

Slyne with Hest Parish Plan

January 2006

Slyne with Hest Parish Plan Steering Group

Funded by;



Contents

	Page No:
Executive Summary	3
Section 1: Background to the Parish Plan	4
Section 2: Setting the Scene	6
Section 3: Social & Community Issues	9
Section 4: The Local Economy	14
Section 5: Transport	18
Section 6: The Natural & Built Environment	24
Section 7: Conclusion	31
Section 8: Links & Sources	32
Appendix A: Action Plan 2005-2015 (missing)	
Appendix B: List of Voluntary & Community Groups	
Appendix C: List of Businesses	
Appendix D: Map of Parish Boundary (missing)	

Executive Summary

A Parish Plan outlines the best and worst of a community, what needs to be changed and what needs to be protected. It allows residents to have their say and local leaders to take control; to be proactive in their governance. Local government and other agencies are brought on board to help ensure that the plan is converted into an achievable Action Plan for the next decade.

Slyne with Hest began the process of producing a plan in 2003 and a voluntary group set up by the Parish Council have thoroughly researched all aspects of the community. Using existing sources, questionnaires and public events, a comprehensive profile of the Parish has been achieved.

Situated in a beautiful corner of Lancashire with farm land and coast to three sides the Parish boundary abuts the city of Lancaster. The housing is a mix of styles, providing accommodation for the retired and commuters. There is no one overriding style of housing, previous modern developments have not added to the local character and there is creeping over development in some areas. Natural features such as trees and verges have a significant impact and need to be protected.

There are an abundance of amenities for residents to enjoy and a smaller number of shops and businesses. Residents are generally affluent and well educated, however, there are needs among the population. Difficulties with shopping and health care affect some. High car ownership and proximity to other settlements means that the motor car is beginning to dominate the sometimes narrow roads at the expense of other users.

Walking and outdoor pursuits are popular with locals and tourists alike but there is much that could be done to improve and enhance the experience. A major project in the Parish would be the construction of the proposed northern link road from Heysham to the M6. If planning consent is approved by Lancashire County Council later this year, the road would have a significant impact in the parish.

Slyne with Hest is a parish which is holding onto its identity as a rural village. Modern developments must be controlled and targeted considerably, if the village is to retain its unique character and continue as a place where people enjoy living. This report proposes a series of actions which when implemented will go a long way towards achieving a balanced mixture of the best of the old and the best of the new.

Section 1 - Background to the Parish Plan

What is a Parish Plan?

A Parish Plan sets out what people value most in their community and what they would like to change in the future. Data usually stays current for up to 10 years. Parish Plans have been promoted for several years by Community Futures (the rural Community Council for Lancashire) and the Countryside Agency, as a means of councils and residents becoming proactive in managing their future direction. A growing number of parishes in Lancashire have completed plans assisted by the Vital Villages programme.

The plan will be used by Slyne with Hest Parish Council, to influence Lancaster City Council, Lancashire County Council and other public and private bodies which effect services and planning matters in the Parish.

Aim of the Parish Plan

In May 2003 Slyne with Hest Parish Council held a public meeting to introduce the idea of a Parish Plan. From this meeting a voluntary steering group was formed and an application was successfully made for support from the Countryside Agency's Vital Villages initiative (now transferred to DEFRA.)

Following discussions about the scope of the plan, a short questionnaire was hand delivered to every household in the civil parish of Slyne with Hest. The response rate at approximately 30% was encouraging and data analysis was conducted by a group of volunteers. Additional research into matters of concern was carried out by members of the steering group and culminated in a public exhibition in March 2005. This detailed the past and present of the Parish and was attended by over 600 residents, the local M.P. and councillors. Children from the local primary school contributed drawings of "their favourite place in the parish."

The aim of the Parish Plan was defined as;

"To embark upon a listening process in order to discover what aspects of the natural environment people wish to preserve, and the future direction of physical and social development in the parish.

To prioritise and take action on local issues and to generate new ideas, projects and funding."

Specific objectives of the parish plan were to;

- produce supplementary planning & design guidance
- increasing the role of & access to community groups
- reduce road traffic speed & pollution
- improve generational mixing
- record & preserve natural flora, fauna & landscapes
- reduce crime & nuisance
- record economic activity
- take positive action for the future

The aim and objectives were to be carried out using a process, as recommended by the Countryside Agency and assisted by Joanne Leeman, a freelance community development worker.

Methodology

This report represents the end of the consultation phase of the plan. The members of the steering group used the following material to prepare the report.

- The results of the household survey carried out by the Parish Plan group and other volunteers. A number of the handwritten comments from the survey are shown throughout the document in the blue boxes.
- Anecdotal evidence from residents
- The views of the professional workers and officers
- National Statistics for the Parish derived from the 2001 census
- The results of a survey circulated to all existing voluntary groups
- Post-it notes and a “Wish Tree” conducted at the Parish Plan Exhibition Day held on the 5th March 2005. A number of comments and wishes are shown in the green boxes.

The report covers four main subject areas, which although interrelated have been separated for the benefit of clarity. They are:

- social & community matters
- economic factors
- transport issues
- environmental considerations

Each section concludes with a series of action points which are intended to stimulate debate with the agencies concerned. A comprehensive Action Plan will be produced in autumn 2005, followed by a celebration to thank residents for their involvement. After this date the steering group will hand over to other groups to implement the plan. The report should be reviewed 12 months after its launch by the Parish Council.

Section 2 - Setting the Scene

Introduction to the Parish

The Parish of Slyne-with-Hest is situated in the north western part of Lancashire in Lancaster District. The parish shares its Southern boundary with the City of Lancaster. Part of the Western boundary is the coast of Morecambe Bay. The northern boundary is shared with Bolton-le-Sands Parish and the Eastern boundary with Halton-with-Aughton Parish. The eastern and southern parts of the Parish are farmland, mainly used for grazing. The Parish is traversed by the A6 north from Lancaster, by the west coast main line railway and by the Preston to Kendal canal, now used for recreation. See Appendix A for a map of the Parish.

The two townships of Slyne and Hest were amalgamated into a new ecclesiastical Parish in 1926 but remained separate until merged during the 1950's by the construction of new houses. The combined village of now occupies a compact area from the A6 trunk-road down the slope in a westerly direction to just short of the coastline. There are a number of outlying dwellings and small collections of houses in the farmland around the outskirts of the main residential areas.

The parish contains a primary school, residential college, three public houses and various recreational facilities. There are two Post Offices and many other small businesses, mainly situated on Station Road and Coastal Road.

There were 1,344 households in Slyne with Hest, in 2001 Census, 92% of which were in owner occupied tenure and less than 2% rented from the Council or Housing Association¹. Housing consists of stone buildings (some listed), a conservation area in Slyne and numerous 20th century dwellings. Further details of the built environment are covered in Section 6.

Population Characteristics of the Parish

The resident population of Slyne-with-Hest, as measured in the 2001 Census, was 4,199 of which 47% were male and 53% were female. The resident population of Lancaster district by comparison was 133,914, of which 48% were male and 52% were female.

56% of the resident population of Slyne with Hest (aged 16 - 74) were employed. Unemployment is low, 1.5% of the resident population, compared with 4% in Lancaster. The census shows that the village has a lower proportion of young people, aged less than 30 years than Lancaster and England and Wales. In contrast the village has a greater proportion of residents aged 60 years and more. This is reflected in the average age of village residents. The number of people in each age group is shown in the following table.

Table 1

¹ Source <http://neighbourhood.statistics.gov>

Comparison between Slyne-with-Hest, Lancaster and England & Wales of the Proportion of Residents in Six Age Bands together with the Average Age

	Slyne-with-Hest	Lancaster	England and Wales
Under 16	15.7%	18.6%	20.2%
16 to 19	4.6%	6.5%	4.9%
20 to 29	6.2%	13.9%	12.6%
30 to 59	39.5%	38.3%	41.5%
60 to 74	21.5%	14%	13.3%
75 and over	12.6%	8.7%	7.6%
Average age	46.3 years	39.2 years	38.6 years

The parish has slightly more people with a limiting long term illness than the population of Lancaster and England as a whole.

