

Lancaster City Centre Parking Strategy March 2024



Final
Consultation
Draft
v1.00
for issue

Lancaster City Centre Car Parks: Council Owned Public Provision - Key Facts – Jan 2024

22 Council owned and operated public car parks

1,624 Council Owned spaces*

Largest – Castle 287 spaces*

Smallest – Wood Street 14 spaces

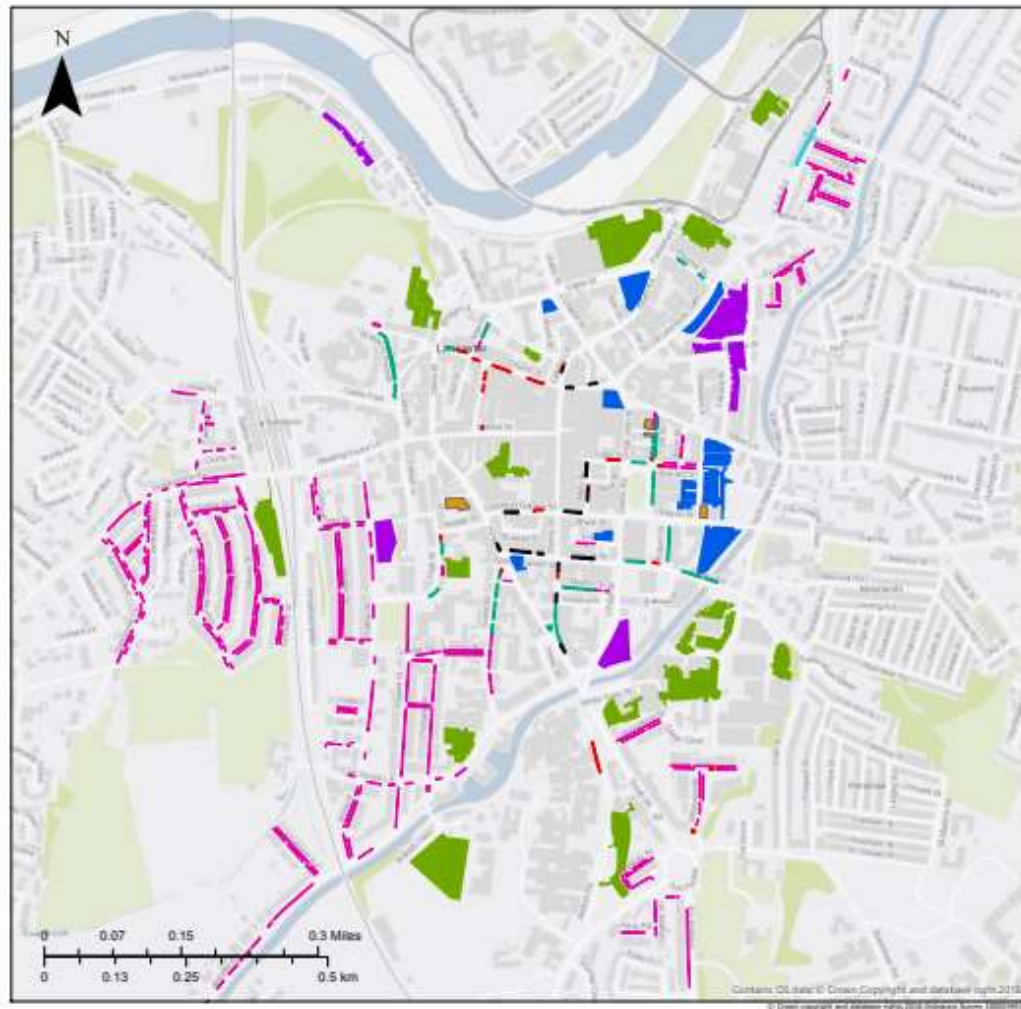
Average occupancy 70%

Peak occupancy December 95%

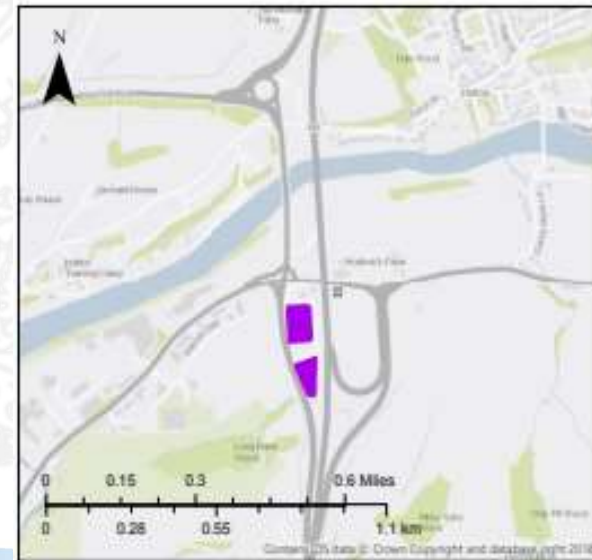
Lowest occupancy April 60%

*Includes Castle car park which is temporarily closed pending repairs and “permit only” spaces unavailable to all users.

Lancaster City Centre – All Parking Provision

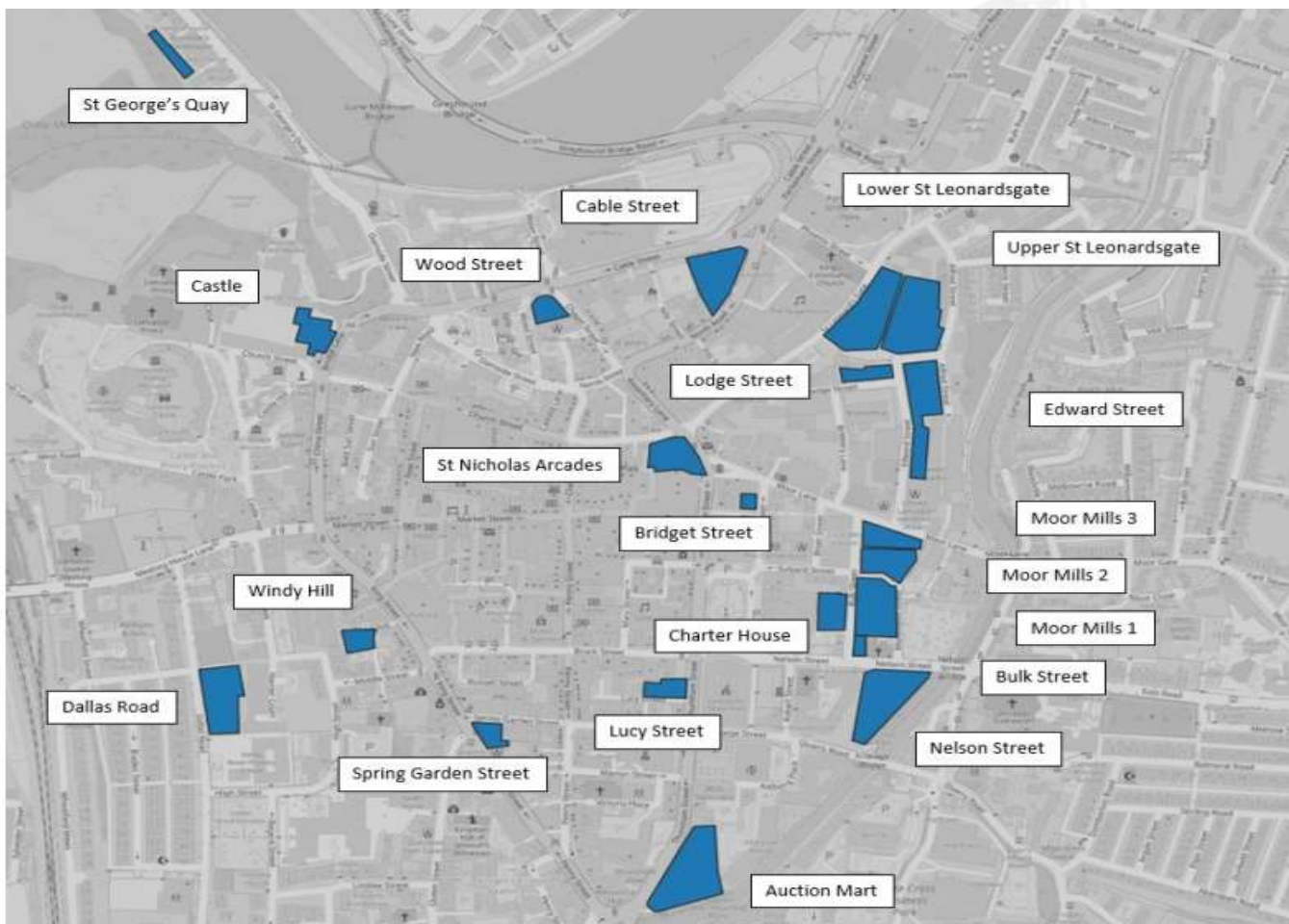


- Type
- Long Stay
 - Short Stay
 - Disabled Parking
 - Pay and Display
 - Private
 - Residents Permit Parking Zones
 - Private Permit
 - Loading Bay



