

**Part I**

Electoral Division affected:  
Lancaster Central

**Proposed Residents Parking Scheme, Zone J Fairfield Area of Lancaster**  
(Appendices 'A' and 'B' refer)

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**Executive Summary**

A Traffic Regulation Order (TRO) has been advertised for the introduction of residents' parking restrictions in the Fairfield area of Lancaster and a number of objections have been received during the statutory period of public consultation.

**Recommendation**

The Cabinet Member for Highways and Transport is asked to:

- i. approve the introduction of the traffic regulation order as advertised, under the provision of the Road Traffic Regulation Act 1984, as set out in this report and as shown at Appendices 'A' and 'B'.
- ii. agree that the parking arrangements in relation to the Longlands Child Development Centre and Alexandra House be reviewed during the first 12 months and a report submitted to the Cabinet Member.

**Background and Advice**

For a number of years, Lancaster City Council have been receiving reports from residents in the Fairfield area of Lancaster that they were experiencing difficulties in parking their vehicles on the highway close to their homes.

The Fairfield area is situated on the western side of Lancaster city centre within 500 metres of the pedestrian zone shopping area, businesses and public buildings. Lancaster Railway station is also within the Fairfield area catchment. The current unrestricted parking arrangement in the residential roads makes the area attractive to shoppers, shop workers, daily commuters and commuters who stay for extended periods. There is high vehicle occupancy of the available highway space in the streets nearest the city centre throughout the day which extends into the evening when many residents return home.

Lancaster City Council considered that residents' parking schemes could solve this problem and consequently resolved to carry out consultations with the intention of introducing schemes in Lancaster District if it was determined that there was sufficient local support.

The City Council have consequently asked the County Council to prepare and advertise traffic regulation orders for a number of residents parking schemes in Lancaster District considered to be their priority, of which the Fairfield scheme is one. The cost of the introduction of the schemes is to be funded from income generated by the on-street pay and display parking in Lancaster city centre.

After a preliminary consultation with local residents in the Fairfield area had determined that there was sufficient support for the residents parking proposal a second detailed consultation was carried out in February 2012.

The consultation was sent to 606 properties in the Fairfield area with 215 residents responding in favour of the scheme and 70 residents objecting to the proposal, indicating 75% support for the scheme. The county council subsequently made further amendments to the scheme proposal wherever it was feasible to do so, based on the feedback, and determined that there was sufficient support to justify the advertisement of a traffic regulation order to support the introduction of the scheme.

The traffic regulation order was advertised between the 24 January 2013 until 22 February 2013 and 8 formal objections were received as detailed below.

## **Consultations**

The County Council consulted all addresses including businesses with the zone boundary shown on the Fairfield residents parking zone plan, attached at Appendix 'A'.

The Police, Fire & Rescue Service, Ambulance Service, Stagecoach, Lancaster City Council and Cycling representatives were amongst those consulted and no objections have been received from representatives of these organisations.

The local County Councillor and District Councillors support the introduction of a residents' parking zone within the Fairfield area.

In response to the advertised TRO, 8 objections were received with 4 responses in support. Details of the objections and support summarised below:

### **Objection 1**

- The objector raises concerns about the scheme proposal and additional double yellow lines on some roads in the area resulting in friends, family and contractors not being able to park outside their property.
- The objector may have to consider removing their garden and providing parking space within their private land. They consider the County Council should make a grant toward the cost of this work.

## **County Council's Response**

- The parking layout was designed using current vehicle tracking software and site surveys and in certain areas additional double yellow lines have been proposed at bends and junctions to ensure refuse and emergency vehicles are not obstructed by the proposed parking bays and that pedestrian crossing points are not obstructed.

The majority of the properties on Anthony Road have access to off street parking. In response to the second consultation completed in 2012, 15 out of the 22 properties on Anthony Road responded with 13 residents in favour of the introduction double yellow lines along the full length of the road.

Visitor permits will be available for use by all residents within the residents parking zone although the permits can only be used within the marked parking bays. In roads such as Anthony Road where double yellow lines are proposed these are supported on the whole by residents due to ongoing obstruction of both the narrow carriageway and footway by vehicles. The introduction of double yellow lines would not prevent deliveries and loading and unloading from the highway.

- The County Council is not able to provide grants for internal works within private land to form parking areas.

## **Objection 2**

The resident objects due to the lack of availability of a business permit in the Residents Parking schemes currently operated by Lancaster City Council.

## **County Council's Response**

It is accepted that there is no current provision for a business permit to be issued within the residents' parking permit scheme. To mitigate the effect of the scheme on businesses limited waiting parking bays have been provided within the proposal.

