

Appendix 3: Traffic Management in Lancaster City Centre

Existing system:

Two TROs – The Lancaster Pedestrian Zone (1991) and the Church Street Order (1998)

Core Hours: 10.30am – 4.30pm

Exemptions during core hours:

Emergency vehicles (eg. Police, Ambulance, Gas) required in the case of an emergency

Bullion carrying vehicles,

Postal delivery vehicles and

Permit holders, being as follows:

Permit A: for blue badge holders over 65 or with vehicle tax exemption. Access to the zone and permission to park for no more than two hours.

Permit B: to carry out essential maintenance works

Permit C: for the servicing of market stalls (unclear position on whether this permit is currently 'live').

Pedal cycling along Church Street.

Exemptions outside of core hours:

Emergency vehicles (eg. Police, Ambulance, Gas) required in the case of an emergency;

Bullion carrying vehicles;

Postal delivery vehicles;

Permission for all Blue Badge holders (including Permit A) to enter the zone and park in a designated space;

Loading and unloading of goods vehicles (with no weight or width restriction).

Additional information:

Parking: 6 disabled spaces in Market Square, 3 disabled spaces in New Street Square.

Current parking provisions in the city centre:

Within 100 metres of Market Square: 110 standard but accessible spaces (Marketgate)

100-200 metres: At least 278 standard and 14 disabled off street spaces, 11 standard and 17 disabled on street spaces

Over 200 metres: At least 915 standard and 16 disabled off-street spaces, 122 standard and 4 disabled on street spaces.

Charter Market operative until 9.00am – 4.30pm (April – September) - 3.30pm (October – March – so vehicles accessing the zone for dismantling are contravening the TRO). Vehicles to be removed by 9.30am.

Loading bays provided on Spring Garden Street, Common Garden Street, Brock Street, Mary Street, Lower Church Street.

Issues regarding current signage and markings leading to difficulties in enforcement action.

Proposed experimental system:

One Experimental TRO - The Lancaster City Centre Pedestrian Zone.

Core Hours: 10.00am – 5.00pm

Exemptions during core hours:

Emergency vehicles (eg. Police, Ambulance, Gas) required in the case of an emergency

Bullion carrying vehicles,

Permit holders, being as follows:

Permit E: to carry out essential maintenance works

Permit M: to enable market stall holders to enter the zone to dismantle stalls from 4.00pm year round

Permit T: for various temporary access requirements eg. charity / promotional / cultural events

Pedal cycling along Church Street

Exemptions outside of core hours:

Emergency vehicles (eg. Police, Ambulance, Gas) required in the case of an emergency;

Bullion carrying vehicles

Loading and unloading of goods vehicles with a width restriction of 6' 6" (2 metres)

Additional information:

Parking: All nine designated disabled bays, including in Market Square, removed. Within the city centre, a move towards DfT recommendation of providing 6% of total parking capacity as designated disabled spaces. As a minimum offset the loss of the 9 bays by redesignating existing standard bays to disabled from the following:

Marketgate now considering an extra two bays (total of 7 disabled bays)

4 additional bays at St Nicholas Arcade CP (total 18 bays)

One additional bay at each of Nelson Street (total 8 bays), Lucy Street (total 2 bays) and Lower St. Leonardsgate (total 4 bays) - all off-street.

One additional standard bay at Upper Church Street (on-street) (total 4 bays)

and two bays in Dalton Square (on-street) (total 2 bays)

Additional bays at Parksafes (to be considered)

Charter Market to operate 9.00am – minimum of 4.00pm year round. All vehicles to be removed by 9.00am.

'Partnership Plus' already in existence represented by the City Council, Lancashire Parking Services, the Police and the parking enforcement contractor (NSL Services) but needs the commitment of all parties to joined up enforcement. Pragmatic approach required in cases of inclement weather based on prior communications between the Market Office and the group. Officers to be advised not to enforce against timely access / loading where Permit M is clearly displayed.

Need for additional loading bays and cycling provisions to be further considered.

Education process required.