Table 2
Comparison of the Percentage of the Population Suffering from a Limiting Long Term Illness

	Slyne-with-Hest	Lancaster	England and Wales
With a limiting long-term illness	20.8	19.9	18.2

The residents of the village appear to be well educated compared with Lancaster and the country, see table overleaf.

Table 3
Proportion of Village Residents (aged 16 to 74) by Qualification Gained

	Slyne-with-Hest	Lancaster	England and Wales
Had no qualifications	22%	26.7%	29.1%
Qualified to degree level or higher	28.8%	20%	19.8%

Car ownership in the Parish is high, indicating affluence and a reliance on private transport for work and leisure pursuits.

Table 4
Number of Cars and Vans per Household

	All households	No car or van	1 car or van	2 cars or vans	3 cars or vans	4+ cars or vans
Slyne-with-Hest	1,781	201	817	612	112	39
% Households	100%	11%	46%	34%	6%	2%
Lancaster	55,835	15,710	25,881	11,648	2,052	544
% Households	100%	28%	46%	21%	4%	1%
North West	2,812,789	849,769	1,224,554	605,586	104,120	28,760
% Households	100%	30%	44%	22%	4%	1%
England	20,451,427	5,488,386	8,935,718	4,818,581	924,289	284,453
% Households	100%	27%	44%	24%	5%	1%

These are the basic characteristics of the population of the Parish and the basis for the further research carried out by the Parish Plan Steering Group detailed in the following sections.

Section 3 - Social & Community Issues

This part of the report covers crime and nuisance in the parish, recreational facilities and activities offered by voluntary groups. The perceived needs of local elderly people, children and young people and community spirit in general. Housing needs in the parish are also considered briefly, however, more research is required in this area.

Nuisance & Crime

Crime statistics for 2004 provided by Community Beat Manager David Lowe show that crime in Slyne-with-Hest is relatively low. The number of burglaries are low, although auto crime and theft increased slightly in 2004. Violent crime, of which most incidents were harassment/domestic violence, was lower when compared with 2003. Criminal damage in the village did increase possibly due to better reporting, there were 77 "youth incidents" in 2004. A number of Neighbourhood Watch schemes operate successfully in the Parish, however, more are required and new volunteers are needed.

Vandalism, graffiti, juvenile nuisance and litter were all mentioned by significant numbers, as one of the worst thing about living in Slyne-with-Hest. People expressed concern about the level of policing in the village and the lack of activities for young teenagers leading to nuisance and "hanging about on the streets" by groups of adolescents. Crime prevention was at the top of the list of improvements, according to the household survey, and an issue mentioned by all ages. It is fair to say that the local Police are responding to peoples concerns and are in a good dialogue with the Parish Council. Surgeries are held in the village regularly and the Community Beat Manager is available via a direct line telephone number. The Beat Manager reports that most incidents are caused by local children and encourages all parents to be aware of their own child's behaviour. Neighbourhood Watch volunteers are needed in Manor, Marine, Greenacre and Croft Avenue. One volunteer co-ordinator for the Parish would be beneficial to the service in this area.

Facilities for Outdoor Recreation

The recreation field is a large piece of open ground on Hanging Green Lane owned by the Parish Council, parts of which are rented to the Bowling & Tennis Clubs. A playground; a basketball court and the Youth Shelter also occupy the site. There are mature trees and rough paths surrounding the site. The recreation field is recognised as an asset to the community but in need of improvement. Comments ranged from "it needs a lick of paint" to "move the play area" were made. Flooding of the field in the middle is a problem and currently being investigated by the Parish Council. The idea of a landscaped area on the recreation ground with benches for people to meet and chat was mentioned which would improve the use and enjoyment of the children's play area.

"I wish older children wouldn't do drugs."

Need more play facilities

A small number of people think that the village needs public toilets in the Slyne area. It is understood that the Tennis Club toilets were open to the public some time ago until vandalism forced their closure.

Voluntary Groups

The parish contains a number of community facilities; the Memorial Hall (which includes the village Library operated by LCC,) the Tennis Club, the Bowling Club, the Football Club, St. Luke's Church Hall and two other church halls used by the Plymouth Brethern and Christadelphians. The main community venues host numerous voluntary groups and societies. There are many social, leisure and recreational opportunities in the parish, run by large numbers of dedicated volunteers. As part of the plan 25 groups were contacted about their activities (see Appendix B,) 14 groups replied. Groups for the elderly, football, theatre and horticulture operate around the parish to name just a few.

"In favour of any new groups and willing to support financially if possible."

Most groups run successfully, although some would welcome new younger members, to continue the groups in the future others need new equipment and better facilities to continue to flourish. Small scale assistance would greatly assist such groups.

The Memorial Hall

The Memorial Hall, designed by Thomas Mawson, was built in 1918 as a tribute to those who gave service in the First World War. It is owned by the Parish Council and run by a charitable trust and located opposite the Recreation Field on Hanging Green Lane. It is well liked and appreciated by residents but it is generally accepted that the facilities needs improvement. Better toilets and disabled access were highlighted in the household survey and are currently being addressed by the hall committee. Funding has been awarded to carry out improvement work to the toilet arrangements and access for wheelchairs during 2005. The village Preschool has plans to improve external play facilities for very young children at the hall. The Library in the Memorial Hall building is an asset to the village and well utilised by all ages. It is recognised that its current location, up a flight of steps, is not ideal and this would be a priority for improvement by many residents.

The household survey recorded resident's views for new activities needed at the hall. These were;

- educational courses
- an arts & crafts group, a film club
- activities for teenagers
- Old time dances/ sequence dancing
- Licensed club/ games and social club
- Drama group with wider scope

"A ground floor Library!"

Yoga has recently started at the hall and is a popular addition. The idea of the

hall including a bar or café was also mentioned by some, possibly reflecting the desire for the hall to be open for villagers to "drop-in." There is certainly a sense that the hall is vital in contributing to village life, both as a venue for existing groups and to help foster a "sense of belonging" among the wider community. It is hoped that the hall can continue to adapt to meet the needs of future generations whilst retaining its traditional role.

Elderly, Disabled and Carers

In Slyne-with-Hest nearly a third of the population is over the state retirement age. The parish includes a number of private residential homes for the elderly namely, The Thorns, Lonsdale House and Greenroyd. Slyne House a nursing home for the elderly, operated by Lancashire County Council, is due for closure during 2005. It is anticipated Slyne House will be sold during 2005 and continue as a care home for elderly people with nursing care needs. This issue requires the attention of the Parish Council to ensure appropriate use is made of the site. There are many houses in the village in private ownership suitable for the elderly and retired.

According to the census 20% of the resident population have a limiting long term illness and 12% provide unpaid care to an elderly or sick relative or friend. A community of this nature has certain needs in terms of the type and level of social and health services and these are outlined in the economy section. There is no doctor's surgery or chemist in the village. Whilst the high level of car ownership and proximity to Lancaster, Morecambe and Carnforth mean that most people can access what services they require, a minority struggle.

The parish boundary to the south takes in Beaumont College, a well respected residential college for people with cerebral palsy run by the charity SCOPE. The growth of the college has lead to concerns about cars parking along the A6 and down Green Lane during term time. It would be interesting to discover what activities, if any, they are conducting to discourage car use and encourage alternatives.

"There is already enough specialist housing for the elderly."