## **Objection 3**

- The resident objects due to proposed double yellow lines outside their property on Westbourne Road. The owner will need to park remotely from their property.
- They are concerned at having to pay for a permit when they do not currently have a parking problem.

## **County Council's Response**

- The existing arrangement on Westbourne Road near the road narrowing has determined that parking bays cannot be marked on the highway. The County Council now proposes to replace the double yellow lines with a No waiting

restriction between 8am – 6pm Monday to Saturday which would permit some overnight parking without the marking of formal bays. The nearest residents parking bays would be located on Ashfield Avenue within 20 metres of the above property.

- It is recognised that the introduction of parking restrictions is likely to displace vehicles into other roads. It is noted that while some roads within the Fairfield area may not have current parking problems if the County Council were to consider a reducing the size of the proposed zone, the roads outside the zone on the periphery of the Fairfield area would likely experience increased parking problems. Additionally the County Council is currently undertaking a review of the adjacent Dallas Road residents' parking area, with limited waiting being considered in some of the existing residents parking bays on Wheatfield Street which are currently under utilised.

#### **Objection 4**

- Objects as they have never found difficulty parking a vehicle within 50 metres of their property.
- The scheme is unlikely to be supported by the majority of people outside of the Fairfield Road Area.
- The proposed parking scheme will displace vehicles into other areas as demonstrated by the previously introduced residents parking scheme in Dallas Road.

#### **County Council's Response**

- The previous consultations in the Fairfield area have not reflected this view and the majority of residents support the introduction of a residents parking. This has previously been established during the stage 1 and stage 2 consultations, with 75% of residents in support of the proposal.
- There have been 4 objections received from outside of the proposed zone. The Fairfield area is situated on the western side of Lancaster city centre within 500 metres of the pedestrian zone shopping area, businesses and public buildings. Lancaster Railway station is also within the Fairfield area catchment. There is high vehicle occupancy of the available highway space in the streets nearest the city centre and the purpose of this scheme is to address the significant difficulties the residents of Fairfield experience in parking their vehicles within their residential area.
- The boundary for the Fairfield area has been agreed through public consultation. The adjacent Dallas Road residents' parking area is being reviewed and limited waiting is being considered in some of the existing residents parking bays on Wheatfield Street which are currently under utilised.

#### **Objection 5**

Commuters only park during the day when residents are at work.

## **County Council's Response**

The Fairfield area is used heavily by commuters using Lancaster Train Station for both short and long term parking. Parking charges within the nearby Network Rail car park have been reduced although this has not reduced the effect ongoing on-street commuter parking, which often extends into the evening when many residents return home.

### **Objection 6**

- The NHS Longlands Child Development Centre delivers much needed services to vulnerable and highly dependent children and their families from the Westbourne Drive site. There is limited on site parking facility and the premises has to receive visits from GP's, clinicians, ambulances and family members bringing their children to site. There are also frequent deliveries of medical supplies. Staff and visiting staff utilise the local road network (Ashfield Avenue/ Sunnyside Lane) to enable the premises to operate.
- Many of the family visits are to access the clinic and to attend therapy appointments and these include access requirements for wheelchair, impaired mobility clients. Staff and visitors have parked on Sunnyside Lane without any negative feedback from local residents many of whose properties have access to off street parking.
- The site is also shared with the Alexandra House Residential unit for children which is operated by Lancashire County Council whose operation would be similarly affected.
- As a result of the proposal the interests of the wider community and vulnerable people who require access to both premises will be severely affected.

**County Council's Response** - See response to objection 7 below

### **Objection 7**

- Alexandra House is a 6 bed residential unit for children with complex needs. Concerns that the site has very limited parking and often has 6-7 staff cars parked over the course of the day with many more for team meeting courses and events.
- The Ashfield Avenue area is used daily either as an overflow car park for parents/ staff or to park closer to either Alexandra House or Longlands Child Development Centre. This has been the case since the building opened in 1987.

- The loss of the use of Ashfield avenue would encourage regular parkers to park on Westbourne Drive and this would then become an issue in regard to access for emergency vehicles, Young people who stay at Alexandra house have to be transported by ambulance occasionally and anything that delays these vehicles could become a serious risk to very vulnerable young people.
- The site is shared with Longlands Child Development Centre (PCT service) and there is a steady flow of therapists/ patients (often with mobility issues therefore adapted vehicles that take up more space) accessing the site.