Council Owned Public Car Parks

All general use and “permit only” locations (1624 spaces)



Location	Spaces
Auction Mart	120
Cable Street	83
Castle car park	287
Charter House	41
Dallas Road	88
Edward Street	89
Lodge Street	34
Lower St Leonardsgate	70
Lucy Street	19
Moor Mills 1	67
Moor Mills 2	43
Moor Mills 3	39
Nelson Street	120
Spring Garden Street	19
St George's Quay	46
St Nicholas Arcades	277
Upper St. Leonardsgate	133
Wood Street	14
	1,589

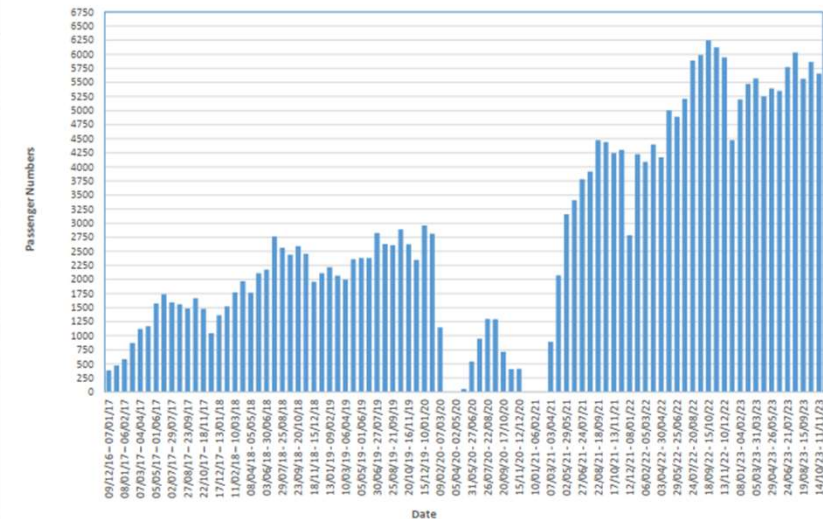
General use (1589 spaces)

Complementary Provision

- 6 coach parking bays are provided at the city council's Upper St. Leonardsgate car park (no dedicated driver facilities).
- Coach visitor drop off is generally made at Lancaster Castle and Rail Station environs.
- Park & Ride located at the junction of Caton Road and the M6 Motorway (Junction 34).
- Operated by Lancashire County Council with capacity for 650 vehicles.
- Bus every 15 minutes between 06:05 am and 21:05 pm Mon - Sat.
- Eden Project Morecambe planning permission incorporates use of 400 spaces (arrangements for use and turnover/relationship to non-Eden users to be confirmed).
- Potential medium to long term opportunities to enhance revenue stream (solar / vehicle electricity charging) and capacity (decking).

Period	Passenger Numbers (per period)	Average Passenger Numbers (per day)	Notes
30/05/21 - 26/06/21	3,409	213	Service runs 1hr later from 07/06/21
27/06/21 - 24/07/21	3,783	158	
25/07/21 - 21/08/21	3,915	163	
22/08/21 - 18/09/21	4,476	187	
19/09/21 - 16/10/21	4,439	185	
17/10/21 - 13/11/21	4,244	177	
14/11/21 - 11/12/21	4,302	179	
12/12/21 - 08/01/22	2,789	147	
09/01/22 - 05/02/22	4,224	176	
06/02/22 - 03/03/22	4,088	170	
06/03/22 - 02/04/22	4,397	183	
03/04/22 - 30/04/22	4,173	190	Easter holidays
01/05/22 - 28/05/22	5,002	217	Early May bank holiday
29/05/22 - 25/06/22	4888	222	Queen's Jubilee bank holidays
26/06/22 - 23/07/22	5208	217	
24/07/22 - 20/08/22	5,889	245	
21/08/22 - 17/09/22	5,988	280	
18/09/22 - 15/10/22	6,247	272	
16/10/22 - 12/11/22	6,121	255	
13/11/22 - 10/12/22	5,944	248	
11/12/22 - 07/01/23	4,472	213	Christmas and New Year
08/01/23 - 04/02/23	5,200	217	
05/02/23 - 04/03/23	5,474	228	
05/03/23 - 31/03/23	5,570	232	
01/04/23 - 28/04/23	5,250	239	Easter holidays
29/04/23 - 26/05/23	5,392	245	Early May and King's Coronation bank holidays
27/05/23 - 23/06/23	5,347	232	Spring bank holiday
24/06/23 - 21/07/23	5,772	241	
22/07/23 - 18/08/23	6,030	251	
19/08/23 - 15/09/23	5,565	242	
16/09/23 - 13/10/23	5,864	244	
14/10/23 - 11/11/23	5,656	238	
TOTAL (from contract start date 09/12/201)	253,472		

Park & ride bus passenger numbers:



Complementary Provision

- Private parking (table to right).
- Limited on-street parking provision.
- A mix of short-and long-term opportunities managed by Lancashire County Council.
- Blue badge – 5% of total “off-street” capacity. On-street free for 3 hours.
- Motorcycles – Unrestricted and uncharged in city council car parks.
- Taxi rank adjacent to the bus station.

On-street parking at:

- | | |
|--|--|
| <ul style="list-style-type: none"> ○ Castle Hill; ○ Church Street; ○ Dalton Square; ○ Friar Street; ○ George Street; ○ Quarry Road; ○ Queen Street; | <ul style="list-style-type: none"> ○ High Street; ○ Marton Street; ○ New Road; ○ Penny Street; ○ Phoenix Street; ○ Robert Street; and ○ St Mary’s Parade. |
|--|--|

Sainsbury’s, Cable Street	270	Free, customers only, maximum stay two hours.
Lancaster Station	165	Free up to 20 minutes, Daily: £12.00, Saturday: £4.00, Sunday: £4.00, Monthly: £166.00, Quarterly: £374.00, Annual: £1,200.00
Marketgate Shopping Centre	127	Mon-Sat: 08:00-18:00, Sun: 10:00-17:00. 0-1 hours: £2, 1-2 hours: £3, 2-3 hours: £4, 3-4 hours: £5, 4-6 hours: £10, 6-24 hours: £20
Kingsway Retail Park	91	Free, customers only
Aldi, Aldcliffe Road	80	Free, customers only, maximum stay 90 minutes. Mon-Sat: 08:00-22:00, Sun: 10:00-16:00. No restrictions outside these hours
Kings Yard	47	Up to 1 hour: £1.75, up to 3 hours: £3.00, up to 5 hours: £4.50, up to 10 hours: £6.50, up to 24 hours: £11.00. Maximum Stay 24 hours.
Damside Street	22	1 hour: £1.00, 2 hours: £2.00, 3 hours: £2.50, 12 hours: £6.00.

Lancaster City Centre Parking Capacity Data

Summary of data findings and most recent survey information available (Refer to **Appendix 1**):

- Use across the year starts rising in Spring leading to peak occupancy during December Christmas period.
- Occupancy declines with the low point being early February.
- Peak occupancy in mid-December.
- Even at peak, car park spaces are available with relatively efficient turnover.
- Unused spaces in late winter are likely to be the least popular car parks: Castle, St. Georges, and Upper St Leonardsgate.
- Officers observe “popular” car parks at the peak periods tend to over-fill (vehicles waiting within the car. park for a space to become available and, potentially, circulating “looking for space”).
- Across the entire year capacity exists and generally it can be considered there is ample capacity at most times, albeit supply is stretched at seasonal, school holiday and specific festival peaks with some impact on driver utility.
- Caveats that the variables and information / survey base is imperfect due to various factors which contribute to the reality of either under- and over- occupancy at any one time.

Lancaster City Centre Car Parks - Policy Context

- Climate Emergency declaration (in support of global and local action).
 - District Highways and Transport Masterplan 2016 and Lancaster Local Plan (and Local Plan Review).
 - Encouraging shift of trips to low emission modes.
 - Reducing car penetration into, and circulation around, the city centre.
 - Air quality/wider amenity improvement / accident reduction imperatives.
 - Council net income/budget considerations.
 - Canal Quarter Masterplan envisages surface car parks in phased release for housing over long-term.
- Local Plan seeks to provide an optimum number of public parking spaces which is: consistent with strategic policy imperatives; reflects changing transport needs; and supporting city economy/accessibility.
 - County's Lancaster District Transport Masterplan (2016) broadly sets out an ambition to reduce car penetration into the city centre and encourage shift to sustainable and active travel.
 - Sustainable Travel SPD (June 2022) – *“Car parks and their role should be rethought...Car parks should also be designed with the road user hierarchy as the foundation of design”* (although the SPD is relatively silent on further specifics).

