

OVERVIEW AND SCRUTINY

CANALS TASK GROUP

Update Report

10th January 2008

PURPOSE OF REPORT

To update Members on work undertaken by the Canals Task Group.

This report is public.

RECOMMENDATIONS

- (1) That the upcoming site visits be noted and that the issues raised by these site visits are considered at the following meeting of the Task Group.**
- (2) That the representations of users and parishes (Appendix 1) be noted.**
- (3) That the Biological Heritage Status of the Canal and the site description (Appendix 2) be noted.**
- (4) That the information gathered regarding Satellite Navigation Systems be noted.**
- (5) That the information regarding bridges across the Canal be noted and future work considered.**
- (6) That the data received from the questionnaire undertaken by Lancaster Canal Trust be noted.**
- (7) That the Group note current uses of the canal and consider potential further uses of the canal.**
- (8) That the Group consider the evidence given on residential moorings.**
- (9) That the information in this report, recommendations and discussion thereon be forwarded for consideration in forming the recommendations of the Canals Task Group**

This report is part of the evidence gathering process of the Task Group and may not indicate the views of the Task Group.

1 Introduction

- 1.1 Invitations to the meeting have been made to owners of residential moorings and users of the canal.

A briefing note will be produced by Gary Bowker, Senior Technician in Planning Services and member of the Cycling Demonstration Town Steering Group on accessibility and issues for cyclists along the canal. This will be distributed before the start of the meeting.

1.2 Site Visit

Two site visits have been arranged; to walk along the canal and to travel along the canal in a canal boat.

Members are asked to consider what they see on these site visits and discuss issues raised at the following meeting of the Task Group.

1.3 Representations

Further representations have been received from Ellel and Over Kellet Parish Councils, the Horse Boating Society, Lancaster Group of the Ramblers Association and Community Leisure Development at Lancaster City Council. These can be found at Appendix 1.

2 Details

2.1 Biological Heritage Site

Information was received from Natural England and Lancashire County Council regarding the canal's position as a Biological Heritage Site.

Natural England stated that Biological Heritage Sites are areas of land or water rich in wildlife outside Statutory designated Sites of Specific Scientific Interest (SSSIs). They form a network of non-statutory wildlife sites throughout the county of Lancashire which, together with SSSIs, support the best areas and the county's most important sites of wildlife or biodiversity interest. A site description has been produced of Lancaster Canal, this is attached as Appendix 2 to the report.

In view of the identification of the Lancaster Canal as a Biological Heritage Site, by the BHS Partnership which includes Lancashire County Council, Lancashire Wildlife Trust and English Nature (now part of Natural England) particular care needs to be taken as regards to any development that affects its interest (which includes banks, tow paths and the water body of the canal itself) in order to ensure that its wildlife interests are not unduly damaged or affected.

2.2 Satellite Navigation

There is currently no separate satellite navigation system for lorries. As a result lorries are being sent down roads that are unsuitable for large vehicles.

The Vale of Glamorgan Council is trialling a new road sign to try and stop lorry drivers with Sat Nav from using unsuitable roads. The signs picture a lorry and a satellite with a red line through them and bear the message 'Unsuitable for Heavy Goods Vehicles'. If the signs prove successful during the trial then they will be used at other locations throughout Wales.

West Sussex County Council issued (18th April 2007) a map-based leaflet showing recommended lorry routes across the County. The aim of the leaflet was to make up for the failings in 'sat nav' systems which often direct lorry drivers to unsuitable roads. Local Authority Restrictions do not currently feature on sat nav systems.

Garmin, a manufacturer of sat nav reported to whatcar.com in August that it was working on products specifically for lorry drivers. These special systems would include information such as bridge heights and weight restrictions.

The Department for Transport is aware of the problem and is funding the Freight Best Practice Programme which is investigating the use of Sat Nav in freight operations. This programme has already recommended that further enhancements to the route data within these devices is essential to make them 'freight friendly'.

