

## LANCASTER CITY CENTRE TRAFFIC MANAGEMENT STAKEHOLDER GROUP

12<sup>TH</sup> MARCH 2014

### MEETING NOTES

**PRESENT:** Daniel Herbert, Lancashire County Council (Chair)  
Cllr David Brookes, Lancaster City Council  
Patricia Clarke, Dynamo  
Marc Proctor, Lancashire Police  
Suzi Bunting, Lancaster BID  
Jerry North, St Nicholas Arcade  
Vicky Lofthouse, Lancaster District Chamber of Commerce  
Cllr Richard Newman-Thompson, Lancashire County Council  
Maggie Trewhitt, Markets Department, Lancaster City Council  
Kate Smith, Regeneration, Lancaster City Council  
Julian Inman, Regeneration, Lancaster City Council  
Eddie Mills, Lancashire County Council  
Harvey Danson, Lancashire County Council  
Sarah Dunn, Lancashire County Council

**APOLOGIES:** Jeanette Binns, Equality & Cohesion Manager, Lancashire County Council  
Andie Vowles, Lancashire Deaf Service  
David Hopwood, Parking Manager, Lancaster City Council  
Paul Riley, Lancashire Parking Services  
Cllr Janice Hanson, Lancaster City Council  
Joanne Williams, One Voice Disability Services

### INTRODUCTION

The ETRO was originally due to be implemented on 3<sup>rd</sup> February however this date was unfortunately missed because of an administrative error. The implementation date was then revised to 3<sup>rd</sup> March however as a result of issues raised around the levels of 'formal' consultation it was agreed that implementation of the ETRO should be postponed to provide a period for further consultation and an opportunity to reflect and take account of the outcomes of the consultation. This group would be the main vehicle for involving key stakeholders in the development of the final ETRO proposals. The expectation is that the group will meet 2-3 more times ahead of the ETRO finally being implemented.

It was stressed that the purpose of this initial meeting of the group would be to get stakeholders views and comments on the ETRO proposals. There would then be an opportunity to go away to reflect on the issues raised and look at how best these could be addressed. Proposed revisions to the ETRO would then be brought back to a future meeting of the group for consideration.

## **SQUARE ROUTES**

Julian provided an introduction to the Square Routes programme which provides the context for why the ETRO is being proposed. The Square Routes programme aims to improve the City Centre, both physically and in the management of activities & functions. The initial focus has been on the physical works and Phase 2 of this work is now underway with contractors currently on-site in Cheapside with works also planned to Market Square and Market Street. The Phase 2 works should be completed by the end of July and by that point it is hoped that we will be in a position to begin to implement the improved management arrangements, including the ETRO.

Julian circulated a report that had been taken to the City Council's Cabinet in May 2012 which summaries the objectives of the Square Routes Programme and sets out the City Council's views and position on the ETRO proposals. The City Council's position has been informed by, and takes account of the informal views of a range of stakeholders, a number of whom were present at, or had given apologies for, today's meeting. A key issue for the City Council is that the pedestrianised zone unfortunately does not currently look or function like a pedestrianised zone and that the opportunities to introduce more pedestrian activity or to improve the quality of the market are limited because of this.

## **AN INTRODUCTION TO THE ETRO**

Eddie introduced the ETRO and the key points, which were:

- Extend the core hours by 30 min at the beginning and end of each day (from 10:00 to 17:00)
- The removal of disabled parking spaces and the withdrawal of Permit A with mitigation measures including additional disabled parking in centre car parks.
- No proposed changes to the existing arrangements for cycling.

The expectation would be that the order would run for a maximum of 18 months during which time the effects of the order can be monitored and assessed and changes made. A consultation period of 6 months comes into effect on the date that the order comes into force and any objections to the order being made permanent must be made during this six month period. The County Council would then need to consider any objections received and could amend or withdraw the order through the relevant Cabinet Member.