Housing

A housing needs study was not a specific part of the parish plan process, however anecdotal evidence suggests that the housing stock appears to be increasingly geared towards higher income families, the retired and the elderly. A large proportion of the Council stock is now in private hands and there is little

room for new building within the village. This poses the question; in the future will facilities like the primary school and playgroup suffer because of the lack of affordable accommodation for families with young children? Numbers are decreasing at the Toddler Group and both the Preschool and Primary School rely on admissions from outside the village to maintain numbers. Admissions purely from the village may be inadequate to sustain these institutions. Is this a matter

for concern over the next ten years or should the market (and demographics) dictates the course of events? Should local authorities and the Parish Council become involved? It is a subject that requires more research. Residents have told us that they do not want to see the building of new houses but would there be support for an appropriate number of affordable houses for local young families?

We must ensure that the elderly have adequate services to enable them to remain within their own homes. However, we should also make sure that there is suitable accommodation in the village when this no longer becomes viable. This may then result in the freeing up of houses for young families, if more residents with complex care problems, were able to move and be cared for within the village.

Young People

With a few exceptions the older generation in Slyne-with-Hest seems well catered for. The same cannot be said for young people, especially young teenagers. The village has a Rainbow Group, two Brownie Guide Groups and a Cub Scout Pack who operate from the Scout Hut behind the Memorial Hall. The Tennis Club, St. Luke's Church and Act One Theatre group are offering activities for local young people, these should be encouraged and supported.

"No more houses."

The LCC Youth & Community Service has been working in Slyne during 2004 and successfully engaged with young people, producing the Youth Shelter and Graffiti projects. Unfortunately, they have not been appreciated by some villagers and at the public exhibition there were many who called for its removal because of its inappropriate use by youngsters from outside the village. The Youth Service is discontinuing its street work in 2005. Two ideas for further projects are firstly, a Youth Council to raise the voice of local youngsters and improve relations between youngsters, adults and the police. Secondly, more diversionary activities for our youth. For example, a club run by local adults assisted by older young people. The club would not have to be a regular event; occasional activities in the holidays for example would be more realistic and achievable.

Community Spirit & Events

The research demonstrates that residents are generally happy with things as they are. The "village atmosphere" and the "friendliness of the people" were rated highly and valued by many people and these aspects although difficult to quantify are important to retain and build upon. However, the Parish can sometimes feel like two separate villages, and despite the facilities it lacks a centre or focus. As lives become increasingly complex and people work and shop further a field people want the opportunity to come together as a community. This has been expressed in the views about the

"Teenager group....advice for teenagers."

new uses for the Memorial Hall, the need for more shops where people shop *and* chat, and the ideas for the recreation field. The popular Rose Queen event in May was not held last year (2004) and requires younger residents to become involved if the event is to take place again. An idea mentioned to the authors, worthy of consideration, is the establishment of an annual village celebration, based on the canal or shoreline (both popular venues), with a celebratory feel and involving food and music. An event of this nature would bring residents of all ages together.

“.... lived here for 30 years.....in this lovely friendly place- don't change it!”

Suggested Action Points

1. Make improvements to the Recreation field in line with resident's suggestions I.e. seating, landscaping, play equipment and drainage.
2. Support the Memorial Hall in its plans to improve facilities, research financial support to bring new uses, particularly, activities involving teenagers.
3. Continue working with the Community Beat Manger to prevent nuisance in the parish. Promote neighbourhood watch schemes and the regular police surgery.
4. Set up a Youth Council to increase the voice of young people.
5. A regular coffee morning to raise money and the profile of voluntary groups.
6. Re-energise the annual village fete; base it on the shore or canal to celebrate the people and local environment.
7. Research housing needs and be aware of land availability (in particular Slyne Lodge) and the need to maintain a balanced village population. Consider the need for small numbers of affordable houses for young families and specialist accommodation for the elderly/infirm.
- 8.

Section 4 - The Local Economy

The village is not an island economy. There is much interdependence with other villages, Lancaster, other towns in Lancashire and nationally. Residents are employed in the village, in Lancashire and Cumbria where they commute daily. Other people are employed further away and commute weekly whilst others are away for longer periods. Similarly some businesses appear to have most if not all their customers in the village, whilst others have their customer base within easy travelling distance with short travel times, and others have a national or international customer base. It is not surprising that some residents operate on a national and international basis given their educational achievements. As table 3, in Section 2 illustrates.

Businesses in Slyne-with-Hest

There is not a comprehensive list of the businesses in the village. A partial list can be compiled from the valuations list plus a survey of the known farmers. These are shown in Table 1 in Appendix C, and are those businesses that have visible premises. Some businesses do not need nor do they have highly visible premises. Some of them are traditional service businesses whilst others provide more modern, knowledge focused services. Examples of these are listed in Table 2 Appendix C.

Gaps in Services

Businesses respond to people's needs. If there are sufficient people who will pay for goods or a service that it becomes worthwhile to provide it, someone will meet that need. The household survey of residents and the exhibition identified some services that people want, these included;

- Local shops selling fruit, veg, groceries, butchers, bakery, hardware
- Pizza restaurant, family friendly café
- Bank or building society
- Farmers' market
- Doctor's surgery and chemist
- Provision of carers, meals, transport within the village for elderly/infirm

In some ways the "gaps" in services appear as a wish list. When these services were provided they were not used sufficiently for them to be viable. There are indications from respondents' comments that they do not know what services are currently provided in the village. For example, some people want a bank in the village yet much of the activity that used to occur in village banks can now be transacted in the post offices; where cash can be withdrawn and cash and cheques, paid in.

The relatively large proportion of older people and with 21% of residents suffering a limiting long term illness could

"We need a bank, more shops and a doctor's surgery."

indicate that there is a market for personal services. These could be cleaning, washing, gardening and other domestic needs or it could be help with mobility, such as getting to shops. People may need help with more personal care. Some of these services exist already; again viability depends on people's willingness to pay for them.

Local Shops

The desire for a local grocery, convenience store at Hest Bank could indicate again that some people regard Slyne-with-Hest as two separate residential areas because there is such a shop (Londis) in Slyne. There was a convenience store on Marine Drive and butchers on Station Road which both closed. The property in Station Road has planning permission to convert to residential use. It should be noted that the Hest Bank Post Office sells provisions. If a different convenience shop opened it would have a detrimental impact on that business.

The desire for a farmers' market seems to be part of a wish list. There are some that operate in the vicinity though they do require somewhere to set up and a sufficiently large volume of customers to make them financially viable. Given the lack of trade that has precipitated the closure of several businesses in the village this does not appear as a route to financial success. It is noted that a farmer in the village applied, several years ago, for planning permission to open a farmer shop; that development has not materialised but it could meet this need. The WI has occasionally held a market in the Memorial Hall but these events do not appear to have the vibrancy and number of customers as when the WI has a market in the community centre in Bolton-le-Sands.

The nearest butcher shops are in Halton and Bolton-le-Sands; both within an easy cycle ride. One person stated that she travels to Burton-in-Kendal to buy meat. This is a distance of 8 miles each way. One of the major factors in the closure of the butcher in the village was a lack of trade. Anyone who intended to trade as a butcher would seek reassurance that there would be sufficient trade for the business to be financially viable and find suitable premises.

"Better facilities, in general, for the disabled..."

Similar arguments hold for a fish shop, though there has not been one in the village for the last two decades, if ever. However a fish merchant does sell his wares from a van as he tours the village streets but his rounds appear irregular.

At the exhibition there was a display illustrating the financial services available at Post Offices. The question was posed what services a bank would offer in a village that the Post Office do not provide. The bank in the village closed about 15 years ago. There would have to be a significant change in the trading environment for one to open. Nobody stated what a bank would provide that the Post Offices do not and we must encourage use of local Post Offices to retain their presence.

Heath & Care services

The desire for a chemist in the village is understandable given the demographics of the village and the correlation between age and an increased consumption of pharmaceutical items. If a chemist did trade in the village people would be able to leave requests for repeat prescriptions and collect them later. There would also be an issue of getting to and from the chemist in the village. If people regard Slyne-with-Hest as two villages it could result in only half the residents regarding it as a local village shop. There is the issue of financial viability; these shops make most of their income from non-prescription items where they are in competition with supermarkets and national chains selling personal care products.