The Freight Transport Association reported in August 2007 that it was asking suppliers to produce satellite navigation systems which are more compatible with freight operations. The Association has identified a list of data items that its members say are necessary. These include vehicle width, height and length restrictions, pedestrianized areas and local lorry bans amongst others.

2.3 Bridges Across Lancaster Canal

The following information has been received from Ian Whittle, Group Engineer - Bridge Maintenance at Lancashire County Council.

The bridges over Lancaster Canal are owned and maintained by a number of owners. British Waterways owns bridges carrying the highway, footpaths, public rights of way and private accesses. Lancashire County Council owns bridges carrying the highway and footpaths, and Network Rail owns bridges carrying railways. There may also be other private owners.

There are no structural height or weight restrictions on any bridge carrying the highway over/under the canal. However there may be environmental weight restrictions. Further information is being awaited from Lancashire County Council regarding environmental weight restrictions and this information will be passed on to Members as soon as possible.

Sections 1 and 2 of the Road Traffic Regulation Act 1984, as amended, are used by a highway authority to make a Weight Restriction Order prohibiting certain vehicles from using a bridge which has a load bearing capacity less than that required to safely carry all vehicles permitted under 'The Road Vehicles (Construction and Use) Regulations 1986' or 'The Road Vehicles (Authorised Weight) Regulations 1998'. Warning signs should be erected in accordance with Traffic Signs Manual Chapter 4 using guidance from BD21 and BA16 to determine the appropriate weight restriction with appropriate advance signing. The load carrying capacity is determined by a principal inspection and structural assessment calculation. The load carrying capacity of most highway bridges has recently been determined following the introduction of the European 40/44tonne lorry and the exercise will conclude shortly.

The County Council undertakes general inspections on its bridges at the frequency recommended by the recently published 'Code of Practice for the Management of Highway Structures' i.e. on a biennial basis. The Code also recommends that structural assessments are undertaken every 12 years and it is the county council's intention to comply with this recommendation. Faults identified in inspections are risk assessed, prioritised and rectified accordingly. Faults/damage that compromise public safety are immediately rectified, either permanently or, by the imposition of temporary safeguarding which may include some temporary restrictions.

British Waterways have a rigorous inspection plan of the bridges that they own over Lancaster Canal. Each month an inspector walks the length of the canal to report on any defects or problems. Annually an engineer examines the structures along the canal to confirm their condition and that there are no risks associated with the structures.

If it is thought that the problems caused to the bridges are because of specific reasons that could be remedied through traffic measures, British Waterways liaise with the highway authority to identify the best way to reduce the risk and to put measures in place.

Reports of damaged bridges often come from the Police and members of the public. When reports of damage are received a supervisor views the bridge to establish the extent of the damage and to make sure the bridge is safe.

If problems with bridges are discovered they are prioritised and fed into the work programme, works must also fit within the general maintenance budget, which is limited. Therefore if a large amount of damage occurs to a bridge which needs to be repaired immediately, other projects with lower priority are generally pushed further back.

2.4 Lancaster Canal Questionnaire Results

Helen Thomas from Lancaster Canal Trust has collected, analysed and summarised the results of a questionnaire that Lancaster Canal Regeneration Partnership and Lancaster Canal Trust have undertaken in respect of boaters on Lancaster Canal. Further information can be found at Appendix 3 of the report.

Before the beginning of the Ribble Link season in 2005, the then Northern Reaches Restoration Group (now the Lancaster Canal Restoration Partnership) and the Lancaster Canal Trust got together to produce a questionnaire for boaters. The reasoning for this was that it was hoped that the information would be useful in persuading funding bodies such as North West Development Agency that there was great tourist potential in extending the canal to Kendal and also quite a large amount of money coming into Lancashire and the North West from boaters sailing from Preston to Tewitfield – and back.