Lancaster City Centre Car Parks – Policy Context

Global View

"Bridging the Gap" report notes:

"Government policy for transport decarbonisation relies mainly on the transition to electric vehicles and renewable energy to drive carbon reduction. It does not seek to deliver carbon reduction through systemic changes in the way we travel, despite the CCC confirming in its 2023 progress report that demand reduction, and more specifically the need to reduce travel by cars, vans and HGVs, as being an important factor of the strategy needed to meet net zero mobility objectives."

Source: <https://www.stantec.com/uk/ideas/topic/infrastructure/bridging-the-gap-understanding-uks-transport-decarbonisation-challenges.html>

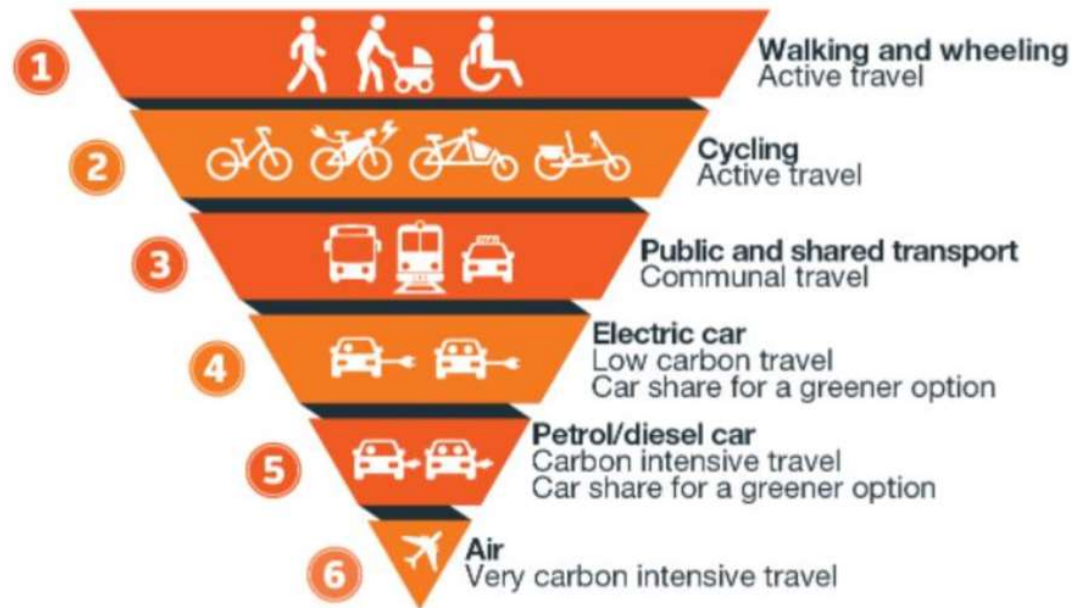
Local Plan

Local Plan Policy SG4, Lancaster City Centre - is key and includes the following narrative:

The Council will prepare a new car parking strategy for the City Centre which seeks to rationalise the number of car parking areas, allowing them to be managed more efficiently and reduce the flow of traffic into the gyratory system. The future strategy will address the location of car parking, the number of spaces required and the future role of the Junction 34 Park and Ride facility.

Sustainable Travel SPD (June 2022) – *“Car parks and their role should be rethought...Car parks should also be designed with the road user hierarchy as the foundation of design”*

- The road user hierarchy sets out travel network users in order of vulnerability and priority.
- The city council has accepted that the design of travel networks should facilitate the safe travel of the different user groups, starting at the top of the hierarchy or designing first for walking and wheeling travel.
- Car parking should be provided in locations which supports and contributes to the hierarchy and the wide policy goal of long-term reduction in car penetration into the city centre and car use.



Source: Lancaster City Council Sustainable Travel SPD (June 2022)

Parking Demand and Supply Considerations (1)

Strategic / Wider Economy

- Evolution of urban centres: traditional retail decline (although stabilising); continuing trend to e-commerce; growth in commercial leisure/night-time and cultural uses; increased community hub/services role; more homes/student accommodation.
- Post-Covid increase in home working has reduced overall day parking demand and brought more flexibility to working commute trip timing across the week.
- Cost of living crisis impacts on demand are uncertain and could work to both increase or suppress demand for certain groups.
- Long term sustainable growth/housing ambitions may increase city parking demand, particularly if developments are progressed without sustainable travel improvements.
- Both natural and planned housing, education, commercial and leisure sector growth may increase demand.
- Eden Project Morecambe “rising tide lifts all boats” in sub-regional economic activity.

Location and Quality

- Parking provision developed in an unplanned, ad hoc way. P&R came with no supporting bus priority infrastructure.
- Provision is low quality and repair/maintenance problems - there are long term issues / costs associated with maintaining existing MSCPs and surface car parking portfolio as commercial assets.
- Parking portfolio provides limited options for cycle / car sharing and car clubs, and sustainable and low emission travel amenity.
- Parking portfolio can be characterised as not being in the right place, with poor accessibility and requiring significant investment .
- Alternative physical provision of car parking in more sustainable/better locations is likely to be costly with location and delivery options are not straightforward either physically nor commercially.

Parking Demand and Supply Considerations (2)

Strategic Transport / Travel Factors

- Public transport is widely recognised as being insufficient for city business and community needs / demands particularly into evenings and services to rural areas.
- City council has limited control over major strategic public transport/highway improvement levers which could be employed to reduce car parking demand.
- Main levers are held by the county council as Highway and Transport Authority and (in future) the Combined County Authority.
- County council has obligations to improve city congestion/public transport (under the planning approval for M6 link).
- M6 link released city centre vehicle flow capacity – but perceived to be taken up by increased local traffic and may feed into the “default to car” as the more convenient / quicker travel option.
- M6 link has been strategically positive with major benefits for the city – but some potential negative externalities when looking at car parking and its relationship to commuter/leisure traffic flows.
- Absence of P&R/ordinary bus priority provides no incentive to use – P&R should be intercepting more “M6 / Caton Road origin” city trips than it currently does.
- Significant resources for infrastructure improvement and the mechanisms for improving availability of public transport are unlikely to be available in the short to medium term.
- Parking availability attracts vehicle movements and circulation to the city (commuting and leisure), although it is hard to disaggregate “through trips” from “destination leisure / commuting trips” in the flow count data.
- Future proportional increase in electric vehicles (car/buses) and autonomous vehicles use brings environmental benefits and lower emissions, although wide general uptake is delayed and promoting alternatives to car use is still desirable from the wider public policy perspective.

Parking Demand and Supply Considerations (3)

Other Local Factors

- Car parking plays an important role in city economy and its accessibility (particularly for less mobile/rural users).
- Business concerns around net loss of parking, both for general impact on town centre economy and more specific impacts on individual businesses / evening economy as public transport options are limited at certain times and for rural places.
- Tendency to understate the importance of non-car users to city trade (2019 city centre survey) and the local economic benefits of putting surface car parks to housing use (2019 Lancaster City Survey and Government data – see **Appendix 2**).
- GPS data across October 2022 to October 2023 shows current use of city car parks predominantly derived from trips originating from the LA1, LA2, LA4 postcodes (**Appendix 3**).
- Car parking is ordinarily available, is relatively inexpensive and (discounting the costs of car ownership) cheaper than using buses for short stays and offers greater utility for long stays (see **Appendix 1** Heritage City cohort comparison).
- Major employers, such as the city council, drive disproportionate use of parking permits and lack “travel plans” to reduce car use.
- The city council has no control over use policies/opening times for the private parking but could seek engagement in support of wider objectives.
- On-street parking – temporary initiatives reduce availability and emerging plans may lead to reduction in capacity (Dalton Square improvements).
- Resident concerns over increasing ad-hoc use in edge of centre residential areas through net loss of parking in the city.
- Coach parking availability is relatively low for a city centre with ambitions to improve its position and offer to the heritage tourism market.

Summary

- Car parking is a strategic transport lever / resource the city council can directly influence to achieve its objectives.
- Wider strategic car parking policy and its role in the sustainable travel agenda is unclear.
- There is good availability and capacity at most times of the day / week / year (notwithstanding specific peaks)
- Imprecise variables and information against an unplanned and poor-quality provision.
- There are opportunities for significant modal shift and desire in policy to reduce parking demand / car use.
- However, strategic public transport provision/infrastructure improvements are only likely to be achieved over the long-term rather than short/medium term.
- Mass shift to sustainable and active modes of travel is unlikely and there are practical reasons to “default to car use”.
- Demand / need for car parking is expected to be consistent for the immediate future and needs accommodating.
- With county council / Combined Authority engagement, in the medium to long-term, public transport options will improve.
- Historically parking has primarily been considered for its utility as a net income provider to the city council.
- Parking should be considered in a similar way to any other resource for its role in meeting council’s overall policy objectives (Outcome Based Resourcing) as there are potentially significant future issues associated with the portfolio.
- The council’s role in provision and its car park assets should be treated in the same way as any publicly provided resource and considered for its role in meeting council’s overall policy objectives under the council’s ongoing Outcome Based Resource based planning.