There was a request that there should be a doctor's surgery in the village. This is unsurprising given the demographics. There is a tendency for general medical practitioners to operate in larger groups. There are advantages for them in terms of specialisation and providing cover without working excessively long hours. Given these drivers it is unlikely that there will be doctors' surgeries outside the urban areas of Lancaster, Morecambe and Carnforth in the near future. However it is an issue that could be explored further.

There was a comment that there is a need for more help for the housebound, often old, people collecting prescriptions, shopping and undertaking other errands. This could be a business venture though whether it would be economic is questionable. It could be that people want it as a service that is provided free at the point of consumption. People who need such help are able to claim for a variety of state payments (e.g. disability, attendance) from which they might be able to pay for such assistance. It may be possible to link such activity with a luncheon club or other social activity so that there could be a critical level of activity that would make these activities economically viable.

A Directory of Businesses

There was support for a directory of businesses in the village and there was a suggestion that there should be a registration fee of £10. The creation of a business directory would also create a vehicle in which voluntary and community services could also be publicised. The directory could be financed by the businesses in the village and the inclusion of the community services in the village would add value to the publication. Editions could be on the village web site with paper versions available for reference in the library and village shops. When a new edition is printed copies could be made available for collection in the village shops. This would facilitate people using businesses within the village, promote the village economy, and could reduce the growth in road traffic.

The details in the register would include:

1. Name of Business & geographical area within which it operates
2. Contact details, telephone, email, web site
3. Main client base & services offered or goods sold
4. Opening hours for retail businesses

Suggested Action Points

1. A directory of businesses and voluntary/community services would stimulate intra-village activity and improve the lives of residents.
2. There are some interesting ideas for new service businesses within the village. Pass suggestions to agencies concerned with economic development.
3. The maintenance of a reasonable balance of shop premises is becoming increasingly important for the future of the village. The Parish Council and others should try to maintain a supply of suitable premises for future shops and to resist further reductions in the availability of business premises.
- 4.

Section 5 - Transport

This report is based on the comments and analysis of the Parish survey which related to transport issues. Four areas of the greatest interest were identified; views and comments were sought on these at the exhibition in March.

Public Transport

Travel to Lancaster and a lack of affordable and regular public transport were reported concerns in the parish. The village is served by four main routes. Unfortunately because of the narrow canal bridges only one of these routes covers the coastal road end, the village centre and the A6 end, and is the least frequent. (Using a mini coach) Significant numbers of school children use tailored bus services to various schools, including Morecambe High School (number 5 S28), Hornby High School (number 424), Kirby Lonsdale Queen Elizabeth (number 514) and Casterton School (own school bus)

Senior citizens and people who cannot use conventional buses can take advantage of Dial-a- Bus and Dial-a-Ride. These vehicles are equipped with ramps or lifts and wheel chair clamps. The services in the Parish are operated by Lune Valley Transport Enterprise. At present Dial-a-Bus operates a return service to Morison's supermarket in Morecambe on Tuesdays and a Friday service to Booths supermarket in Carnforth. When these services are not operating a less rigidly timetabled Dial-a-Bus service is available. Details in Section 8.

The "comments" returned in the survey identify the lack of services into Lancaster from the coastal road area of the village and for services into Morecambe from the centre of the village (note service 431) At the exhibition full details of the present available services were given. It may be that the facts are not well appreciated and require regular and extended publicity.

"Bus to Lancaster from Coastal Road."

The Railway

There was sizeable support for the re-opening of the station in the initial survey. It was not clear where people expected to go to, though Lancaster was mentioned. Following the exhibition there is clearly still a demand for the re-opening of the station. An analysis of the comments would suggest that getting in and out of Lancaster (by road) is the biggest reason for wanting the station reopened, so as to access both long distance trains and the town itself more easily. An additional identified need was train access to the University. However the majority of requests to re-open it were not qualified by any mention of required destination.

Car Usage in the Village

"The worst thing is being near the railway with no station."

, January 2006

This is a village of car owners and users, so getting the balance right between driving and walking are of importance to everyone. The issues can be divided into three sub sections.

1. Speed issues

The Parish Plan survey revealed that traffic was deemed to be the worst aspect of life in Slyne-with-Hest (a concern to 23.1% of households who responded). Allied to this, speeding traffic was a significant concern to 9.6% of responding households. As regards parish improvements, traffic control and speed management were rated above public transport improvements.

Although often quoted, exceeding the speed limits on Hest Bank Lane is not (when subjected to measurement and observation) a major issue, with most of the traffic observed over a period doing less than 34miles /hour and most less than 30. (data collected for the School Travel Group). However there is a perception that traffic goes excessively fast along Hest Bank Lane. This is probably because of the narrowness of the road in parts and the absence of pavements. It is also the busiest road within the village. On the other hand traffic does often exceed the 40mph limit on the coastal road. Speed and safety also cause anxiety on the A6 through Slyne and especially around the dogleg junction of Manor road, A6 and Bottomdale Road. This is already a 30 mph area. We are not aware of any hard data having been collected on this stretch. Following the exhibition these worries were again confirmed. Some sought a reduction of the speed limit on Coastal Road to 30mph and several felt that speed cameras were needed on these two roads. There was strong support for a 20mph limit in the village proper.

"The problem of speeding motorists on Hasty Brow needs to be addressed."

2. Parking issues

Inappropriate parking was identified as an issue again at the exhibition. Complaints about parking largely concern the area around the Hest Bank Hotel, when the designated car parks are full, but some of this parking is that of residents of the houses from the canal bridge up to the pub (who have no where else to park) and sometimes due to swimmers using the pool at Birklands in Hest bank Lane. A more general problem is parking adjacent to property on many of the village roads causing narrowing, or worse, obstructing pavements. There is often space within the drives of the properties concerned.

3. Reducing journeys

The School Travel Group is pursuing various initiatives to discourage children being driven often trivial distances to school and thus adding to the congestion and dangers in Shady Lane. "The roads are too dangerous" is the reason given, but the problem is more complex than that having more to do with today's pace of life and lifestyles. Hard choices have to be made and innovative transport projects embarked upon.

The high ownership of motor vehicles may be due to relatively poor transport. It could be that the provision of a car club could reduce car ownership, particularly second and subsequent cars. The mode of transport decisions could be based on average costs (including capital and fixed annual) rather than merely marginal costs. It would also make access to motor vehicles more accessible to those households that presently do not have vehicles. Such an innovation could reduce traffic levels and difficulties people have parking.

Walking, Cycling and Riding

One of the attractions of this village is that parts of it retain their ancient country feel. Some of the village roads are still, in places, country lanes. This means they often have no pavements, so in several parts of the village the roads are our footpaths.

Pavement provision on roads leading to the School, the Recreational facilities around the Memorial Hall and the Church are in urgent need of review and the Parish Council and the School are already studying part of this problem. It will be necessary to extend the enquiry to roads leading through Hest Bank to the shops and to the bus stops on the Coastal Road and to pedestrian access to Summerfield Drive. Hest Bank Lane is also lacking a short section of pavement.

The increasing demand for paved footpaths along the roads arises from the increasing speed and weight of the traffic in the village. The built-up area of Slyne-with-Hest lies largely between the A6 and the major route of Coastal Road/Marine Drive but the most threatening traffic is generally using the unsuitable roads of the village to make short cuts from the Halton/Kellets area to Morecambe, Bare or Torrisholme. This suggests that making the village a 20mph area and restricting heavy vehicles is a possible solution of a major part of the problem. This solution also overcomes the fact that the two main pedestrian routes to the lower end of the village, leading to the shops and buses, pass over the two narrow canal bridges. The narrow canal bridges must be kept as they are listed buildings. If Hasty Brow is omitted on the grounds that enforcement of low speeds on a basically rural road is impracticable, the number of entry points to a restricted speed area falls to two from the A6 and three from the Coastal Road/Marine Drive. This is a neat proposal of relatively low cost.