The questionnaire was distributed, courtesy of British Waterways along with the Ribble Link pack and Hire boat companies were asked to give it to hirers. It was published on the websites www.thenorthernreaches.co.uk and www.lancastercanaltrust.org.uk as well as on British Waterway's notice boards along the length of the canal. Boaters were encouraged to return it by the offer of a brass plaque for their boat.

Since the beginning of 2005, 1,224 boats have come up the Ribble Link. Of these 130 (some being hirers and some are permanently on the Lancaster Canal) have completed the questionnaire, which translates to approximately a 10% response.

Boats have travelled from all over the country – as have their owners/hirers (though the hire boats have obviously not come up the Link). People from New Zealand take pride of place for coming the furthest distance, but there are also those from far off parts like Canterbury, Weymouth, Glasgow, Linlithgow, Pwllheli and Peterborough. One boat was brought on a lorry to Glasson Dock from Grangemouth and another sailed across Morecambe Bay from Barrow in Furness.

In all, 29 of the boaters couldn't remember, or didn't want to say how much they had spent, but the rest spent an average of over £427 per week. When it is considered

that some boats (17) stayed for over 6 months it means a lot of money was being spent in Lancashire.

Boaters didn't just stay on the canal, most visited all the towns, villages, pubs etc along the length of the canal and many took to their feet, bikes, buses or trains to venture further afield to the Lake District, Carlisle, Barrow, Eskdale and Ravensglass, Yorkshire Dales, Fleetwood, Blackpool, St Bees, Newcastle upon Tyne, Southport and Rawtenstall. While nearer home, Lancaster, Morecambe, Heysham, Hest Bank and Glasson were also favourite spots.

Reasons for visiting the Lancaster Canal included 'Ribble link', 'lock free' and 'beautiful landscape', but many were wanting to get as far north as they could on the English Canal System and some came 'because it's there'.

2.5 Usage of Lancaster Canal

Figures released by British Waterways (BW) for the period January to the end of October 2007 showed that 222 boaters used the Ribble Link during that period. The figures did not show the direction of travel but BW has previously indicated that the Lancaster Canal is at full capacity for boat moorings. Additional marina moorings being provided and planned will increase that capacity.

A pedestrian counter has monitored people using the canal tow path in Lancaster and from the beginning of January 2007 to the end November 2008, 39,219 people had passed that point. There is no differentiation between local residents and visitors to the area. The peak month is October, followed by November and September. This indicates an annual use of the towpath in the city of about 41,000 people, many of whom are likely to be residents.

2.6 Current Uses of the Canal

Boating	<p>Lancaster Canal is navigable by boat for 41 miles. It is a contour canal, the full length of the canal is lock free making it popular for the experienced and novice alike. To Glasson is a more challenging journey, there are six locks taking you to Glasson Port in Morecambe Bay.</p> <p>There are several hire bases on the canal to rent a boat for a cruising holiday. Following the construction of the Millennium Ribble Link, boats can be brought from anywhere else on the waterway system.</p>
Canoeing	<p>A permit is required to use the Canal obtainable from the Waterway Office. A number of canoe clubs use the canal including Garstang Canoe Club.</p>
Fishing	<p>Lancaster Canal is an important match fishery. Most fishing takes place between Preston and Carnforth with roach, bream, tench, perch and gudgeon being the main species. Pike are also widespread and reach 20lb in their preferred areas. Anglers can use the canal all year round, but must adhere to the Waterways Code.</p> <p>A permit is required to fish on the canal, in addition to the standard Environment Agency rod licence. There are two types of permits one can purchase for the Lancaster Canal, depending on how much fishing you plan to do. These are the Waterway Wanders Permit which allows one to fish on many of the canals in the north west including all 55 miles of the Lancaster Canal. For 12 months, this costs £15.00 for adults, or £7.50 for juniors, OAP & Disabled. Monthly & day permits are also available. One day is £2.00 adults, £1.50 concessions. One month is £10.00 adults, £5.00 concessions.</p> <p>The Waterway Anglers Together permit is available for members of angling</p>

