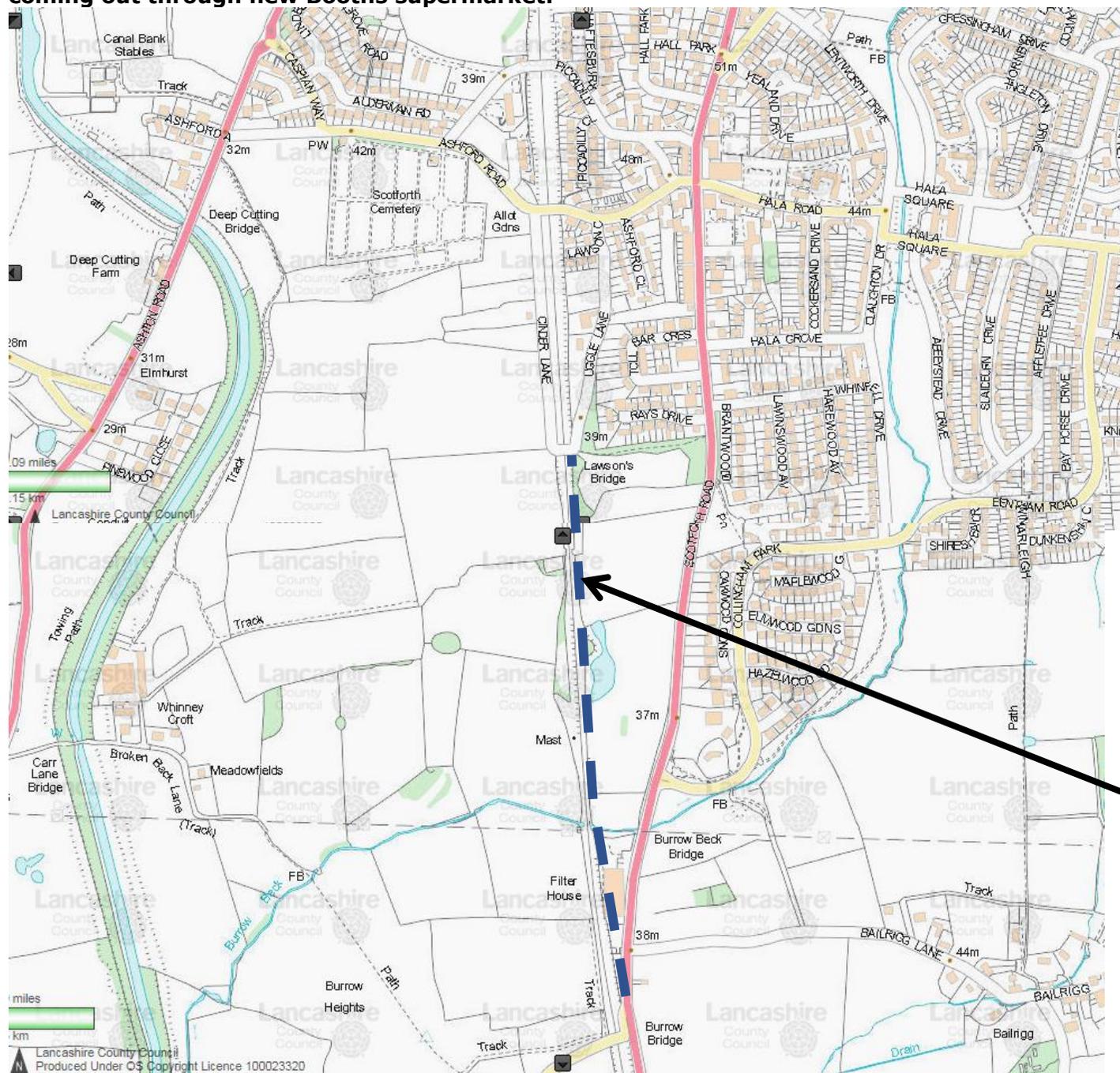


# **DYNAMO (LANCASTER & DISTRICT CYCLE CAMPAIGN)**

## **C O N T E N T S**

1. Plan of a proposed new route parallel to the railway line south of Cinder Lane to the A6
2. Details of provisions in current planning applications that could be pressed into service to cycle between Lancaster University and Lancaster south.
3. Dynamo's infrastructure proposals for the LCWIP.

**PROPOSAL FOR A SHARED-USE PATH ALONG THE RAILWAY LINE FROM THE A6/BAILRIGG LANE TO CINDER LANE - Note that the current student flat development on the Old Filter House site may be in the way. An alternative is to put the shared-use path on the west side of the railway line, which might fit in with the planned new housing estates, crossing the railway line at Lawson's Bridge and coming out through new Booths supermarket.**



Proposed new Cycle route along the railway line to enable an alternative route to the A6, connecting to town via Ashton Road

## NOTES ABOUT THE A6 – LAWSON’S BRIDGE ROUTE AND CURRENT PLANNING APPLICATIONS

1. The Bailrigg Business Park/Health Innovation Campus can provide “up to 2.65km of further off-site designated footpaths/cycle paths” in addition to A6 paths – see extract from Outline Planning Permission letter dated 7 March 2016 for planning application 16/00117/VCN:
  11. No development shall commence until details of the following off-site highway improvements have been submitted to, and approved in writing by, the local planning authority:
    - a) the provision of 2 Quality Bus stops (one on either side of the A6 in the vicinity of the site access);
    - b) the provision of cyclepaths along the A6 in either direction of the access junction, totalling up to 950m;
    - c) the provision of a foot/cycle path link from the site's southern boundary to the university's cycle infrastructure in the vicinity of Lake Carter; and
    - d) the provision of up to 2.65km of further off-site designated foot/cycle paths (locations to be agreed with the Local Planning Authority in conjunction with the Highways Authority)The works shall then be implemented in accordance with the approved details in a timescale to be agreed in writing by the Local Planning Authority. The works shall be certified as complete in writing on behalf of the Local Planning Authority. These works shall be secured by way of a Section 278 agreement.

