

Catherine Potter  
Lancaster Morecambe Vision  
c/o Palatine Hall  
Dalton Square  
Lancaster  
LA1 1PW

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Our Ref: 52552TALT

Dear Catherine

**Subject: Lancaster Parking - Auction Mart Site**

Following our discussion on Friday, please find below the reasoning behind the proposals for the Auction Mart site in Lancaster as a suitable site for the Southern Inceptor car park as part of the Lancaster-Morecambe Transport Strategy.

Lancaster has 2,663 publicly available parking spaces within the city centre, 50% of which are controlled by Lancaster City Council in 16 separate sites, ranging from 15 spaces to 130 spaces. The current system requires drivers to circulate the one-way system hunting for a space, generating unnecessary mileage, impacting on congestion and adding to the air quality problems. The proposals in the transport strategy promote the use of park and ride for longer distance trips supported by two interceptor car parks, one at the northern end of the central one-way system, loosely the proposed Centros Miller facility or equivalent, and one at the southern end, currently envisaged as the Auction mart site, currently in City Council ownership.

The interceptor car parks would replace the 16 sites, providing broadly an equivalent number of spaces, to cater for shorter distance traffic or those choosing not to use the park and ride. A pricing policy for parking would need to be developed, however, it is envisaged that parking would be more expensive the closer you get to the city core. The purpose of this is to encourage the use of the park and ride, and alleviating the congestion into the city, or to encourage use of alternative modes for shorter trips. The proposed park and ride site at Salt Aire would serve as the interceptor equivalent from the west, being closer to the city core than the other park and ride proposals.

It is assumed that all the remaining council-operated car park sites would be available for redevelopment with limited parking provision. A further option might be to reserve a couple of the smaller sites for Blue Badge holders, encouraging such parking off street, rather than on-street.

Whilst the exact number of parking spaces in each interceptor car park would need to be agreed, replacing like for like parking provision would require around 750-800 spaces at the southern end

of the city. However, with certain other elements of the strategy in place, it could be argued that fewer spaces should be provided to encourage use of alternative modes. This would still be more than the 200-250 envisaged under current proposals.

Access to the Auction Mart site would need to be improved to cater for additional movements generated by a larger multi-storey car park. There are two options currently available from the south, firstly via George Street, and secondly via Brock Street. A third option might include the redesign of the junction adjacent to the canal (South Road/Thurnham Street/King Street) to introduce a right turn. All these would require detailed analysis and design work to identify a solution that would be acceptable to the Highway Authority (Lancashire County Council).

In summary, it would appear to be sensible to ensure that this site is not sold by the City Council until further discussions and analysis are undertaken to confirm whether this site is suitable for a southern interceptor car park, and indeed, whether interceptor car parks is the approach that is to be taken forward.

I hope this addresses your requirements. If you need any further information, please contact me.

Yours sincerely

**Sarah**

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