The alternative approach, insofar as it involves widening and straightening roads during the provision of pavements, may not be an entirely satisfactory solution as it seems likely to result in an increase in traffic speed and an increased number of heavier vehicles. It also may involve the removal of some of the trees which form an essential part of the character of the village and which have been quoted as a major attraction by villagers.

Many people requested that pavements should be put in, though apart from the "Church Triangle," this would involve appropriating parts of private property. It would also change the nature of the village. How can walkers, riders and drivers share the space in a safe way? Do we need to change our mind set? Most

"Better pavements for walkers."

residents are, at one time or another, also drivers. We need to behave such that the village becomes a safe place to walk in and drive carefully through. Many participants at the exhibition felt they could live with a 20mph limit the entire length of the main village and a proposal for such in Appendix D.

Significant numbers of people were negative about traffic lights and speed bumps. Traffic islands and changed rights of way at certain junctions were seen as a better way to slow traffic down (and more crossings -see below). More signs within the village which draw drivers' attention to the fact that no pavements mean there may be walkers, cyclists and horses having to share the road/lane with them, may also be a way forward. Footpaths are dealt with further in the environmental section (Section 6.)

Crossings

There may be a case for more regulated crossings in the village, particularly because of the need to cross roads to keep on the pavements. The School Travel Group is pressing for a crossing opposite the school in Shady lane. Several people have requested more crossing points on the Coastal Road/Marine Road, in addition to the one at the Station. A crossing at the top of Marine Road, just below Rushley Drive, would also link the two halves of the footpath from the shore to Mowbrick Lane and a further crossing on Coastal Road just adjacent to Green Acres would link the path from the Canal to the shore at Redbank. There is also a North Bound bus stop near here. These may not get heavy use but they would make crossing this very busy road safer and would redress the balance a little in favour of those who walk round the village rather than drive through it.

Cycle Paths

The cycle path from the village to Lancaster and Carnforth along the canal tow path is welcome and used extensively. Signs on the towpaths exhorting cyclists to be considerate of walkers and walkers to be aware of cyclists would help everyone. It would be good to cycle to Morecambe via the promenade legally.

The Northern Bypass

During the course of the preparation of the Parish Plan, LCC voted to adopt the northern route for a M6-Heysham link road after rejection of the westerly route by central government. A plan of the proposed route was brought by Lancaster City Council to the public exhibition in March. This was a new and contentious issue at the Exhibition. Most of the views expressed were against building the bypass. There will be a junction with the A6 at Beaumont Gate Farm. (In the survey about 50% were in favour of a junction and 50% against.) The proposed road will undeniably have an environmental impact which could affect the village It is being built for Heysham and Lancaster

"I have difficulty crossing the road due to the constant traffic and speed at which they travel."

relief and does not directly address any existing transport issue in the parish but may change traffic patterns in and around the village, some advantageous and some definitely not so. The road should give speedy and convenient access to the M6 motorway and reduce congestion in Lancaster but it might draw more traffic on to roads in the parish and create difficulties for those wishing to travel between the parish and Lancaster at peak times via the A6 through Skerton. (By diverting some traffic that would have previously gone via Junction 34 or from Morecambe Road - but this is only conjecture)

Other possible effects are:

- A degree of noise pollution from the road itself. A lot depends on how it is built and the land contours. Will developmental "creep" be permitted in its vicinity?
 - May increase the traffic on the A6 between the Junction and Bolton le Sands, though traffic to Carnforth (perhaps not Crag Bank) is likely to use the present motorway junctions.
- "No Bypass!"
- May reduce the traffic on Coastal Road/Marine Road?
 - Should reduce the traffic going to the motorway via Bottomdale and Halton Bridge and thus the traffic crossing the A6 at Manor Road/Bottomdale
 - Traffic to enter the village via Hest Bank Lane (where traffic will double) and less via Manor Road/Hanging Green Lane
 - There is no clear reason why it should alter the total amount of traffic coming in to the village.

Preliminary surveying has started. LCC are proposing to make their planning application in the summer of 2005. If the decision for the road is not called in by the Department of Transport the road is due to be completed in 2010 at a cost of £92 million (at 2003 prices.)

Suggested Action Points

1. Investigate the possibility of re opening Hest Bank Station.
2. Press for 20 mph limits in parts of the village, particularly where there are no pavements. Possibly the entire village between Hasty Brow and the Coastal Road.
3. Seek police cooperation for more rigorous enforcement of speed limits on Coastal Road and A6 through Slyne. Investigate the regulations concerning speed cameras on these roads.
4. Explore ways of reclaiming the village roads/lanes for walkers, riders and cyclists, whilst acknowledging that most of us are motorists too. Pavements where possible and traffic calming methods (which are sympathetic to the rural nature of the village) including better and more advisory sign posting. Designate some lanes as “quiet lanes.”
5. Support the School Traffic Group to reduce car to school usage.
6. Mount an awareness campaign in the village to reduce dangerous and inconsiderate parking.
7. Press for further cycling, walking (and bridle) routes particularly into Morecambe/Torrisholme.
9. Look at the issue of road crossings and whether more are needed particularly in Shady Lane and on Marine Road and Coastal Road.
10. Parish Council to oppose northern by pass because of loss of habitat, green belt, increased noise, atmospheric pollution and the fact it will not ease the congestion into Lancaster. Also the possibility of in fill between the main village of Slyne and Lancaster would detract from the physical, ecological and visual distinctiveness of this landscape. If built, the northern by pass must not be allowed to change the nature of the village in respect of commercial development or housing, which is not consistent with the village plan.
- 11.

Section 6 - The Natural & Built Environment

A brief description of the local environment was covered in Section 2. In Section 6 a more detailed description of the local conditions are outlined and the principle issues of concern are considered.

The Built Environment

The village buildings of Slyne-with-Hest achieve a reasonably balanced whole despite having four very different elements in their makeup.

The two old settlements which form the basis of the present built area are essentially stone built houses dating from the middle of the 17th Century. Slyne village was the larger of the two and is a Conservation Area. Hest, although smaller, retains a number of stone buildings of the same age grouped around the Hest Bank Hotel and Hest Old Hall the latter of which is possibly the oldest unaltered building in the district. Luckily the modern building abutting Hest Old Hall provides an acceptable bridge to the modern idiom. (Photo)

The amalgamation of the two townships began in the 1940's with the building of an estate of small houses and bungalows down the slope from Slyne towards Hest. The style is now regarded as 'Post-War Unimaginative' but the garden areas were large enough to allow the owners to plant small trees soon after their arrival which has resulted in a maturity clothed by trees. This reflects the old trees abundant in the village from earlier generations. Nearly every aspect in the Slyne housing has the tops of mature trees as a backdrop over the roofs.

The two main thoroughfares connecting Slyne-with-Hest (Hest Bank Lane and Hanging Green Lane) are lined with slightly earlier speculative building consisting of larger detached houses of very varied design situated in the larger gardens preferred at that time. Houses of this type continue below the Canal to the Coastal Road. Among these houses are several designed by Thomas Mawson

“Preserve the stocks and other ancient artefacts.”

which are historically significant buildings of the early 20th century. Thomas Mawson lived on Hest Bank Lane for many years.

In recent years only small additions have been made to the village housing usually by dividing some of the larger gardens, as infill. Many of these buildings have been satisfactorily accommodated but it is now noticeable that some of these properties have been erected in inadequate space, leading to a huddled appearance, so destroying the balance of much larger areas. The character of the built-in environment of the parish needs to be maintained.

A further item needs to be mentioned. Both Hest Bank and Slyne were provided, during their building, with a small shopping centre each for smaller day to day purchases. Both centres have shrunk because of the rise of the Supermarket

system with its dependence on universal car ownership. Several shops still function however while others have been altered into houses. With excessive car use now being discouraged for environmental reasons and reaction against monopolistic tendencies of supermarkets, it seems necessary to try to maintain a supply of suitable premises for future shops, in what is now a completely built environment. The village survey showed a desire to “shop local” as discussed in Section 4. It may become necessary for the Parish Council to use the powers granted to it to resist further reductions in the availability of such premises. New businesses may therefore emerge given the caveats listed in Section 4.