	clubs. Participating angling club pay an Annual Registration fee of £365. Participating clubs then obtain permits valid for a whole year for each and every member of the club for 99p per member. British Waterways is also opening a new fishing lake at Borwick.
Cycling	Four lengths of the canal are open to cyclists. Preston terminus (Ashton Basin) to Cottam Hall (Bridge 17) (3.1km): Join the path at Ashton Basin, Tulketh Brow or the access ramp in Haslam Park. Exit at Cottam Hall Bridge. Haverbreaks, Lancaster, to Beaumont Turnpike Bridge (4.8km): Join the path from A6 Beaumont Bridge right through the city centre. Exit below Haverbreaks Bridge. Bridge 110, Lancaster, to Crag Bank, Carnforth (7km): Join the path by the Spar at Beaumont, through to just south of Carnforth. Canal Basin to Bridge 129 at Hodgson's (0.6km): Access to the towpath from the A6, opposite Nu Way Acorn Marina. Bridge 129 Hodgson Bridge to Nu Way Acorn Marina is 1km. Due to resurfacing and improvement works on the towpath, it is now possible to cycle from Haverbreaks Bridge 95 to Hodgson's Bridge 129 as one continuous cycling section. Before cycling, a permit is needed which can be downloaded from the internet.
Walking	The canal is popular both as a walking route in its own right and as a base for exploring Lancaster. At many places there are links to public rights of way, making circular walks. Please see comments from Lancaster Ramblers Association attached in Appendix 1 to the report.

2.7 Potential Further Uses of the Canal

Members are requested to consider any potential further uses of the canal.

2.8 Residential Moorings

There are no fully residential moorings on Lancaster Canal, but there are 16 long term mooring sites with approximately 227 mooring spaces. The number of spaces can vary dependent on length of craft on site (2405 metres of moorings currently available).

All canal boats need to have a mooring arranged in order to get a license for their boat. The exception to this is if the boat will be cruising non-stop. Under these terms the boat must not stop in one place for more than two weeks.

S151 OFFICER COMMENTS

The S151 Officer has been consulted and has no further comments.

MONITORING OFFICER COMMENTS

The Monitoring Officer has been consulted and has no further comments.

BACKGROUND PAPERS

Waterscape.com
Questionnaire Results, Helen Thomas, LCT
Email, Ian Whittle, Lancashire County

Contact Officer: Sharon Marsh

Telephone: 01524 582096
E-mail: smarsh@lancaster.gov.uk
Ref:

Council

Email, Jim Trotman, Lancaster City Council

Email, Stephen Higham, British Waterways

Letter 22.11.07 Natural England

Satellite Navigation Devices, Report by Lloyd

Holliday to the Highways Advisory Board

13.11.07

'Ignore sat-nav' sign posted to protect
village, Article from Telegraph Newspaper

Why the printed word may beat sat nav,

Press release from West Sussex County

Council.