**Dynamo cannot see if condition 11(d) has yet been discharged.**

2. The plans for a new supermarket on the A6 (10/00251/FUL | Erection of a new supermarket, construction of new access, servicing and parking areas, footways, cycle facilities and landscaping | Land At Lawsons Bridge Scotforth Road Lancaster Lancashire) include a cycle route, which it was assumed would be a route to Lawson’s Bridge and Cinder Lane/Uggle Lane. The planning permission dated 3 October 2011 states:
  3. No development shall commence until a scheme of off site highway improvements has been submitted to, and approved in writing by, the Local Planning Authority. The improvements to be included are:
    - New signalised junction to Scotforth Road including toucan crossing facilities
    - Provision of the pedestrian and cyclist routes/pathways to access the development from sections of the strategic cycle routes to the east and south, including crossing facilities for the A6.
    - Extension of the existing 30mph speed limit southwards from its present location close to Rays Drive

# DYNAMO'S INFRASTRUCTURE PROPOSALS



Lancaster and District Cycle  
Campaign

## for Lancashire County Council's Cycling & Walking Infrastructure Plan for Lancaster

ROUTE	NOTES
Heysham-Lancaster off-road route	Follows existing bridleways and footpaths. Included in LCC Transport Masterplan 2016. This route would also improve the accessibility of Salt Ayre sports centre to Heysham.
Extend Lune Millennium path beyond Bull Beck to Hornby	
Devise a safe route from Galgate/Lancaster University to Lancaster city centre	See <a href="https://lancasterdynamo.wordpress.com/2016/07/24/dynamos-proposal-for-new-a6-south-link/">https://lancasterdynamo.wordpress.com/2016/07/24/dynamos-proposal-for-new-a6-south-link/</a> . This is a route parallel to the railway line to Lawson's Bridge, then follows Cinder Lane to Ashford Road. See also planning permissions for the proposed Booths supermarket on the A6 south.
Cycle lanes on the A6 between Lancaster University and the Pointer roundabout	
Pointer roundabout and cycle lanes on South Road, Lancaster	Integrating crossings for both pedestrians and cyclists and connecting them to cycle lanes on South Road.
Cycle lanes on Bridge Lane/Cable Street, Lancaster	It was identified with council officers some years ago that clearer cycle lanes are required, as well as a re-alignment of the kerb. See photos at <a href="https://lancasterdynamo.wordpress.com/2018/03/24/fading-cycle-lanes/">https://lancasterdynamo.wordpress.com/2018/03/24/fading-cycle-lanes/</a>
Extend the Cockerham-Ellel bridleway (Cockerham BW13 to Ellel BW3)	An idea from North Lancs Bridleway Society. It's an existing bridleway from Cockerham that turns into a footpath and gets you to the canal. If decently surfaced, it could be a multi-user path.
Carnforth	The Transport Masterplan specifically talks of making the town a more attractive place for visitors and more user-friendly for pedestrians and cyclists.
Extend the surfacing of the canal towpath route south (from Deep Cutting to Galgate) and north (from Carnforth to Borwick)	See also Lancaster Canal Regeneration Partnership
Block rat runs for vehicles but permit cycling – e.g. at the junction of Queen Square and King Street in Lancaster.	See <a href="https://www.theguardian.com/environment/bike-blog/2016/mar/15/getting-people-cycling-residential-streets-more-than-20mph-limits-rat-runs">https://www.theguardian.com/environment/bike-blog/2016/mar/15/getting-people-cycling-residential-streets-more-than-20mph-limits-rat-runs</a>

<p>Make Dalton Square a no-through route by closing off the very wide entrance opposite the Town Hall.</p>	<p>This is a dangerous spot for cyclists and pedestrians: cars turn into the square across their path regularly.</p>
<p>Signs at the entrance to the district: "Welcome to Lancaster, a safe place for walking and cycling".</p>	<p>We used to have such signs in the Celebrating Cycling days. Make the districts priorities clear.</p>

### Maintenance

Stress the importance of maintenance; refer to the potholes on the canal towpath, which makes it almost unrideable in places, and to the state of the Glasson path, which is a summer-only route without a MTB.

### Lancashire County Council's plans in Transport Masterplan for "superhighways"

Dynamo is concerned to see on page 39 that "Superhighways will be on road or pavement" (our italics). Pavements are not suitable for "speed and convenience": they are rarely wide enough for cyclists to pass pedestrians safely, and, as currently configured in the district, cyclists have to stop and give way at every side junction. Superhighways should be direct and unbroken. Pavements – unless they are as wide as roads – are for pedestrians or cyclists travelling at near walking speed. Moreover, turning pavements into "superhighways" will not send a positive message to pedestrians.

### Quiet Lanes

While it is good to see that the County Council wishes to extend the Millennium Path to Hornby and create an offroad link to Heysham, there are other villages like Overton and the Kellets that need to be included in any cycle network. If offroad provision is not possible in the short to medium term, the County should expand its use of quiet lanes (as in the Bowland area) to calm motor traffic and make the back roads more cycle-friendly. (See guidance from the Council for the Protection of Rural England at <https://www.cpre.org.uk/resources/transport/roads/item/1867-cpres-guide-to-quiet-lanes>.)

Dynamo  
June 2018