The Landscape & Natural Habitats

Despite high density housing in the village, the Parish of Slyne-with-Hest has a rich and diverse natural environment. The landscape slopes from its highest point of 100m in the north-east corner of the parish down to its western coast line and its southern junction with the Lancaster City Boundary. The surface is covered with rich glacial clay which has been eroded into two, low, north-to-south ridges separated by erosion valleys now devoid of watercourses but liable to flooding in periods of high rainfall. In the lower south-west section of the parish coastal drumlins vary the landscape and result in marshy areas stretching in from the coastline. The actual coastline consists of salt marsh with gravel banks at the high-tide level.

The grazed fields around Slyne village still retain evidence of medieval ploughing and abound with species-rich ancient hedgerows. Surviving today is a rare example of a medieval cattle rake, this was used by farmers to bring cattle up from grazing land safely past arable crops to the farms for milking. The only major old stone walls, resulting from the building of the Lancaster to Heron Syke Toll Road in 1750, add visual character to what is now the valley containing the A6. Otherwise it is the ancient hedgerows and trees which define the character of the farmland landscape.

A valued feature of the village is the large number of mature trees among the houses and the grass verges outside some houses separating them from the road. Small areas of ancient woodland are still present in the village and are covered by Tree Preservation Orders and there are many significant specimens. The parish has two active tree wardens. There is now a need to replace old, diseased and windfall trees throughout the parish to maintain these valued and important features.

Rakes Head off Hest Bank Lane; (Grid Ref SD 471656) is a Lancashire Biological Heritage Site. The area is 3.7 hectares and the site was approved in September 1993. This includes a narrow belt of broadleaved woodland known as Reanes Wood. The site also comprises of a shallow valley, the low lying parts of which are subject to flooding. The habitats include open water, swamp, fen, grassland, scrub, hedgerows and broadleaved woodland. The site is important as it supports a population of a protected species, the great crested newt. Smooth

S **“Keep it peaceful.”**

newt, palmate newt and frog are also present. Invertebrates recorded include the scarce scavenger beetle. Plants include nodding bur-marigold, water pepper, amphibious bistort, brooklime, gipsywort, pondweeds and sedges.

What Residents Value

The Parish survey, collected by questionnaire, has confirmed that residents value their village community and rural setting with its many trees, hedgerows and variety of flora and fauna. The easy access to shoreline and recreational footpaths through fields and along the canal were also valued, as the following table indicates:

Table 5²

Q. What Local Environment Features Should be Preserved/Protected?

<u>Environmental features</u>	<u>% Hous ehold s</u>
Trees	32.4
Open Spaces	28.9
Shore	23.3
Green Belt	22.3
Canal	19.5
Village Green	16.2
Recreation Ground	11.6
Footpaths	10.1
Buildings	7.6
Hedgerows	7.3
Biological Heritage Site (Rakes Head)	6.6
Wildlife	3.3
Building density	1.8

The household questionnaire indicated that there is a high general interest in

² Slyne with Hest Parish Plan Household Survey

footpaths encompassed two distinct subjects; pavements and recreational footpaths. Issues regarding pavements have been covered in the Transport section (Section 5.)

Recreational Footpaths

Responders cited the easy availability of rural walks as a positive advantage of living in the village. The Parish contains part of the North Lancashire coastal path along the shoreline and a large number of rural footpaths throughout the parish are used regularly by villagers and also by visitors setting out on longer walks.

Until the recently the Parish Council has been able to maintain the foreshore which is much used, to the satisfaction of the regular walkers. The improvement to the surface of the canal towpath has also been a great benefit to our recreational walkers and those travelling through by narrow boat. The large number of rural footpaths and narrow lanes which have survived within this rural area were listed as desirable features in the village survey. They are used regularly for exercise and recreation by a considerable number of residents and by the residents of adjoining villages including Skerton, Bolton-le-Sands, Torrisholme and Bare. Problems in the foreshore and canal area arise from the need to access and cross the Coastal Road with its 40 mph speed limit. The path down Station Road leads to the only pedestrian crossing over the Coastal Road and is much used because of this.

Hanging Green Lane and Shady Lane are a much used routes taking walkers to the footpaths extending to the south and east of the village. The ancient village Rakes Lane, now usually called Old Bob's Lane, is a popular route leading to the Canal Towpath in either direction and to Bare and the Promenade. The North Lancashire Bridleways Society wish to create a shared-user path from Slyne-with-Hest to Torrisholme along Old Bob's Lane. At the moment there is a railway branch line, by the golf course, which is only used once a week, which stops this pathway. The route would give a cycle, foot and bridleway for all from the village to Morecambe. A map of the main footpaths is in Appendix E.

The footpaths east of the village are also well used. Feeder rights of way make access from Slyne easy and the A6, with its 30mph limit, is easier to cross than the Coastal Road. The southern section usually referred to as Black Castle Lane is understood to have been closed to all but local traffic and leads to a green footpath back to Slyne from near Beaumont Hall. These eastern parish walks are popular because of the relative absence of traffic and are used by residents of Skerton as well as of Slyne-with-Hest. There are however, many reported incidents of extensive fly tipping of commercial and domestic waste down Black Castle Lane. The possible building of a Northern Bypass will adversely affect the Black Castle Lane walks. LCC plans indicate a diversion to a foot and cattle bridge over the proposed route.

“Improve Old Bob's Lane for all seasons.”

The Parish Shoreline with Morecambe Bay

Of particular importance within the parish is the coastline with Morecambe Bay. This is an historic and beautiful natural setting with fine views over the bay to Grange and the Lake District hills. Travellers have been crossing the sands from Hest Bank from as early as eleven hundred. The monks of Furness Abbey used this route to inspect their property at Beaumont Grange. Since these times, up until the coming of the railway travellers crossed the sands by foot and by stagecoach to take a short cut to Lancaster. As the safest route across the shifting channels and sinking sands, it usually meant that the traveller arrived at Hest Bank and also departed from there.

The area between the last fields and the mean high-tide line is owned by the Parish Council for the benefit of the parish residents. This visually attractive area is heavily visited by residents and visitors from Lancaster and much further afield. To this end the Parish Council permit car parking seasonally except when the grass areas are closed off to allow regeneration. The area is common land and open under the Freedom to Roam Legislation. There are many organised Cross Bay walks from the shore from May to September. These attract many visitors and tourists to the parish and raise valuable funds for charities.

The beach is tidal with salt marsh mud and sand flats. Sheep are grazed on the marsh by local farmers. The tidal channels are constantly changing and in 2004 the Hest Bank wharf was uncovered. Built in approximately 1820 it was used to load and unload commodities from boats in the bay which were then transported onwards via the canal. This continued until the railway took over in the 1850's and gradually the wharf was disused and covered over by the shifting sands. The site has been extensively examined by members of the Local History Group and the County Council Archaeological Unit.

The area below the mean high tide line is an environmental site of international importance being a Ramsar Site and a Special Area of Conservation. This status attracts large numbers of birdwatchers during the winter months. It also requires care to restrict, as far as possible, unnatural disturbance to the environment.

The Parish Council's responsibility starts at the north end of Morecambe Promenade and stretches to the boundary with Bolton-le-Sands (except for a short section owned by a commercial organisation which has been allowed to form a large and unsightly car park by hardcore tipping). The coastline here changes from the inter-war year's atmosphere of the Promenade and assumes its natural condition which continues for many miles, effectively round the bay to Barrow in Furness.