### **County Council's Response to Objections 6 and 7**

- The parking restrictions proposed for Sunnyside Lane are not unduly restrictive and allow up to 3 hours parking. This has been determined as sufficient for access by visitors to the nearby Fairfield allotment and will provide a reasonable period of waiting for visitors and mobile staff accessing Longlands and Alexandra House. It is considered that any further extension to the proposed 3 hour parking limit would encourage increased parking by drivers visiting the town centre for shopping.
- Parking restrictions have been introduced on Sunnyside Lane and Ashfield Avenue as commuter parking would be displaced into these roads. If restrictions were omitted from the scheme proposal this would have significant potential to increase parking problems and effect the operation of both Alexandra House and Longlands Child Development Centre.
- At a site meeting it was determined that there appeared to be additional area within the Longlands / Alexandra House site that could be utilised to create additional parking and it was established that this option could be explored by the occupiers to improve operational issues.
- Westbourne Drive is not an adopted highway and the responsibility for traffic management on the road resides with the private owners rather than county council/ highway authority.
- Officers from Lancashire County Council, the Divisional County Councillor and District Councillor met on 10 July with the representatives of both Lancashire County Council Alexandra House and NHS Lonsdale Child Development Centre to discuss the proposed scheme. The concerns regarding the potential operational difficulty and increased pressure on limited parking were highlighted and it was decided that should the traffic regulation order be approved that the parking arrangements would be reviewed by the County Council during the first 12 months of operation.

### **Objection 8**

- The respondent objects to the existing residents parking restrictions on Wheatfield Street and Dallas Road, Regent Street as they cause problems for parents dropping off school children.

### **County Council's response**

- The objection does not relate directly to the Fairfield area residents parking proposal although the county council is currently in the process of proposing changes to the parking arrangements on the above roads in the existing residents parking areas that will address the issues raised.

### **Objection 9**

- The respondent objects as they use a vehicle and which has a permit to park in the existing Dallas Road residents parking zone. This will result in an additional permit having to be purchased as they are resident within the proposed Fairfield area residents parking zone. The respondents request that the residents parking zones are merged together so that only one permit is required.

### **County Council's response**

- The residents permit scheme operated by Lancaster City Council does not offer the facility for multiple zone permits to be issued. Boundaries between the existing residents parking zones within Lancaster have been agreed through public consultation or where there is a significant dividing feature such as an absence of residential development or major highway and there are no current proposals to merge the existing Dallas Road residents parking zone with the proposed Fairfield area residents parking zone.

### **Correspondence received in support of the scheme**

- The respondent has been resident in the area for thirty years and applauds the introduction of Residents Parking within the Fairfield Road area.
- The residents advise that it has been 8 years since they started asking for residents parking the parking problem has got worse recently and they have had to request the removal of commuter cars obstructing their access.
- The proposed scheme would allow the resident to park outside or near to their property. Many of the residents in the area do not have access to off street parking with the area mainly being terraced housing. It is very difficult for tradesmen and visitors to park nearby. Parking in the area involves a competition with many drivers visiting the town centre for shopping.

### **Summary of other comments received**

*The allocation of parking permits should not be unlimited*

### **County Council's response**

The allocation of limited parking permits was established during the scheme proposal consultations and there are no proposals to change this arrangement at the current time.

*Residents of a particular street should only be able to park on their own street*

### **County Council's response**

This could only be implemented by creating a large number of separate parking zones and would not be an effective use of the available highway space. The suggested arrangement would also place a high demand on the resourcing and management of the resident permit system and therefore this option is not feasible.

*Consideration should be given to the allocation of specific bays for recharging of electrically powered vehicles or car share vehicles*

### **County Council's response**

While the County Council would support green initiatives and options for reducing the impact of car ownership there are current no plans to incorporate these initiatives into the scheme proposal.

### **Proposed minor amendments to the scheme**

Following the feedback received from residents during the advertisement of the TRO, the County Council is proposing 2 minor amendments to the advertised order. These are detailed as follows:

#### **Location**

On Westbourne Road outside 63 to 67, it is proposed to amend 17 metres of double yellow lines to No Waiting 8am to 6pm Monday to Saturday. Details are shown on the plan attached at Appendix 'A'.

On Lincoln Road outside 67 / 6, it is proposed to amend 12 metres of double yellow lines to No waiting 8am to 6pm Monday to Saturday. Details are shown on the plan attached at Appendix 'A'.



## **Implications:**

This item has the following implications, as indicated:

### **Risk management**

If the TRO is not made and parking restrictions are not introduced the reported problems will persist and the concerns raised by the local community will not be addressed. The Fairfield Road area suffers from persistent short stay and long stay commuter parking due to its close proximity to Lancaster Railway Station which is served by the West Coast main line and its relative position close to Lancaster city centre.

### **Financial**

The estimated cost of providing the signs and road markings in support of the TRO is £30,000.00 and will be met from the income generated by Lancaster City Council's on-street pay and display parking.

### **List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A.