

AONB Draft Plan Response

Response from Community Rail Cumbria, including the Furness Line Community Rail Partnership, to the Arnside and Silverdale DPD consultation, December 2016.

Community Rail Cumbria (CRC) and the Furness Line Community Rail Partnership (FLCRP) are grateful for the opportunity to comment on the DPD and our comments are based on agreement with the document's section 2.2.1 objective VII which sets out support for sustainable forms of transport. Section 4.5 refers to Arnside and Silverdale and the need for parking and the FLCRP supports this need at the stations as set out below.

Again, we agree with section 4.7, AS11 and the support for public transport and the need for parking at Arnside and Silverdale railway stations (4.7.4 and 4.7.7).

The FLCRP has worked with the Morecambe Bay partnership to facilitate a consultant's study into the feasibility of a cycle/walking route across both the Kent and Levens viaducts. Such a link, if feasible and affordable, would give better access to Arnside station.

On p.67, AS17 sets out proposals for the old station yard at Arnside and the proposed developments can be supported as they would give a better access route to the up-platform (Lancaster direction) of the station and would provide much needed additional parking space. Some of the land shown on the plan is in Network Rail's ownership (the old track-bed of the Hincaster branch) and would need to be hard surfaced and marked out for parking as part of any development proposals.

With regard to AS26-AS27, the FLCRP's concerns at Arnside include the lack of an accessible route between the platforms. At present, passengers and visitors to the station site have to use a foot bridge or take a long, unlit and partly unsurfaced route between the platforms. Part of this long route involves walking along roads without pavements. An accessible, ramped bridge, possibly incorporating a viewing area across the estuary would be the ideal, though costly, solution to this access problem between the station platforms. The other concern is the lack of visibility when leaving the old goods yard by car and trying to join the traffic on the Milnthorpe – Arnside road.

The FLCRP is please to see reference to Silverdale station and proposals for the old goods yard site in AS28-S70. Car parking is needed at the station and this could be provided on the site identified. However, as at Arnside, there are access problems between the platforms. Network Rail wishes to close the barrow crossing across the tracks giving the only access between the platforms. The proposed car park provision would increase the use of the crossing that Network Rail wants to close. As at Arnside, the ideal, and costly, solution would be to provide an accessible bridge between the two platforms. Providing level access to the up-platform across RSPB land would not resolve the access problems at Silverdale as

then the only access between the platforms would be for passengers to walk along narrow, busy roads with no pavements.

Currently Arnside station is being used by about 110,000 passengers p.a. and Silverdale is being used by about 55, 000 passengers p.a., but as these figures are based on ticket sales, the real figures are probably higher and could grow again when parking becomes available. The FLCRP and CRC would be happy to work with the AONB, planning officers, Network Rail and developers to improve facilities at and access to the stations at Arnside and Silverdale.

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