For generations cockles and shrimps have been harvested from the sands at Morecambe Bay. In 2003 large gangs began travelling from cities further afield to extract cockles as stocks were depleted elsewhere and large financial rewards could be obtained from foreign markets for the cockles. The extraction of the

cockles by gang labour has been detrimental to the environment of the beach and to the bird life. The litter and the abandoned vehicles on the beach left by the cocklers together with lack of lavatory facilities has caused pollution on the shore. The tides surge into the bay very quickly and the bay is a dangerous environment. and respected by local fishermen. In February 2004 Hest Bank hit the news as tragically 21 Chinese cockle pickers lost their lives in the bay. In April 2005 cockling was banned by North West Fisheries because of the low level of juvenile and breeding cockles in the beds. The habitat of the shore must be allowed to recover and not to be allowed to be devastated again. The extraction of shell fish needs to be monitored and controlled by the agencies concerned.

The Parish Rural Area.

The built up residential areas are surrounded on three sides by farmland generally devoted to grazing. This area covers some 400 hectares (?) representing some two thirds of the total area of the Parish. The rural footpaths crisscrossing the land also tie into the Canal Towpath at many points, giving easy and much used access to level walking with superb views across Morecambe Bay to the Lakeland Mountains. Some of these old lanes such as Powder House

“I wish there were no cocklers!”

Lane and Ancliffe Lane are little used by motorised traffic. Cyclists, walkers and horse riders would appreciate their designation as Quiet Lanes.

The proximity of the City of Lancaster creates potential planning pressures on the rural character of the parish, giving rise to a number of concerns; urban sprawl and the destruction of trees, woodland and ancient hedgerows. Also, the siting of telephone masts which affect views and are not in keeping with the rural nature of the area. Is of concern The green belt must be preserved and not eroded away by developments such as the proposed northern bypass or new industrial and residential buildings. There are many examples of sympathetic conversion of redundant farm buildings and these are to be encouraged. However, extensive development in the fields surrounding the parish would adversely affect the character of the parish and lead to an undesirable situation where Lancaster and the surrounding villages start to merge into one ribbon development. This would lead to the destruction of natural habitats and the beginning of the end for village community.

Suggested Action Points

1. Increasing care is needed by the Planning Authority to avoid damage to the built environment by excessive infill building.
2. Increasing care is needed by the planning authority in its protection of trees in its planning decisions.
3. Tree preservation and preservation of ancient hedgerows. Need to continue to replace trees lost by disease and windfall. To preserve areas of wild plants and wild life in the parish and on the shore.
4. We need to keep the Parish distinct from other built up areas and preserve the green belts.
5. Produce a Village Design Statement for the future development of utilities, farming or building so that they do not detract from the physical, ecological or visual distinctiveness of this landscape. All plans need to demonstrate a harmony with the present understanding of the landscape.
6. Need to continue the Cross Bay walks with the local experienced guides and fishermen.
7. The high Recreational Footpath usage should be drawn to the attention of the Planning Authorities. The use of the lanes and paths by cyclists and horse riders should also be considered. Signs to warn motorists of horse riders at:- Road to Halton and on entrances to the village of Slyne-with-Hest
8. Continue to employ lengths man to aid the maintenance and improvement of the village and its amenities.
9. The shoreline needs to be maintained. Restrictions put on over extraction of the shell fish. The shoreline and environment should not be destroyed by heavy industrial vehicles collecting sea foods. Organised beach clean days and volunteers from the parish should be encouraged to continue regular beach cleaning.

Section 7 - Conclusion

The Parish of Slyne-with-Hest is a dynamic community in a beautiful location. It has a long and interesting history. According to our research there is a high level of satisfaction with the social and community aspects of the village among residents. Many people have chosen to live here because of the beautiful environment and the convenience of its location.

The extent of the built environment within surrounding the parish boundary, means that there are many pressures on the natural environment. There is a need to preserve the best of the local houses and distinct buildings styles. Also to protect the layout and character of the place, by controlling new developments and alterations. Equally important are the elements which make this community a special place to live; vista and views need to be protected from domestic and public amenities such as telecommunication masts.

The trees, grass verges and hedgerows, rural lanes and footpaths, and the shoreline all contribute to the parishes unique character and residents sense of place. However, we are not complacent and the village needs to move forward. Small scale economic development is desirable, supporting what we have and encouraging new businesses that serve local needs are to be welcomed. Many of our community are car owners and users, however, there is a feeling that the car is dominating our road usage and we need to reclaim the roads and lanes for walkers, cyclists and riders.

Slyne-with-Hest is a desirable community for commuters and the retired, house prices are high and pushing some out of the market. There is a need to retain a balanced population and a level of services for those residents who cannot easily access them elsewhere. There are small pockets of need within this generally affluent community, those on low incomes, the elderly and older young people have needs which are overlooked and require the attention of agencies.

Residents, the Parish Council, other councils, government and voluntary agencies can do much to improve the conditions of life for inhabitants. Based on comprehensive research the recommendations for action are detailed at the end of each of the previous sections. The suggested action points are in no particular order of priority and require discussion with agencies concerned to develop a comprehensive Action Plan for the next ten years. There is much that residents themselves can do and other actions that require the support of outside agencies.

s
an, January 2006

“What do you wish for?.....Everybody taking their role in improving the village.”

Section 8: Links & Sources:

- ◆ LCC document "Best Foot Forward" July 2004, asks the question," Why encourage walking?" It answers it with:
 - Sustainable transport; walking is often under-emphasised mode of transport
 - Health; walking is the best overall physical activity
 - Community; walking can promote a sense of community
 - Economy, the local economy benefits directly from walking.
 - Leisure; 49% of adults regularly go on walks

- ◆ car club, see www.carplus.org.uk

- ◆ The North Lancashire Rural Transport Partnership exists:-
 - To promote social inclusion by improving rural transport services through a community development approach
 - To consult with and involve residents to identify transport needs
 - To set up transport schemes to improve accessibility to jobs, shopping, education, training, health services and social activity.

Their officer lives locally and is keen to help us in the parish.

- ◆ Dial-a- Bus and Dial-a-Ride operated by Lune Valley Transport Enterprise tel 01524 844944

- ◆ Lancashire C.C. operate a general travel line tel. 0870 6082608 and an Internet based public transport journey planner.
- ◆ A school travel line exclusively deals with school transport enquires tel. 01772 849111(9 to 5 Mon to Fri.)

- ◆ Lancashire C.C. has signed up to the 'Travel Wise' campaign which promotes alternatives to car journeys like cycling. Public transport, better use of cars, walking and working from home Details can be found on LCC's Environment Directorate Internet web site at 'Travel Wise'.

- ◆ 20mph at the school and recreational areas, a plan of the areas and a small written description of the problem areas are needed. Nina Carter Environment Directorate PO box9 Guild House Cross Street Preston PR1 3BR

- ◆ To maintain footpaths and increase footpath signs contact: Footpath secretary Gill Gale 54 Morecambe Road LA3 3AD (01524 412487)

- ◆ The final 2004 Crime and Disorder Audit for the Lancaster District is now available on Lancaster City Council's internet pages. The Community Safety Partnership is currently drafting their new 2005-2008 strategy. This will be available for public comment by the beginning of March 2005. For further information please contact the communitysafetyteam@lancaster.gov.uk

- ◆ “Culture, Community, Policy- Cycling in the 21st Century”, includes a survey of users of the canal tow path in Slyne-with-Hest.
 - 14% of users, used the tow path as a means of transport to work
 - 80% used it as recreational and commented on the pleasant surroundings, convenience and also their personal fitness

- ◆ Lancashire County Youth & Community Service, rural teams worked in Slyne.
<http://www.lancsyys.org/lrt/>

- ◆ Slyne with Hest History Group are active in the village and have documented the historic houses and features of the Parish including the wharf.
<http://members.aol.com/swhhistory/OldHouses.htm>