Car Parking Strategy Positioning

Experts define two poles of public policy making for car parking:

Decide and Provide:

Where priority is given to measures that are most likely to deliver environmental and sustainability benefits, encourage modal shift and promote public transport use over and above providing for private car user utility.

Predict and Provide:

Ensuring sufficient parking capacity is provided to accommodate all predicted car borne demand and growth regardless of other public policy goals.

The council is taking a balanced approach between these poles :

Incorporating measures that best meet overall council policy objectives without significantly impacting and actively assisting otherwise potentially competing wider public policy aims.

The strategy takes a position between and elements of both “Decide and Provide” and “Predict and Provide”. However, achieving a balance needs much more discussion across the range of probable outcomes of policy actions. This can impact on pushing forward with other policy objectives.

Lancaster City Centre Car Park Strategy - Key Aims

- Provision in the right locations reducing need for circulation/penetration into, through and around the city centre by private vehicles.
- Provide sufficient parking options to service the needs of the evening and cultural economy.
- Provide high quality and safe car parks (for both vehicles and users) which are attractive to customers.
- Ensure sufficient provision in good locations for blue badge holders, with a target of 6% as per Department for Transport recommendation.
- Promote the optimum use of land in support of the broad aims and objectives of city, county council, and other public policy objectives
- Help inform transport strategy, development decisions, and planning applications.
- Manage peak car park use by promoting alternative options.
- Ensuring the permanent car park offer is fit for the future; particularly use of electric vehicles and provision for alternative modes (cycle parking/car share hubs) and active travel amenity such as secure cycle storage.
- Provide a short term (up to 2 years) medium term (up to 7 years) and long term (10 years) action focus.

Specific Short to Medium Term Impacts on Parking Supply

- Castle car park – 287 spaces temporarily unusable since June 2023 (although occupancy was low before closure).
- Nelson Street – Loss of 126 spaces from mid 2025 to proposed Canal Quarter housing development.
- Coopers Field – Loss of 181 spaces (Upper & Lower St. Leonardsgate), and 6 coach parking spaces, to proposed Canal Quarter social / affordable with early enabling works scheduled to be completed by 2026.
- Space loss under agreed policy is currently 307 spaces in the short to medium term.
- Depending on housing proposal progress, at late 2026/2027 spare capacity could be eroded as follows: (peak occupancy of 85% = 1,332 spaces) minus the capacity of 1,568 spaces = currently circa 236 spare peak capacity.
- This is fewer than the “lost” 307 spaces (a likely estimated deficit of 71 spaces compare to existing full capacity).
- Council intends to bring Castle car park back into use before any net space loss – looking to resolve by 2025.
- Net loss of spaces would not affect the continuing availability of private parking provision, nor the availability of on-street parking provided by Lancashire County Council.

Potential Impacts

- Demand may balance out as users change behaviour to more off-peak trips in response (flattening the peak).
- May be migration to on-street spaces, private sector car parks, Park & Ride, other modes (positive) or to surrounding residential neighbourhoods / informal uncontrolled streets surrounding the city centre (negative).
- Could be net income loss however, development of car parks is not a “zero sum game” and net position of General Fund unlikely to be negatively affected (as noted in consideration of the Nelson Street development proposal).
- However, the council is seeking pragmatic mitigation/management of the potential space loss.

Lancaster City Centre Car Parks – Strategy (1)

- Due to the variables and information to hand, developing parking strategy is not an exact science.
- Strategy assumes close county council engagement in the short, medium and long-term approach to improving transport conditions/public transport options for the city (such as the ongoing work on Cycle and Walking Strategy).
- Need to better inform and engage stakeholders in strategic car parking and transport strategy work.

Short to medium term strategy focus:

- The city council aims to provide a portfolio of 1300 to 1400 publicly operated off-street spaces to provide sufficient capacity for currently identified peak demand periods.
- Gives context/flexibility to consider progression of early phase Canal Quarter development (particularly affordable housing) without risk of de-facto “moratorium” on agreed actions to relieve the housing crisis.
- Net income/position of General Fund should be maintained (although future decisions need to be based on the income situation at the time).
- Allows phased/controlled release of some surface car parks for housing development with the probability of no overt driver utility/neighbourhood issues.
- Impact of the approach will be closely monitored, and any negative impacts mitigated.

Lancaster City Centre Car Parks – Strategy (2)

Short to medium term strategy depends on:

- Fixing/changing utility of parts of the council's existing MSCPs and bringing back on-stream provision which is currently off-line (Castle car park due to re-open in 2025).
- Temporary provision/replacement options developed for car and coach parking while reflecting the aspiration for longer-term transport strategy improvements and permanent / better located car and coach parking / transport hub provision planning.
- Making small gyratory located car parks short-stay (up to two hours only).
- Temporary edge of centre parking/movement solutions looked at to meet peak demands (e.g. for Festivals) and encourage increased use of existing Park & Ride as "overflow".
- More efficient use of spaces by encouraging turnover and increased non-peak use to avoid "circulating" congestion on roads and waiting in car parks.
- Promote the use of modern technology for car parking payments.

Lancaster City Centre Car Parks – Strategy (3)

Long term focus

- Long term strategy for improved car parking provision and location for city centre agreed as part of wider public transport/alternative mode improvements and a strategic Lancaster City Centre Strategy and Transport Vision.
- Consider locations/business planning for replacement MSCP based transport hubs at edge of centre.
- Resolving strategic demand implications e.g. Eden Project Morecambe use of Park & Ride.
- Strategy for securing funding for strategic car parking improvements/delivery.
- Implementing contingency plans for any economic/accessibility/ neighbourhood consequences of parking space loss.
- Clarification of what role Canal Quarter land/uses to play in the strategic provision of car parking spaces (either in retention of land in current use for parking and/or as an area to locate new/replacement MSCP provision).
- Ongoing and better monitoring of car park usage to inform decisions.

Action Categories

Practical actions in the Short/Medium/Long term can be grouped as follows:

- **Parking provision**
 - Short to medium term temporary “supply side” provision to ensure maintenance of good peak capacity against planned space loss.
 - Short to medium term ad-hoc provision and transport (e.g. in support of festivals and events).
 - Long term provision and plan for better located MSCP based “transport hubs”.
- **Pricing and Tariffs**
 - Influencing user decisions, managing resource use/turnover, meet priority user needs.
 - Physical/on-line for under-utilised space/capacity, and efficient management of circulation.
- **Promoting active travel alternatives/communications**
 - For increased use of P&R, taxi, motorcycling, bus use, walking, and cycling (electric/traditional).
 - Major employer demand base reduction (includes city council).
- **Enforcement**
 - Maximising supply and efficient use of resource/turnover.
- **Cross-cutting technology**
 - Enabling/assisting the above actions (can be expensive but major dividends across all objectives).

Lancaster City Centre Car Parks – Action Plan (Short term)

Action	Who	Outcome / When	Priority
1. Work with the Castle car park owners to repair and reopen as soon as possible	Landlords	By late 2024/early 2025	High.
2. Research ANPR occupancy systems	Parking Services	Detailed specification and tendered price within 2024	High.
3. Develop and implement off-set temporary additional car and coach parking options for projected loss of Nelson Street and St. Leonardsgate	City council officers	By early 2025 deliver circa 70 to 150 spaces on council land	Medium.
4. Work with County on P&R improvements/ strategy (linked to wider strategy for bus priority)	City & County officers	By 2027	Medium
5. Ongoing tariff reviews reflect wider strategy	City council officers	Annually	Medium
6. Kingsway Long stay expansion	City council officers	Net gain: between 20 and 70 long stay spaces	Medium
7. Car club expansion/vehicle share	City council officers	By late 2024/early 2025	Medium
8. City council parking permits review	City council officers	By late 2024/early 2025	Medium

Lancaster City Centre Car Parks – Action Plan (Medium term)

Action	Who	Outcome / When	Priority
1. Develop a joint City & County Electric Vehicle charging strategy	Joint officer group & County Council	Within 3 years	High
2. Introduce ANPR enforcement when allowed by DfT	DfT	As legislation approves the use of ANPR to undertake penalty ticket enforcement.	Medium
3. Coordinate with city and county officers over the cycling & walking strategy	Joint officer group	Within 3 years	Medium
4. Information improvements including revamped wayfinding	Joint officer group & County Council	Within 3 years	Medium
5. Loss of space mitigation plan, i.e. convert three permit only car parks to short-stay	Joint officer group	Within 3 years	Medium
6. Managed and phased release of Edward Street to ensure limited “net loss”	Parking Services	Net gain: 42 (with a turnover parameter applied – 126). Balanced over 10-year project phasing	Medium

Lancaster City Centre Car Parks – Action Plan (Long term)

Action`	Who	Outcome / When	Priority
1. Plan for delivering two new transport hubs – North & South of the City	Lancaster City Council	To replace the covered car parks and feasibility completed within 7 years	High
2. Implement strategic approach to car parking agreed in partnership with County and emerging transport improvements	Parking Services & County Council	On-going	High
3. Review Castle & St Nicholas MSCPs condition and future utility.	Parking Services	Within 10 years	High
4. Close all small surface car parks	Parking Services	To cut down on circulation/space-cruising. Within 15 years	Medium
5. Real time information on occupancy and strategic signage	Parking Services & County Council	Within 10 years	Medium
6. Integration with sustainable transport messaging	Parking Services & County Council	Within 10 years	Medium

Lancaster City Centre Capacity Data and Most Recent Survey Information

Data range: April 2021 to March 2022 full year.