Appendix 1

Parish Councils

	Representations
Ellel Parish Council	<p>One of the main concerns we have and would like the group to address is that of regular maintenance, in particularly in relation to regular cleaning out of culverts. The Ou Beck flows through our parish when the canal was constructed the Ou Beck was diverted and no longer follows it's natural route but flows through a culvert underneath the canal. It is important that this culvert which is the responsibility of British Waterways is cleaned out regularly and kept clear so water does not back up and cause a flooding problem. With the huge increase in development at the University the volume of water flowing through Ou Beck has increased dramatically making it even more important the culvert is kept clear.</p> <p>There is an ongoing problem with dog waste and litter along the tow path. We have asked British Waterways to install dog waste bins but they have not been willing to do this.</p> <p>As regards leisure use perhaps some changes need to be made to accommodate the increasing number of cyclists, if the paths were solid, more like cycle tracks they would not be churned up by mountain bikers, at some points the footpaths disappear completely and walkers are wading through mud.</p> <p>Another problem is that of finding a way to harmonise the enjoyment people get from using the canal for leisure activities with protecting the wildlife and their habitats. Problems are caused by fishermen discarding their fishing line and hooks, over the years I have seen lots of ducks with their legs tied together with fishing wire and hooks through their beaks. Additionally many boat users (usually people who have hired boats for a day or holiday rather than regular users) exceed the speed limit and destroy the habitats of birds nesting along the canal banks, it would be beneficial if some measures could be put in place to protect the birds and wildlife that live in the vicinity of the canal.</p> <p>With regard to your final point on moorings, there does need to be collaboration with other districts along the canal in limiting the total amount of new moorings that can be created (I have in mind the huge development by Barton Grange at Bilsborough which out of the Lancaster district), Perhaps a wider view needs to be taken and other areas the canal passes through invited to participate so there is a consistent more unified initiative rather than just a pocket of improvement in Lancaster.</p>
Over Kellet Parish Council	<p>The Parish Councillors expressed the opinion that the Lancaster Canal provides an important 'lung' for the district and is valued very highly by residents and visitors alike. It is felt that the canal is well used by pedestrians cyclists and boaters and, whilst there are concerns over the presence of litter in the vicinity of the canal, it is no better or worse than other locations. There are however, some locations at which this could be a problem, usually in close</p>

	<p>proximity to access points and seats.</p> <p>In view of the quite nature of the waterway, it does prove to be valuable refuge for a varied and interesting range of flora and fauna. The present usage of the canal is such that wild-life can rest and flourish relatively undisturbed and any increased usage may lead to a deterioration in its appeal.</p> <p>It is felt that with the existing marina at Carnforth and the expanded marina and other accommodation facilities at Tewitfield that there is already sufficient development nearby. This would also apply if and when the proposed extension beyond Tewitfield to Kendal comes to fruition.</p>
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User Groups

	Representations
Horse Boating Society	<p>So far the Horse Boating Society (HBS) has not used the Lancaster Canal. However we hope to do so very much. I visit parts of the canal on foot each year, especially Lancaster itself, looking at this possibility. I used to live in the Lancaster area with my working horses and therefore retain a fondness for the local area. We are especially keen to try to work with British Waterways with the use of their horseboat Lady Fiona which is under restoration. I believe she might be the last surviving Lancaster barge.</p> <p>On my visits I have noticed several problems in the Lancaster area in particular.</p> <p>I will briefly outline these but I would be grateful of the chance to explain and discuss these in greater details soon. We have a guidance document, produced in 2005, which is currently being reviewed and updated.</p> <p>It is aimed at navigation authorities and local authority planning departments etc. I would think it would be very useful for Lancaster City Council to bring this to the attention of relevant officers.</p> <p>Problems:</p> <p>Towing Path surfacing</p> <p>1. Use of tarmac, especially on the steep slope of the turnover bridge in Lancaster near the Water Witch pub. This is very steep and horses are now likely to slip, especially when going uphill, and could injure themselves. We are particularly opposed to the use of tarmac on slopes and historic structures like the turnover bridge.</p> <p>There are safety issues - 1. horses slipping and getting injured 2. cyclists going faster than ever on the hill where there are poor sight lines, and their speed is causing accidents and near misses on the nationwide canal system 3. I spoke with a gentleman who slipped and fell on the tarmac as he went downhill and he had to go to hospital with an injured elbow.</p>

