	<p>Jane Johnson, Localities Officer</p> <p>Andy Ashcroft, Public Realm Manager</p> <p>Jane Johnson, Localities Officer</p> <p>Alasdair Simpson, Sustainable Travel</p> <p>Jane Johnson, Localities Officer</p>	<p>The proposed works to Westbourne Road were amended in order to address deterioration at the Station Road end. This situation arose following approval of the Commissioning Plan for 2013/14.</p> <p>A scheme to complete the outstanding work on Westbourne Road has been prepared for the draft capital programme for 2014/15: resurfacing works to Westbourne Road, "Fairfield Road to Laurel Bank", the Fairfield Road end will tie into what has been done this year, has been included in the proposals submitted.</p> <p>Using funding from the Local Sustainable Fund, cycle parking at the station is due to be improved. The work is being carried out by Lancaster City Council and should take place later in the Autumn.</p> <p>Both the number of lockers and cycle stands will be increased and a plan of the proposals is attached. However, it is considered that there is still a need to do something more major in 2 to 5 years time, hopefully as part of the new franchise.</p> <p>Members are asked to note that cycle hire is now available at Morecambe station from Abellio's (Northern Rail's) Bike and Go scheme.</p> <p>The suggested scheme has been added to the priorities list for consideration for inclusion in the 2014/15 Commissioning Plan.</p>

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investigated.		
<p><b>2014/15 Environment Directorate Draft Commissioning Plan</b></p> <p>Members were asked to put forward potential priority schemes for inclusion in the 2014/15 Commissioning Plan.</p>	<p>Jane Johnson, Localities Officer</p>	<p>The following comments of the Forum regarding potential priority schemes for inclusion in the 2014/15 Commissioning Plan have been included in the priorities list for consideration:</p> <ul style="list-style-type: none"> <li>• Provision of pedestrian crossing, on/near to no. 108 Torrisholme Road into Ryelands Park.</li> <li>• Barley Cop Lane, bus cushions need repair.</li> <li>• Lighting on Sandylands Promenade</li> <li>• Resurfacing, Dallas Road, Lancaster</li> <li>• District-wide footways in disrepair. Of particular mention were: Rutland Avenue, trees uprooting paving stones on footway, Brunswick Road, Heysham, Bellamy Avenue, Morecambe, Twemlow Parade, Heysham.</li> <li>• Resurfacing, Euston Road, Morecambe.</li> <li>• Flooding issues, Bold Street, Heysham.</li> <li>• Extension of Lune Track along old railway route to Wennington.</li> <li>• Resurfacing, A6 into Lancaster</li> <li>• Upgrade crossing to Pelican and footway in poor condition, Meeting House Lane, Lancaster.</li> <li>• Provision of cycle route through fields at Snatchems to Heysham town centre, Lancaster to Heysham Cycle Route.</li> <li>• Resurfacing, A588 Ashton Road, Lancaster.</li> <li>• Resurfacing, Golf Lane, Cockerham.</li> <li>• University to Jct 33 – hedges and undergrowth narrowing pavement.</li> <li>• Resurfacing, Westbourne Road, Lancaster.</li> </ul>

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		<ul style="list-style-type: none"> <li>• Expedite NOW Card roll out, particularly young people</li> <li>• Crossing at A6, Toll Bar Crescent area, Lancaster.</li> <li>• Resurfacing, Golf Lane, Cockerham</li> <li>• University Cycle route via Barton Road Fields, Scotforth.</li> <li>• Pot hole repairs District-wide</li> <li>• Study of impact 20mph areas, especially around Regents Park Avenue, West End, Morecambe.</li> </ul>
<p><b>Themes for future meetings.</b></p>		<p>The following suggestions for topics for future meetings for the 3 Tier Forums were made:</p> <ul style="list-style-type: none"> <li>• Lancaster Castle</li> <li>• Sustainable Food Cities Project</li> <li>• Cycling Strategy for Lancaster</li> <li>• Children's Services and Respite Care</li> <li>• Enforcement on Street Furniture</li> <li>• Parking and maintenance of grass verges</li> <li>• Provision for Travellers in the district</li> </ul> <p>Members of the Forum were asked to submit any suggested themes for future meetings to the Chair and Jane Johnson, Localities Team <a href="mailto:jane.johnson@lancashire.gov.uk">jane.johnson@lancashire.gov.uk</a> for consideration.</p> <p>Any suggestions would need to be cleared with the Chair.</p>

**Actions raised by Parish & Town Councils which have been dealt with outside of the meeting**

<b>Action</b>	<b>Lead Officer</b>	<b>Lead Officer Comments (Including Action Taken)</b>
<p>Enquiry as to what action(s), if any, have been taken to extend the Lune Track along the old railway route to Wennington.</p>	<p>Jane Johnson, Localities Officer.</p> <p>Alasdair Simpson, Sustainable Travel</p>	<p>A consultation into extending the route was carried out in 2001/2002. This suggested that though there was support for the route, there was also opposition from farmers and people with properties adjacent to the path, especially at Claughton. There is a farmer who uses the old railway to store silage and equipment, and as a safe haven for his cattle when the river floods.</p> <p>It is considered that the main problems in extending the route are:</p> <ul style="list-style-type: none"> <li>a) Cost £1 million plus</li> <li>b) The route is in private ownership and many of the landowners are against it.</li> <li>c) Staff resources to implement the scheme, given that it is likely to take more than 4 years to implement</li> <li>d) Other schemes offering greater benefits</li> </ul> <p>Given that there is opposition from landowners, the process for making it a cycle track would be to advertise a bridleway creation order. If there are objections, the order would go to a public inquiry. Though other councils have successfully created new bridleways on old railways via a creation order, the process would take at least 3 years and there is no guarantee of success.</p> <p>The Department for Transport recently made funding for cycling schemes in National Parks, some of which would be similar to this scheme. So it is possible that there may be funding for schemes such as this in the future. Developer funding might also be an opportunity in the future, though this would be limited.</p>