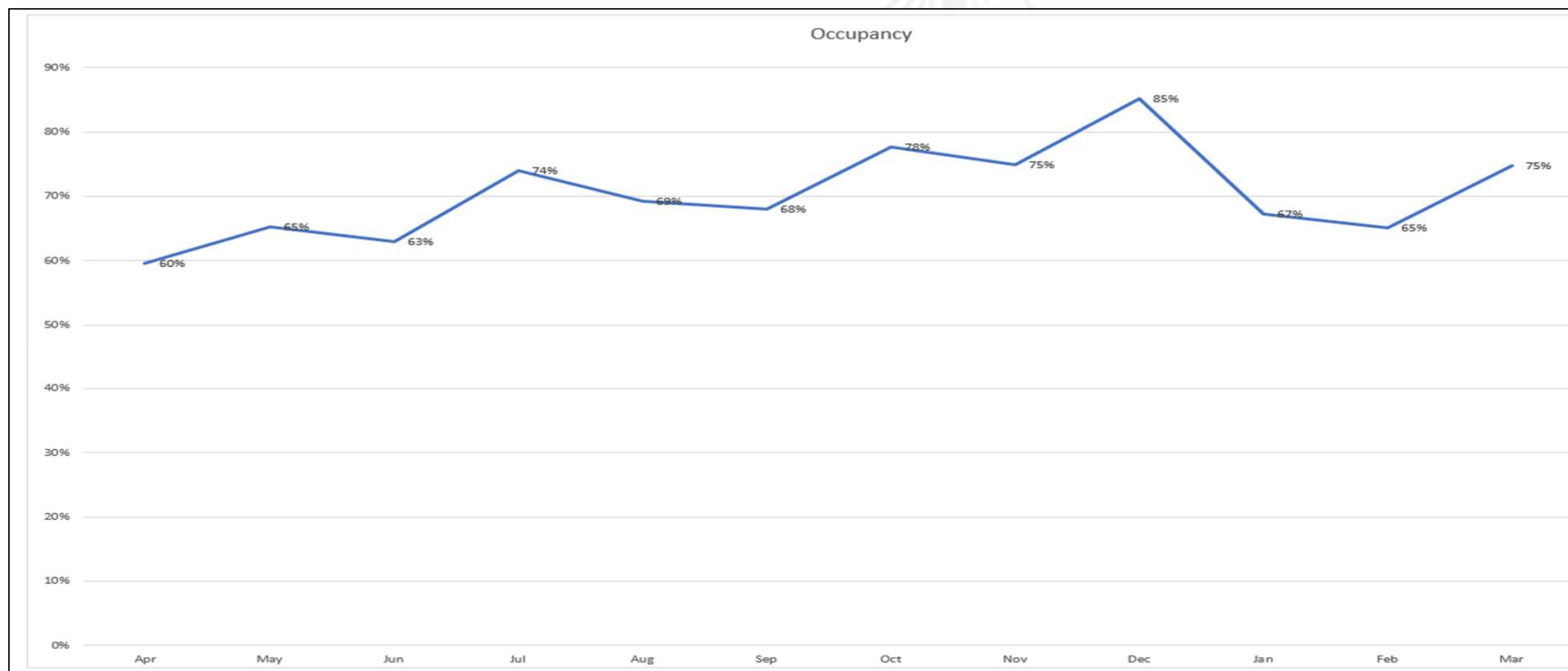
Tariff change April 2022.

Spaces Available month	Turnover Availability	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Grand Total	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Auction Mart	3,720	4,464	3,327	3,696	3,568	3,829	3,882	3,821	4,759	4,260	4,233	3,997	4,130	4,493	75%	83%	80%	86%	87%	86%	107%	95%	95%	90%	93%	101%
Cable Street	2,573	9,006	7,407	8,722	8,559	9,807	9,107	8,454	9,440	8,564	8,872	8,454	8,333	9,173	82%	97%	95%	109%	101%	94%	105%	95%	99%	94%	93%	102%
Castle car park	8,897	4,449	1,420	1,449	1,292	1,364	1,466	1,145	1,540	1,756	2,025	1,512	1,545	1,628	32%	33%	29%	31%	33%	26%	35%	39%	46%	34%	35%	37%
Charter House	1,271	4,449	3,182	3,563	3,548	3,542	3,293	3,324	3,261	4,078	4,571	4,023	3,512	4,045	72%	80%	80%	80%	74%	75%	73%	92%	103%	90%	79%	91%
Dallas Road	2,604	5,468	3,193	3,610	3,416	4,008	3,499	3,642	4,268	3,744	3,467	3,269	3,388	3,824	58%	66%	62%	73%	64%	67%	78%	68%	63%	60%	62%	70%
Edward Street	2,945	2,945	933	807	842	1,012	900	845	1,346	1,420	2,202	927	903	1,037	32%	27%	29%	34%	31%	29%	46%	48%	75%	31%	31%	35%
Lodge Street	930	930	410	448	468	518	403	512	601	481	830	392	416	443	44%	48%	50%	56%	43%	55%	65%	52%	89%	42%	45%	48%
Lower St Leonardsgat	2,046	5,524	2,939	3,345	2,786	4,183	3,327	3,747	4,097	3,731	4,874	3,493	3,553	4,038	53%	61%	50%	76%	60%	68%	74%	68%	88%	63%	64%	73%
Lucy Street	558	2,120	1,774	2,153	2,056	2,168	2,122	2,075	2,027	1,921	1,908	1,919	1,939	2,093	84%	102%	97%	102%	100%	98%	96%	91%	90%	91%	91%	99%
Moor Mills 1	2,077	6,231	4,220	4,225	4,080	4,784	4,183	4,027	4,966	5,073	5,574	4,551	4,240	4,832	68%	68%	65%	77%	67%	65%	80%	81%	89%	73%	68%	78%
Moor Mills 2	1,333	5,332	3,393	3,703	3,757	4,148	3,643	3,614	3,936	3,906	4,681	3,575	3,317	3,898	64%	69%	70%	78%	68%	68%	74%	73%	88%	67%	62%	73%
Moor Mills 3	1,178	4,712	2,503	2,773	2,775	3,147	3,060	2,992	3,441	3,271	3,766	3,233	3,063	3,513	53%	59%	59%	67%	65%	63%	73%	69%	80%	69%	65%	75%
Nelson Street	3,906	9,765	4,547	4,858	4,964	5,946	5,302	5,231	6,294	6,919	8,961	6,099	5,739	6,571	47%	50%	51%	61%	54%	54%	64%	71%	92%	62%	59%	67%
Spring Garden Street	589	2,062	1,680	1,971	1,932	2,133	2,196	2,106	2,110	2,016	1,796	2,193	2,016	2,225	81%	96%	94%	103%	107%	102%	102%	98%	87%	106%	98%	108%
St George's Quay	1,364	682	222	232	228	230	270	181	349	243	277	181	285	245	33%	34%	33%	34%	40%	27%	51%	36%	41%	27%	42%	36%
St Nicholas Arcades	8,556	16,256	10,082	10,386	9,376	12,777	13,357	12,848	14,353	13,364	14,652	10,106	9,408	12,242	62%	64%	58%	79%	82%	79%	88%	82%	90%	62%	58%	75%
Upper St. Leonardgat	3,565	6,417	2,418	2,564	2,598	3,074	2,306	2,628	3,316	2,987	4,728	2,584	2,731	2,869	38%	40%	40%	48%	36%	41%	52%	47%	74%	40%	43%	45%
Wood Street	496	2,480	1,960	2,372	2,490	2,335	2,252	2,283	2,310	2,177	1,955	2,240	2,252	2,601	79%	96%	100%	94%	91%	92%	93%	88%	79%	90%	91%	105%

Caveats:

1. Short stay car parks "turnover" skews the ticket sales data. Raw ticket sales data implies smaller car parks have high % occupancy, but in practice spaces are regularly available
2. Over-stay/Under-stay may underestimate occupancy may reduce/increase capacity respectively.
3. Ticket transfer skews occupancy vs ticket sales.
4. Tickets can only be sold when the machine is working and therefore recorded sales data is directly linked to machine functionality.
5. RingGo sessions/permits not captured by the sales data.
6. Older pay & display machines with 3g modems have ceased sending data in busy car parks (St Nics x2 machines, Cable St and Lucy St) with a loss of sales data.
7. Car sitting. Vehicles with the driver present in the car park but no purchase of a ticket reduces occupancy without adding to the data set.
8. Post Covid impacts and cost of living crisis impacting on overall occupancy.