	<p>There are heritage issues - loss of the heritage ambience and the appropriate materials for the location and its use.</p> <p>Towing Line Use - horsedrawn boats or bowhauling by people</p> <p>2. Pubs with tables by the waterside in Lancaster with no provision for towing path use by the water's edge. Even a pedestrian cannot walk by the water bowhauling our boat in place of the horse, or bowhauling a boat with a broken down engine, because no access has been allowed for human or horse to walk by the water.</p> <p>3. Many signposts or other obstacles like posts for hanging baskets have been erected in the way of towing line use by horse or human. These signs and posts need to be erected at the back of the towing path so that they do not impede towing line use. There are several of these by the pubs in Lancaster.</p> <p>4. The speed of cyclists especially as they come through bridgeholes. I watched cyclists ignore the signs asking them to dismount in Lancaster.</p> <p>5. Bollards installed to provide some guidance about the position of the water's edge to motor vehicles using the towing path to access the Water Witch pub. The towing line would need to be carried over all of these and if it falls between them due to a moment's hesitation such as giving way to a pedestrian or cyclist then the line will snag. This will rip the towing line off the boat if the safety feature on the boat works or if it fails the horse will be dragged backwards. Is it appropriate to have motor vehicular use here? Presumably their problem is when backing up. If going forward the water's edge could be made clear with white paint on the towing path edge. It is likely that if horsedrawn vehicles accessed the pub in the past they would have been able to turn at the pub with no need to reverse.</p> <p>6. Motorbike barriers might be a big issue. I have not walked the length of the canal. They need to allow for boathorse use with certain requirements of width etc.</p>
<p>Community Leisure Development, Lancaster City Council</p>	<p>We use the canals at least every school holiday and also use it with schools and local community groups in between the holidays. We do sessions with children and adults both disabled and non disabled.</p> <p>We at the moment use 2 launching sites on the canal with our bellboat.</p> <p>The 1st is at Bolton le sands A6 lay by. This is usually a good launching site apart from lifting the bellboat up the pathway as it is not accessible for vehicles. The main problem we have had over the years with this is maintenance of the pathway. It is usually not cut back and quite overgrown with nettles and long grass either side thus making it a struggle to carry up there. Apart from that it is a great site to launch the bellboat.</p>

	<p>The 2nd launch site we use is Glasson dock basin. The problems we have hear are all about access. Firstly we cannot access the car park at the basin due to there being a barrier there where out van and trailer can not get through. Secondly, the gate at the side of the car park is padlocked therefore access is not permitted to the canal slipway there. At present whenever we have a session there, we have to park at the other side of the fence from the carpark, lift the bellboat over the fence and carry the bellboat a good 50 meters then go back to park the van and trailer some 80 meters away. We have however been told now that we can get a key cut from the marina so next time we are up we are going to see if this is the case and hopefully this will solve the problems we face.</p>
<p>Lancaster Group of the Ramblers Association</p>	<p>Our members use the canal towpath for group walks and for independent walks. It is a useful resource and is often used as a flat easy and direct route to complete a circular walk.</p> <p>In the Cumbria reaches the towpath is a public right of way and is mown in the spring to widen the walkable width. In Lancashire this is not done so the path is restricted to single line and gets muddy. Thus mowing would help.</p> <p>There are muddy sections both generally as in Deep Cutting and elsewhere in sections, as above.</p> <p>There is sometimes conflict with cyclists, especially in the surfaced sections where they go fast. Training of cyclists is needed and bells, and their use, should be a requirement.</p> <p>I expect that toilet facilities at marinas would be welcomed.</p> <p>The towpath is ideal for the less able walkers so good access points with gaps, or gates rather than squeeze stiles and steps may be better. These would be in the rural areas but I cannot think of an example at present.</p> <p>Other ideas may come to mind later</p> <p>We would be pleased to help with your study</p>

