

**AREA NORTH COMMITTEE
24 FEBRUARY 2010**

ITEMS FOR INFORMATION

The items for information do not form part of the agenda. Should members have questions regarding any of the items please contact the officer shown underneath the relevant report. If, after discussing the item with the officer and it is felt appropriate, a member may request an item to be considered at a future Committee meeting.

- 1. Action List From Area North Committee – January 2010**
- 2. Langport to Martock Cycleway**

1. Action List From Area North Committee – January 2010

Action	By Whom	Outcome
Confirm actual allocation of car parking spaces for Great Bow Wharf, with planning consent	David Norris (Development Manager)	To be confirmed. Referred to Andrew Gunn, Case Officer for the current planning application, and Pauline Burr who is compiling an update report for the project as a whole.
Update Ward Member regarding the Westfield Scheme, Curry Rivel.	Adrian Noon (Major Applications Co-ordinator) and David Norris (Development Manager)	Meeting arranged with Yarlinton Homes representative, Ward Member and Development Manager.
Confirm progress of enforcement action on empty property in Langport	Area Development Manager (North)	Meeting held with relevant officers; next steps plan reviewed. Update to be provided once some further details checked.

2. Langport to Martock Cycleway – Item for information

Strategic Director: Vega Sturgess, Operations and Customer Focus
Assistant Director: Steve Joel, Health & Well-being
Service Manager: Katy Menday Countryside Manager
Lead Officer: As above
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[Report author – Charlotte Jones Area Development Manager, in consultation with Countryside Manager and Land and Property team.]

Purpose of the Report

To provide an update to the Area Committee on the current position and preferred next steps to develop improved public access along the former railway line between Langport and Cartgate, via Martock.

Public Interest

The creation of an off-road public route between Langport to Martock, and linking further to the Cartgate roundabout on the A303, has been a long term aspiration for the communities of the Martock and Langport area.

In recent years SSDC, has sought support for this ambitious project, partly through the development of an initial stretch from Langport to Muchelney under series of short term leases permitting public access.

Recommendations

- (1) Note this report, including the planned next steps in section X, supported by the existing provision in the Area Reserve of £1500 to support additional development costs.
- (2) Note that this project will continue to be developed under the auspices of SSDC, led by the Countryside and Area Development North Service Managers, with the goal of identifying the preferred form of ownership and / or management of the route in the long term

Background

Prior to 2003 SSDC secured two leases with two private landowners, forming a short stretch of a permissive right of way, between Langport and Muchelney. At some point, the payments on one lease lapsed for no apparent reason, however this has been addressed and back payments made. One lease expired in 2008, and the other is due to expire in 2012.

Issues & actions – short-term

Issue	Decision required (whose)	Implications
Current leases have lapsed and require renegotiation.	Endorse requirement to re-lease route from two landowners. (ANC)	Current negotiations in hand – indicate a budget of up to £3000 per year may be required. Maintenance – approx £700 per year.
Identify budget, and heads of terms, to complete lease agreements.	As above (Asst Director Finance)	May require a virement from another service budget. (Report September 10)
Which service team(s) maintain the Westover areas – cycleway, LVC and Westover overflow car park?	Confirm – who / service levels. (Director - Environment)	As above. Current maintenance of LVC carried out by Countryside sites team, this will continue. Current project to improve Westover overflow car park – will require some routine maintenance. Bid to improve this expected March 2010.

Issues and actions – longer term

Issue / action	Decision required (whose)	Implications
If route were improved / extended - Car parking – gateways / destination points.	Part of final feasibility.	Needs wider stakeholder involvement inc. SCC / Sustrans.
Prior work and research not easily accessible for handover and avoiding repeated work.	Secure additional time from Countryside team (funded from Reserve) (Countryside Manager & ADM North)	Needs authorisation for additional hours from within existing team. Can be covered from existing provision in Area Reserves.
Need to establish current capacity from Sustrans and position of route within SCC strategic programmes – LTP3 and ROWIP.	Establish whether either are potential project sponsors, and can advise on ownership issues. (Sustrans / SCC)	SSDC needs to develop this level of involvement if the opportunity exists.
Strong connections of this project to other 'access and active communities' programmes in Levels and Moors areas. Potential to support economy through sustainable tourism potential.	None – but needs evidence of impact within feasibility.	Consultation and evidence gathering from local business community (national research completed). Can be secured with in house resource with some additional hours.

Capital / revenue funding mix required, long term maintenance liability low, but ownership required and complex series of licences and leases.	Subject to final feasibility and preferred option for ownership being accepted. (Subject to preferred option!)	Positive view of capital and development funding required. Longer term revenue implications need finalising, but not unrealistic in terms of actual costs; the right business model is key.
Consider the opportunity to secure contributions towards the cycleway from planning obligations from major developments.	As part of planning decisions, based on local assessment of needs and standards	Planning obligations can cover many types of facility, with potential for conflicting priorities.

Summary

Whilst the long term project still appears ambitious and 'hard to reach', a number of recent changes make a way forward seem clearer, with sufficient resources to makes progress.

- Increased emphasis on sustainable transport, tourism and connecting communities
- Considerable feasibility work already completed, included ecological and economic impact assessments through the Waterlinks programme.
- Changing local authority structures, stronger focus on community led delivery and partnerships
- External funding programmes currently targeting this type of project – for capital and development.
- Sustrans winning the Peoples Millions – programme capacity – some projects may be slipping, leaving a gap for a new one.

Current planned actions – monitored through Area Development Plan

As identified in above tables – specifically –

- Complete retention of existing leases – NB: may require virement to support, and Area North 'grants' budget may be the recommended option. (Target date end March)
- Establish a short term in-house staff time to complete research and make all prior work accessible – including information for the public. Funded from the Area Reserve allocation (Target date end Feb)
- Make links with and establish position of and support for the project with Sustrans and SCC. (Target date – end May)
- Write up a feasibility and options appraisal report, and prepare bids for further development costs (assuming feasibility study recommendations are supported). (Target date August).
- Further update report – September.

Financial Implications

None from this report, although the renewed leases and maintenance budgets need resolution between service budgets.

Corporate Priority Implications

1.11 Outcome: A vibrant and sustainable Yeovil, Market Towns and Rural Economy

1.13 Outcome: A low carbon economy adapting to climate change

3.18 Outcome: Individuals and communities enjoying healthier and more active lifestyles

Area North Priorities 2009-10:

6. Retain and enhance key local services and business for residents, visitors, and employers, together with the necessary infrastructure to ensure their contribution to a vibrant economy and local quality of life.

7. Increase opportunities for residents and visitors of all ages to access and enjoy the built and natural heritage of Area North.

Carbon Emissions & Adapting to Climate Change Implications (NI188)

Sustainable transport solution for route between Langport and Martock / Cartgate.

Equality and Diversity Implications

The cycleway route is open to all sections of the community.

Background Papers: Various reports and feasibility studies.