Lancaster City Centre Capacity Data



Month	Capacity
Apr	60%
May	65%
Jun	63%
Jul	74%
Aug	69%
Sep	68%
Oct	78%
Nov	75%
Dec	85%
Jan	67%
Feb	65%
Mar	75%

Notes:

Data range: April 2021 to March 2022 full year.

Post Covid impacts and cost of living crisis impacting on overall occupancy.

Tariff change April 2022.

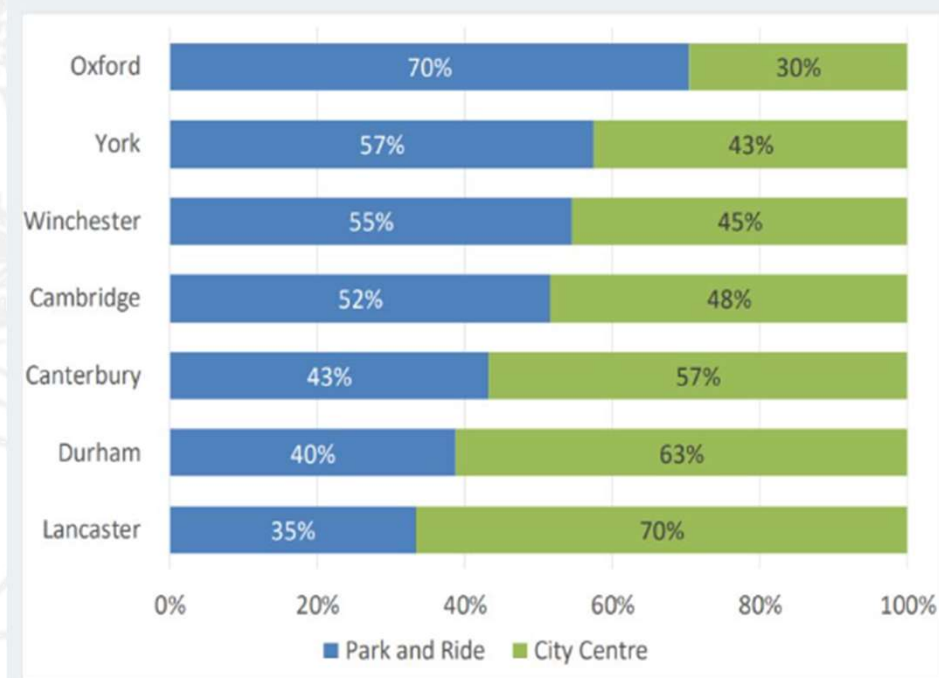
Comparison Tariffs / P&R – Heritage Cities Cohort

Short-stay city centre parking

City	Hourly Tariff (£)			
	1 hr	2 hrs	3 hrs	4 hrs
Oxford	5.50	8.60	11.60	14.30
Cambridge	3.30	6.40	9.60	13.80
York	3.10	6.20	9.30	12.40
Canterbury	2.50	5.00	7.50	10.00
Lancaster	2.20	3.30	4.40	N/A
Winchester	1.80	3.30	5.00	6.60
Durham	1.80	1.80	£2.60	3.40

Source: Officer analysis February 2024

Split of Park and Ride / city centre parking provision

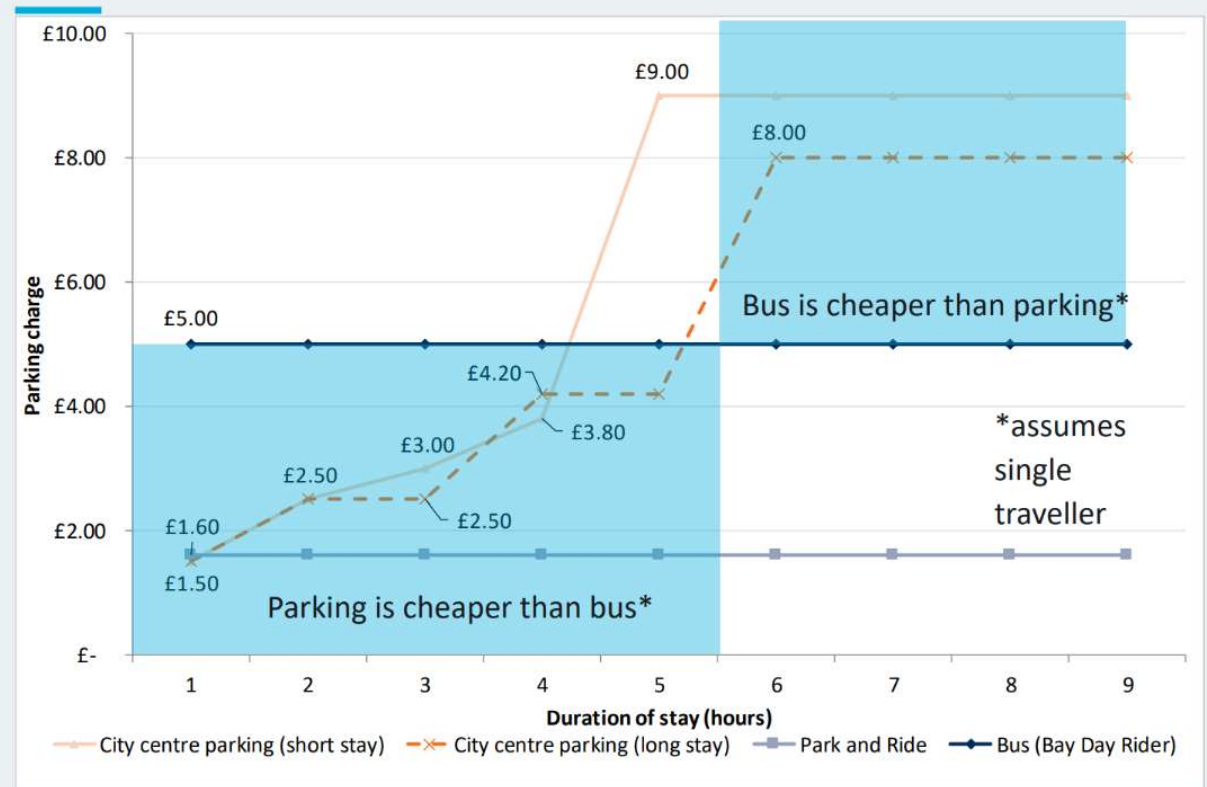


Source: 2019 Study

2019 Study – Other Survey Observations

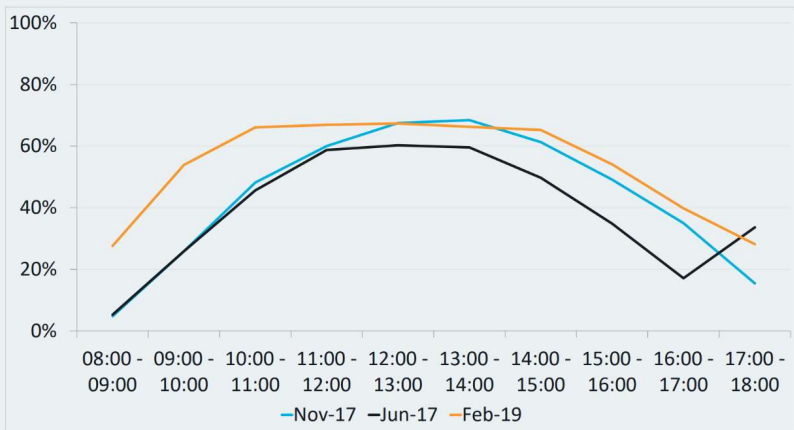
- Notwithstanding consideration of the wider costs of car ownership/use parking is reasonably priced compared to other options.
- 700 permits issued, mostly for city centre car parks
- 5-day permits offer 57% discount vs daily payment
- City council staff permits (140 Lancaster based) offer 73% discount vs public permit
- 1 in 3 cars observed in city council operated car parks were using some form of permit
- 25% of respondents in the city centre for work

Pricing: Parking, Park & Ride and Bus



2019 Study / Survey Results

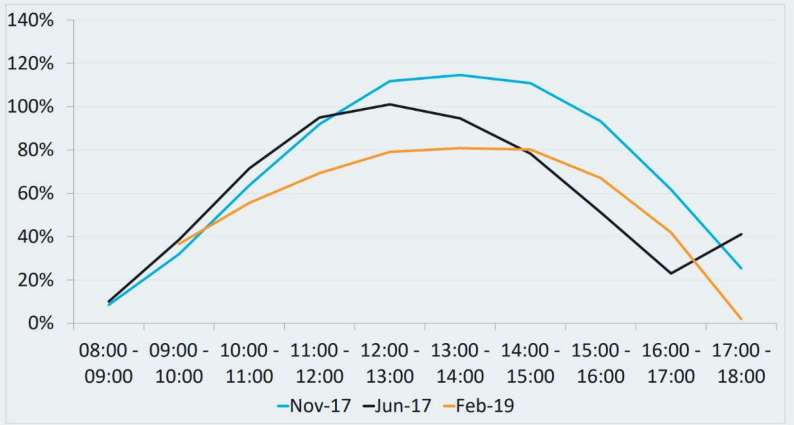
Thursday occupancy (city centre parking)