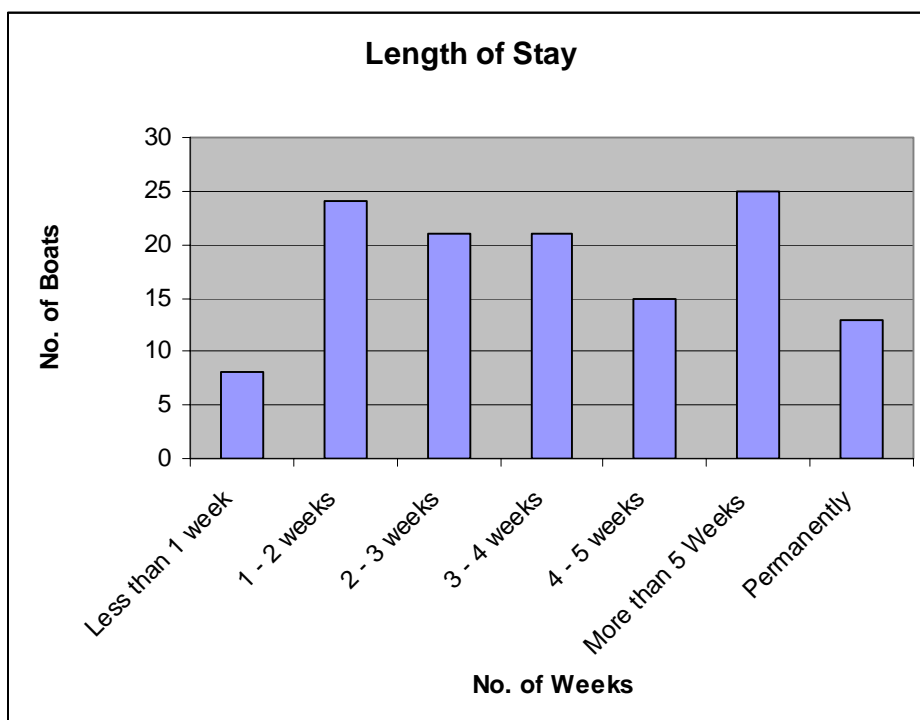
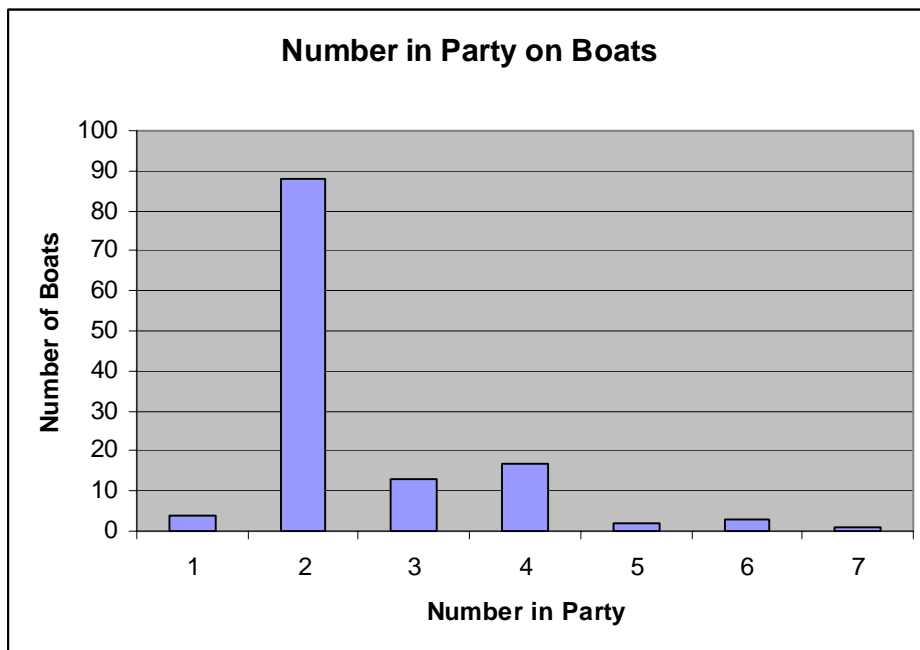
Appendix 2