Appendix A

Appendix B

List of Existing Voluntary Organisations/Community Groups

Name	Number	Meeting Place	Aim	Needs
Act I, Act II Theatre Groups	16 to 50	Memorial Hall	To entertain and raise money for charities, to introduce children to live theatre	A stage, willing to share lighting & sound equipment with others.
After School Club	40	Memorial Hall	Safe & enjoyable after school care for children & parents	Extending hours (before & holiday) more storage
Autumn Club	80+	St Luke's Church Hall	Friendship, entertainment	New members, funds for speakers
Bare & Hest Bank Ladies Luncheon Club	45+	Elms Hotel	Education, interest & social	To continue
Bridge Club	30	Tennis & Bowling Club	To play duplicate bridge	To continue
Equipment Fund Whist	DNR	Memorial Hall		
Floral & Horticultural Society	DNR	Memorial Hall		
Ladies Badminton Club	18	Memorial Hall	Badminton & social	To continue: younger players
Lancaster Scottish Dance Club	DNR	Memorial Hall		
Local History Group	35	Tennis Club	Explore parish history	Younger members
Music Time	25	St. Luke's Church Hall	Preschool music and movement class	
Mothers Union	50	St. Luke's Church Hall	Friendship and spiritual support for the family	

North Lancs. Bridleways Society	230	Memorial Hall	Raise awareness & projects	Better awareness, new tracks
Over Sixties Club	DNR			
Slyne with Hest Preschool	45	Memorial Hall	Preschool education & care	Committee members, outdoor play
Scouts & Guides Council	DNR	Scout Hut		
Sequence Dance Club	DNR	Memorial Hall		
Slyne with Hest Ladies Luncheon Club	47	Whitewalls Restaurant	Exchange of ideas, friendship	New members & speakers
Slyne with Hest Bowling Club	DNR			
Slyne with Hest Memorial Hall Management Committee	12	Memorial Hall	Provision of facilities	Improve hall, less grants, more support
Slyne with Hest Tennis Club	DNR			
Slyne with Hest Football Club	100	Football Ground	Junior & senior clubs	Extend pitch & facilities, finance & personnel
Weight Watchers	40	Memorial Hall	Promoting weight loss	To continue
Yoga Classes	25	Memorial Hall	Classic yoga	Involve more people

Survey conducted Feb. 2004

DNR = Did not respond to survey

Note: If we have missed out any groups or societies please let us know.

Appendix C

Table 1: Visible Businesses in Slyne-with-Hest

Food & Drink	
Ruby's Restaurant	6 Coastal Road, Hest Bank, Lancaster LA2 6HN
Whitewalls Restaurant	Hatlex Lane, Hest Bank, Lancaster LA2 6EZ
Hest Bank Hotel	Hest Bank Lane, Slyne, Lancaster LA2 6AH
Slyne Lodge	92 Main Road, Slyne, Lancaster LA2 6AZ
Cross Keys Hotel	Main Road, Slyne, Lancaster LA2 6AU
Sea View Chinese Take-away	2A Marine Drive, Hest Bank, Lancaster LA2 6EB
Station Road Deli	2A Station Road, Hest Bank, Lancaster LA2 6HP
The Shore Café	The Shore, Hest Bank, Lancaster LA2 6HN
Retail	
Hest Bank Post Office & Shop	2 Station Road, Hest Bank, Lancaster LA2 6EA
Slyne Post Office & Shop	2 Manor Road, Slyne, Lancaster LA2 6JY
Londis Minimart	13 Manor Road, Slyne, Lancaster LA2 6JY
Hest Bank Gallery	2 Marine Drive, Hest Bank, Lancaster LA2 6EB
Spare Moments	Hasty Brow Road, Slyne, Lancaster LA2 6AG
Services	
WebWys	9 Coastal Road, Hest Bnak, Lancaster, LA2 6HB
Hest Bank Kennels	74 Coastal Road, Hest Bank, Lancaster LA2 6HQ
Graphic Design	The Old Station, Coastal Road, Hest Bank, Lancaster LA2 6HN
Feathers Uni-sex Hairdressers	19 Hest Bank Lane, Slyne, Lancaster LA2 6AH
Webb G. C. (Hest Bank) Ltd	Hest Bank Lane Garage, Hest Bank Lane, Slyne, Lancaster LA2 6AH
Store And Premises	R/O 4 Lawson Place, Slyne, Lancaster LA2 6LG
Croftlands Caravan Site	Main Road, Slyne, Lancaster LA2 6AU
Country Style Hairdressers	10A Manor Road, Slyne, Lancaster LA2 6JY
Beverley Modley Beautician	1 Marine Drive, Hest Bank, Lancaster LA2 6DZ
Hest Bank Dental Centre	3 Marine Drive, Hest Bank, Lancaster LA26DZ
Joolz Design Studio (Kitchen Specialists)	5 Marine Drive, Hest Bank, Lancaster LA2 6DZ
Elizabeth Hoey Hairdressers	3A Station Road, Hest Bank, Lancaster LA2 6HP

Management Services Company	6 Station Road, Hest Bank, Lancaster LA2 6HP
R & W Howard Stables	The Shore, Hest Bank, Lancaster LA2 6EG
Shorefield Caravan Site	The Shore, Hest Bank, Lancaster LA2 6HW
VVV Health & Leisure Club	The Shore. Coastal Road, Hest Bank, Lancaster LA2 6BQ
Paul Newton – Civic Engineer Consultant	38 Hest Bank Lane, Hest Bank, Lancaster LA2 6BT
Data Management Resource	24 Station Road, Hest Bank, Lancaster LA2 6HP
Slyne Holiday Caravan Park	Bottomdale Road, Slyne, Lancaster LA2 6BG
Assembly & Leisure	
Memorial Hall	Hanging Green Lane, Hest Bank, Lancaster LA2 6JB
Scout & Guide Hut	Hanging Green Lane, Hest Bank, Lancaster LA2 6JB
Slyne Tennis Club	Hanging Green Lane, Hest Bank, Lancaster LA2 6JB
Slyne Bowling Club	Hanging Green Lane, Hest Bank, Lancaster LA2 6JB
Slyne-with-Hest C. E. School	Shady Lane, Slyne, Lancaster LA2 6JL
Slyne-with-Hest F.C.	Kellet Lane, Slyne, Lancaster LA2 6BJ
Facilities	
Public Conveniences	Canal Bank off The Crescent, Hest Bank, Lancaster LA2 6DP
Public Conveniences	ADJ Shorefield Caravan Park, The Shore, Hest Bank, Lancaster LA2 6HW
The Shore Car Park	Slyne-with-Hest Parish Council, The Shore, Hest Bank, Lancaster LA2 6HW
Communication	
Communication Station	Three LA0010 Beaumont Cote Farm, Kellet Lane, Slyne, Lancaster LA5 8AB
Communication Station	NTL Site Number 10335, Kellet Lane, Slyne, Lancaster LA2 6BJ
Residential & Retirement	
Greenroyd Residential Home	27 Hest Bank Lane, Hest Bank, Lancaster
Lonsdale House	1 Lonsdale Road, Hest Bank, {No longer in business}
Slyne House	Throstle Grove, Slyne, Lancaster
The Thorns	1 Coastal Road Hest Bank, Lancaster
Agriculture	

Thornburrow, W. & Son, Hammerton Hall Farm	Slyne, Lancaster
Casson, P, Beaumont Gate Farm	Lancaster Road, Slyne, Lancaster
Helliwell, S,.Standerlands Farm	Lancaster Road, Slyne, Lancaster
Hoggarth, R,.Belmount Farm & Manor Farm	Slyne, Lancaster
Ward, A,.Ancliffe Hall Farm	Slyne, Lancaster
Casson, W.B. & Son, Cote Farm	Nether Kellet, Lancaster
Burrow, E. & M,.Ashton House Farm	Slyne, Lancaster

Table 2: Examples of Businesses that operate from Residential Addresses

Builders Plumbers Electricians Hairdressers	Cycle maintenance Tutors Consulting mathematicians	IT consultants Window cleaner Physiotherapist
--	--	---

Appendix D

Appendix E