Thursday

- Peak occupancy 12:00 to 13:00
- 65% of spaces occupied
- 542 empty city spaces
- P&R survey 1pm 109 spaces occupied
- 541 empty P&R spaces

Saturday occupancy (city centre parking)

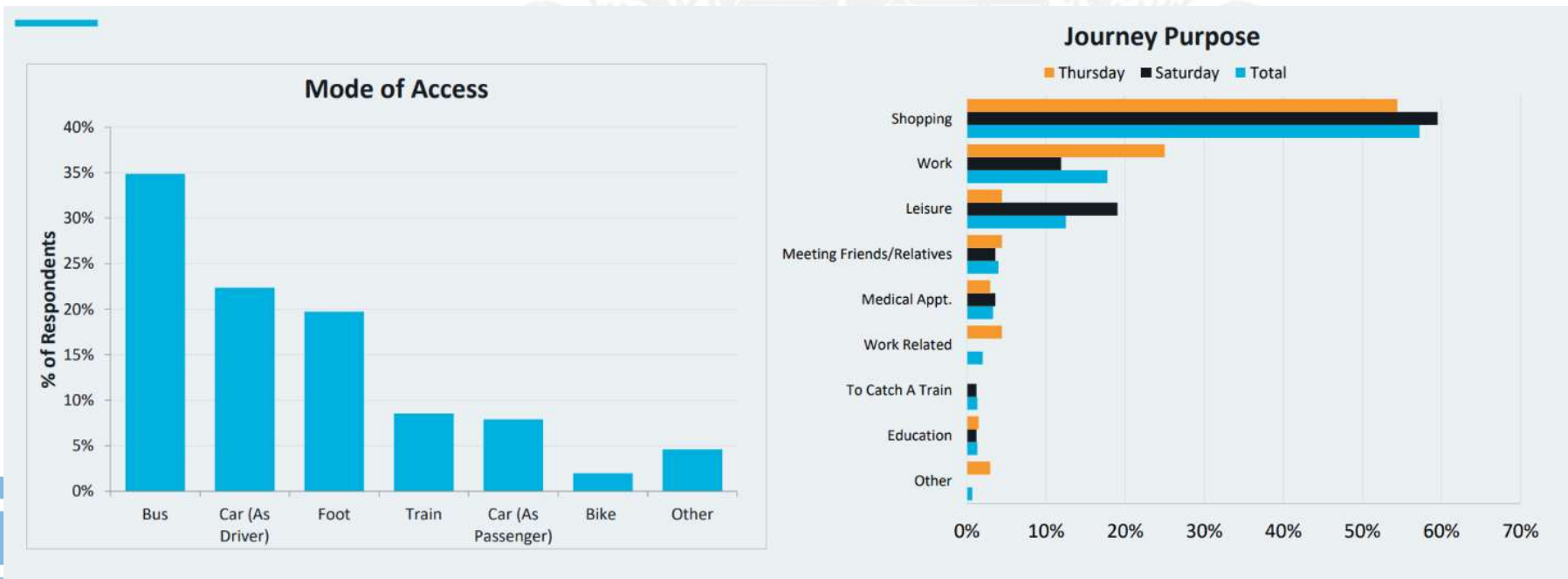


Saturday

- Peak occupancy 13:00 to 14:00
- 78% of spaces occupied
- 318 empty city spaces
- P&R survey 1pm 23 spaces occupied
- 627 empty P&R spaces

2019 Study / In Person Survey Results on City Centre Trips

- 170 respondents (small random sample but gives: 95% statistical confidence level, +/- 7% margin of error against a population of 44,000 footfall impressions (derived from average footfall MRI data))
- Most city users arrive by bus / walk
- Shopping is the main purpose
- More work journeys on Thursdays, more leisure on Saturdays
- Significant local demand – 71% live within 3 km
- Findings supported by Place Infomatics GPS study Oct 22 to Oct 23 (Car park user origin is mainly LA1 / LA2)



2019 Study / Survey Results

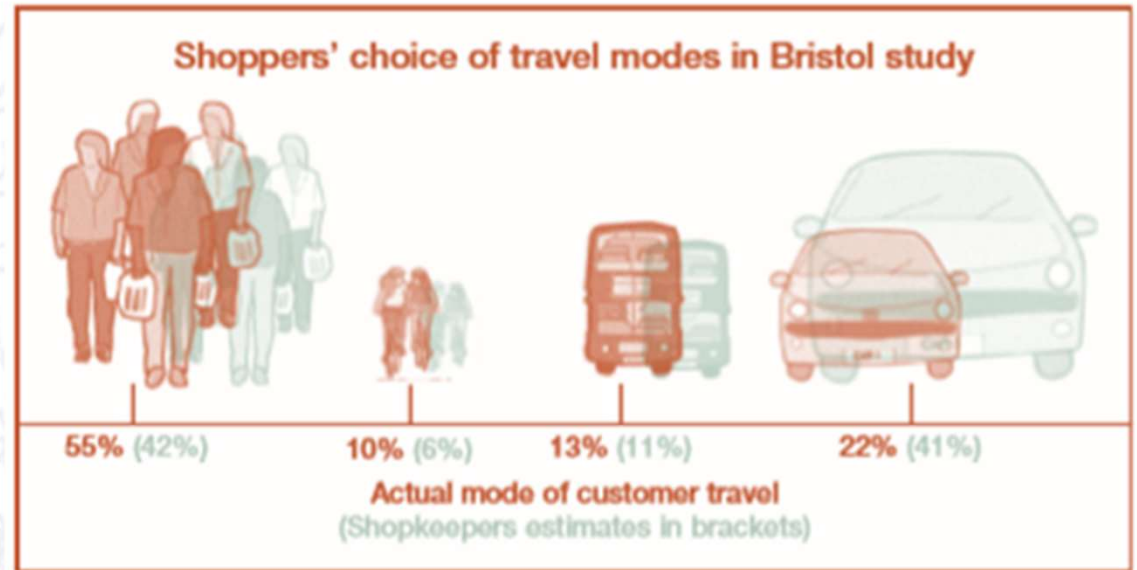
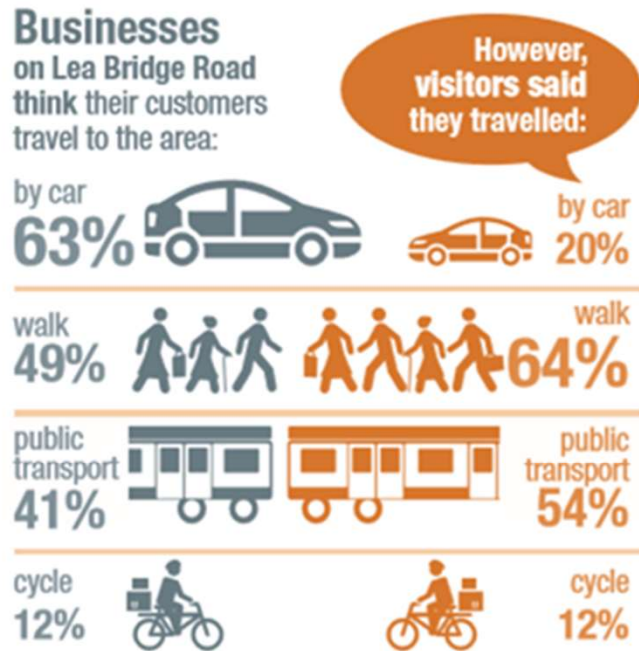
Appendix 2 (cont ...)