<h1 style="margin: 0;">Lancashire County Heritage Sites</h1>			<p><i>Biological Heritage Sites Partnership: © Lancashire County Council © Lancashire Wildlife Trust English Nature</i></p>		
<h2 style="margin: 0;">Biological Heritage Site</h2>					
Site Name: LANCASTER CANAL, WHOLE LENGTH IN LANCASHIRE INCLUDING GLASSON BRANCH					
District: Preston, Fylde, Wyre, Lancaster		Grid ref: SD 520767 to SD 526302		Area (ha): 179.6	Ref: BHS LSCLA
Date of form: 10/97		Date(s) form revised: 05/02, 01/04		Site approved: 09/93	
Site Description:					
<p>The site comprises the entire length of the Lancaster Canal in Lancashire, from the Cumbria border near Burton-in-Kendal to Preston. It includes the Glasson branch and Glasson Basin. The canal is the largest and most species-rich water body in the county. It supports a very rich assemblage of plants and animals characteristic of slow-flowing water bodies. The canal is fed by Killington Lake in Cumbria and a number of feeder streams, which give rise to variations in nutrient status. This, together with a varying substratum, produces calcareous conditions further south and results in a diversity of plant and animal communities along the length of the canal.</p> <p>Approximately 250 aquatic and semi-aquatic plants have been recorded along the canal. These include several species in the <i>Provisional Lancashire Red Data List of Vascular Plants</i>, for example, greater spearwort, thread-leaved water-crowfoot, white water-lily, horned pondweed and Linton's pondweed. A rare hybrid horsetail (water horsetail x giant horsetail) occurs in one locality close to the county boundary. Other noteworthy species include sweet-flag, flowering-rush, fennel pondweed, arrowhead and grey club-rush. A number of <i>Red Data List</i> species recorded in the past (namely bogbean, soft hornwort, greater bladderwort, opposite-leaved pondweed and red pondweed) have declined and may no longer be present.</p> <p>Birds such as mallard, coot and moorhen breed regularly on the canal and kingfishers use it for feeding. The section between Glasson Dock and the county boundary is notable for regularly supporting more than eight pairs of breeding mute swans. Emergent vegetation is also a valuable habitat for birds such as reed warbler and reed bunting.</p> <p>The canal, with its marginal vegetation, provides a habitat for dragonflies and damselflies, including blue-tailed damselfly, common darter and brown hawker. It also acts as a valuable foraging area for bats, particularly daubentons. There is a bat roost in a canal bridge at Salwick.</p> <p>The embankments and towpath support additional semi-natural habitats, including grassland, scrub, hedgerow and woodland. Three additional species in the <i>Provisional Lancashire Red Data List of Vascular Plants</i> are associated with these habitats, namely round-leaved dog-rose, sweet-briar and sand leek.</p> <p>A 200m long bank of grassland adjacent to the towpath hedge near Stubbins (SD 509425) is also included in the site. Species present include lady's mantle, primrose, common dog-violet, lesser celandine, lords-and-ladies and field wood-rush.</p> <p>This form may contain privileged and confidential information. Permission must be obtained from Lancashire County Council and the Lancashire Wildlife Trust before reproducing or divulging information contained on this form to any party not directly in receipt of the form from the copyright holders.</p>					
Guideline(s) for site selection:					
Artificial Habitats (Ar1), Flowering Plants and Ferns (Ff3), (Ff4b), (Ff4a)?					
Owner/Occupier:					
British Waterways					
Conservation/Planning Status:					
Other Information/Comments:					
The site adjoins: BHS 46NE12 Lundsfields Quarry North; BHS 46NE10 Twaite End Pasture; BHS 46NE05 Crawstone Wood; BHS LSRLU River Lune; BHS 46SE02 Newton Beck Valley; BHS 45NE06 Park Coppice; BHS 45SE03 Ellel Grange Woods					

Appendix 3

Boat users travelling up Lancaster Canal visited the following attractions in the Lancaster District:

Lancaster	Williamson Park and Ashton Memorial, Butterfly House, Maritime Museum, Golf Club, City Museum, Market, Shops, Castle, Priory, Cathedral, Judges Lodgings and the Cottage Museum.
Morecambe	The town centre, visit by Steam Bus, Morecambe Bay, Cross Bay Walk, Happy Mount Park, Shops and the Library.
Carnforth	Train Station, Hairdressers, Vet, Park, Shops, Public House, Swimming Pool, Launderette and the Library.



Spend per Boat

Per week

