



**LANCASTER CITY COUNCIL**  
*Promoting City, Coast & Countryside*

## **Parking Strategy**

**August 2008**

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## Foreword

Modes of travel in the United Kingdom are influenced by convenience to the places where people live and work. The increase in car ownership and the failure to match this with improved and competitive public transport alternatives in recent decades has led to poorly sustainable transport systems. Increased commuting by car has led to gridlock and bottlenecks in many urban areas and on primary traffic routes. The serious traffic congestion in this District around Lancaster's one way system, and between the centres of Morecambe, Lancaster and Carnforth reflects this national problem.

The need to change travel patterns was recognised in a major shift in national planning policy with the Introduction of the Government's Planning Policy Guidance Note 13 "Transport" in 1994. The guidance argued that changing the way people travel and persuading people to live and work more sustainably would only be achieved if the use of the car were reduced.

The availability of parking influences people's decisions about where to live and work. In recent years access to ample parking spaces near homes has encouraged multi-car families and may have contributed to a willingness to commute longer distances to work. Restricting access to this form of parking in circumstances where suitable public transport is available is likely to make people think again about where they want to live and work, and about their choice of modes of travel. Such measures are intended to make a positive contribution to sustainable communities by reducing greenhouse gas emissions and inessential energy consumption in the hope of improving the quality of our local environment, and slowing down the rate of use of finite fossil fuels.

This Strategy document recognises that change in travel modes is desirable and important, and that effective management of our parking assets can contribute to encouraging this change. The Strategy draws on the advice and guidance contained within the Lancaster District Local Plan, the Joint Lancashire Structure Plan and the Local Transport Plan for Lancashire. The document will be used as a development framework to guide council officers and influence and direct the City Council in managing the parking assets in the district. It is not like a planning document that necessarily looks at wider issues arising in the local development framework.

It is recognised that the termination of the Lancashire Highways Partnership on 30 June 2006 has meant that the City Council may not be in a position to deliver some of the proposals contained in the strategy and action plan. Nevertheless, the strategy described in this document contributes to the priority to "Promote and enhance sustainable forms of transport and reduce private car use in urban areas throughout the district" that is set out in the Sustainable Community Strategy of the Lancaster District Local Strategic Partnership. Acknowledging the needs of shoppers, tourists and residents, it clearly places commuters at the bottom of the hierarchy of users of the scarce parking space in our urban areas.

**Councillor J R Mace, Cabinet Member with Responsibility for Community Planning and Transport – including Parking Policy**

Signed: \_\_\_\_\_