- Interviews conducted on spend (£)
- Majority of spend is by non-car users although car borne spend is still significant
- People who walk / cycle spend less but visit more often

Mode used to access city centre	Share of spend (survey day)		
	Thursday	Saturday	Overall
Car	28%	32%	31%
Public transport/taxi	59%	54%	55%
Walking/cycling	13%	14%	14%

Mode used to access city centre	Share of spend (month)		
	Thursday	Saturday	Overall
Car	25%	35%	31%
Public transport/taxi	57%	37%	45%
Walking/cycling	17%	28%	24%

National Survey Support for Lancaster City Centre User Profile

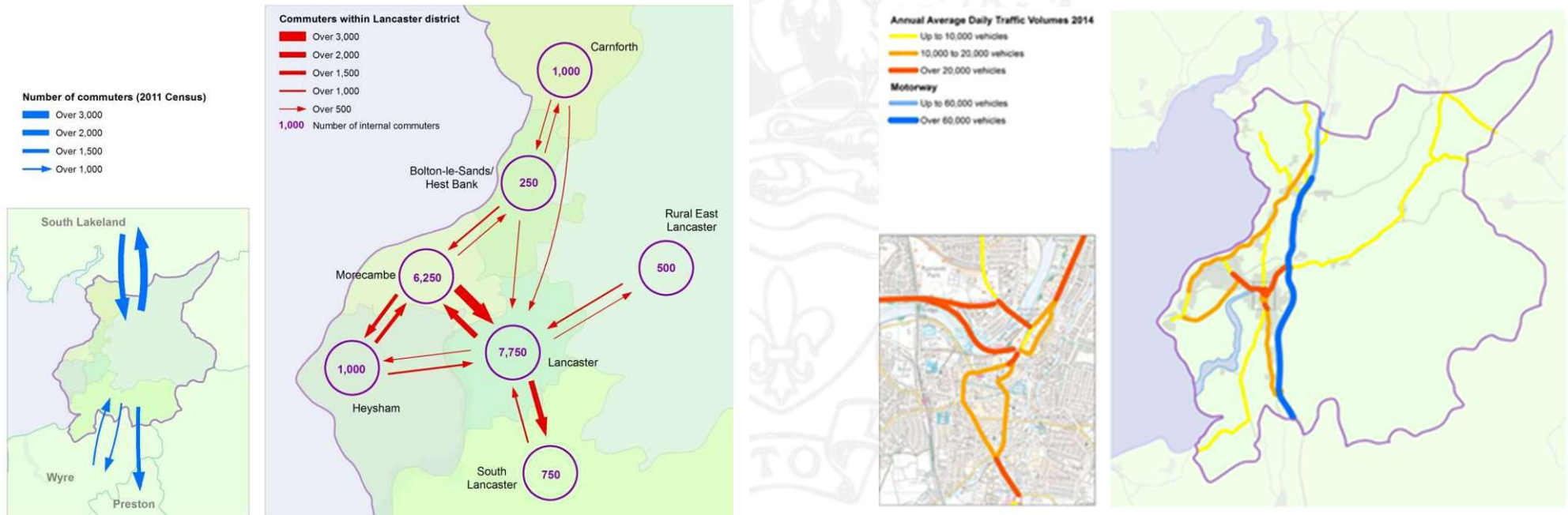


Source: Department for Transport Active travel: local authority toolkit

Appendix 3

General Commuting / Leisure Travel Patterns and Car Park Demand

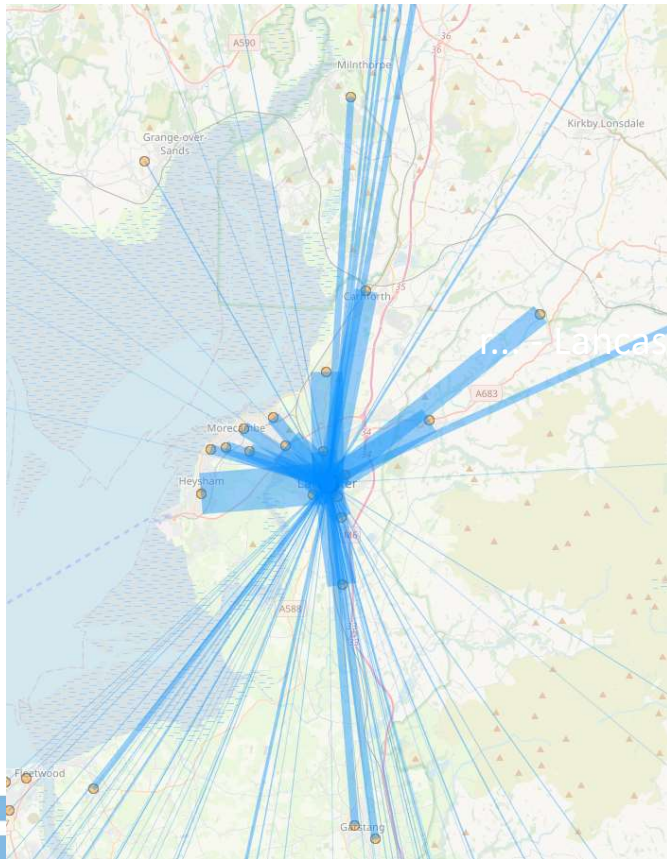
Significant numbers of commuters travel between Morecambe, Heysham, Lancaster City, and South Lancaster as well as outside the district to South Lakeland to the north and Preston to the south. Overall, Lancaster is a net exporter of labour but 80% of locally employed residents live and work in Lancaster, and Lancaster University is a key element of this pattern. Confirmed by Datashine, which represents inbound commuting trips (in blue) and outbound commuting trips (in red)



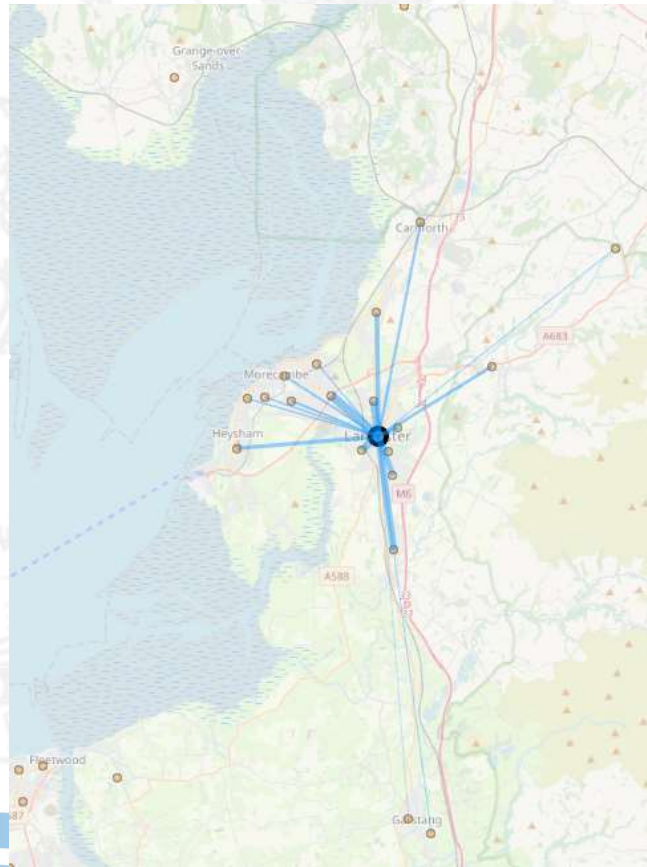
General Commuting Travel Patterns and Car Park Demand

DataShine Analysis Car journeys to Lancaster City Centre (from home)

As Driver



As Passenger



Local Postcodes



Illustration of Impacts and Relative Efficiency of Mode choice

Appendix 3 (cont ...)

- Illustration of what it takes to move a 1000 people.
- Relative low number of passengers locally means illustration is likely accurate for the Lancaster city centre commuting pattern.
- Use of land for surface parking is inefficient compared to hosting car borne city users in multi-storey provision.
- Surface car parks are inefficient to monitor and manage.
- Contributes to a narrative that car borne users are the highest number users of the city centre due to space taken up on highway / car parks.
- Options to reduce flow volumes and car parking demand could prioritise “softer” car share and employer travel plan work as much as “hard” infrastructure to improve public transport priority.

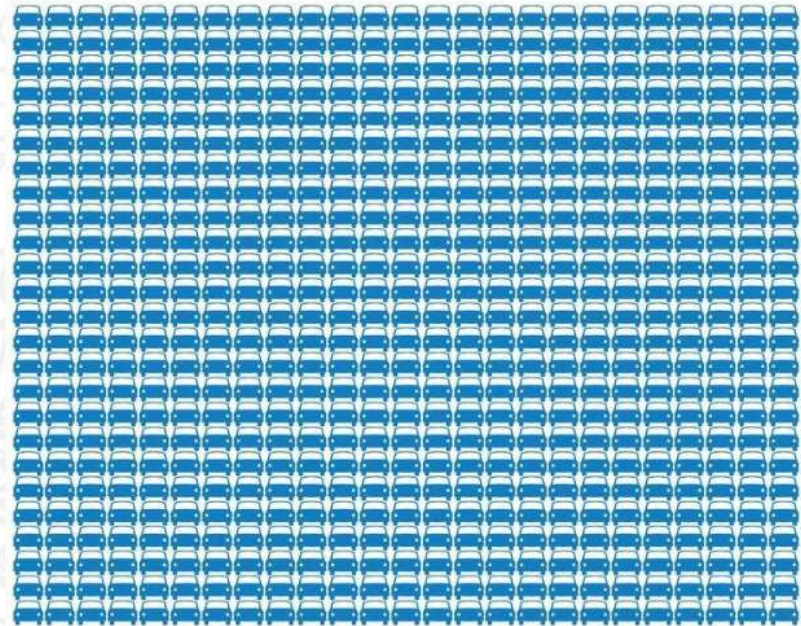
One Link train (4 cars)



15 Buses



625 Cars*



* Car option also requires over five acres of parking at both start and destination

Resources

Local Government Association - Travel, Parking and Access toolkit

<https://www.local.gov.uk/topics/economic-growth/revitalising-town-centres-toolkit-councils/function/travel-parking-and>

Department for Transport

Active travel: local authority toolkit

<https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>