## **COMMENTS/ ISSUES RAISED**

<p>Cllr Richard Newman-Thompson</p>	<p><b>Key Issue: Disabled Parking and Access to the Centre</b></p> <p>The proposed alternative disabled parking does not provide a viable alternative – too far away and difficult to access with the outcome that it will effectively bar seriously disabled people from the city centre and its services. Whilst Richard had received a number of representations about the ETRO, Cllr David Brookes had not received any complaints or any response when the issue was trailed in the ward newsletter.</p> <p><b>Key Issue: Permit A</b></p> <p>Lack of understanding about the current permit system and who is able to enter the pedestrian zone, during which times and for what reason. The signing associated with the scheme is also very confusing.</p> <p><b>LCC response</b></p> <p>The preferred option requested by Lancaster City which is supported by the County Council is to look to reduce the amount of vehicular traffic entering the pedestrian zone for safety and amenity reasons which would entail the removal of the ability</p> <p>The centrepiece of the City Council Square Routes improvements will be the Market Square and the introduction of a design feature in place of the old fountain. The proposed scheme will involve the displacement of the existing parking spaces in the square.</p> <p>LCC provided Cllr Brookes with details of the responses from disabled pedestrian zone users.</p> <p>The signs comply with the Dft requirements for signing of a pedestrian zone although still refer to orange badge. The confusion possible arises from the fact that there is a permit system in operation during core hours and blue badge access outside of the core hours.</p>
<p>Jerry North</p>	<p><b>Key Issue: Lack of Enforcement of the Existing Regulations</b></p> <p>Whilst the business community generally commended the authorities for looking at introducing the ETRO there was a concern that its full potential would not be realised unless it was properly enforced. The lack of enforcement of the existing regulations has led to confusion. It is not clear (even amongst the statutory agencies) who is responsible for enforcement and the issue of lack of clarity on</p>

	<p>the signing was raised again. The point was made that without enforcement it becomes very difficult for people to understand what the correct position is i.e. actions become custom and practice because of the lack of enforcement. Whilst it was accepted that enforcement is resource intensive it was felt that targeted enforcement, particularly at the time the order comes into force, would help to get the message across and change behaviours.</p> <p>The proposed introduction of the ETRO and supporting signage simplifies the arrangements and would enable effective enforcement to be carried out.</p> <p>Since the introduction of decriminalised parking in Lancashire the County Council Civil Enforcement Officers have been responsible for the static restrictions with the Police responsible for the moving traffic/ access restriction. Previously all restrictions in the zone were enforced by Police and Police Traffic Wardens.</p> <p>Due to the complications between the signs, the existing Order and the permit arrangement LCC CEO's do not currently enforce against blue badge use in the pedestrian zone.</p>
<p>Patricia Clarke</p>	<p><b>Key Issue: Lack of Enforcement</b></p> <p>Reiterated the point regarding the problems that currently exists through lack of enforcement; with specific reference made to the use of upper North Church Street as a rat run.</p> <p>This matter has been raised with the Police previously with request for additional moving traffic enforcement. The current temporary reversal of the One-way restriction due to the United Utilities works has added to this problem as Taxis/ Private Hire regularly use this as a shortcut through town. This is due to revert to existing on 27 May. And this will hopefully reduce the reported problems.</p> <p><b>Key Issue: No Change to the Arrangements for Cycling</b></p> <p>The existing regulations don't allow cyclists into the pedestrian area at any time. Dynamo would like the proposed order to be amended to give cyclists access to the zone outside of the core hours. It is felt that this would promote commuter cycling. Whilst there are cycle lanes on the gyratory, the system is very busy and used by some heavy vehicles which can make it quite intimidating for cyclists.</p> <p>Cycling is currently permitted at all times in two areas of the pedestrian zone</p>

	<p>where there is lower pedestrian demand Upper Penny Street between Common Garden Street and George Street. Church Street between North Road and New Road/ New St.</p> <p>On the main routes through the zone the current arrangement requires cyclists to dismount and walk 200 metres along Penny Street</p>
Maggie Trewitt	<p><b>Key Issue: Accommodating cyclists</b> Personal preference would be to not change the order to allow cyclists to enter the zone at any time as inconsiderate riding could be dangerous for pedestrians.</p> <p>Noted</p> <p><b>Key Issue: Impact of Extended Hours on Market Traders</b> It was felt that the proposed order would generally have little negative impact on the market traders although there was some concern around the extension of the core hours, particularly at the end of the day as traders usually vacate their pitches by 4:30.</p> <p>Noted.</p> <p><b>Key Issue: Permits v Live System</b> Traders preference would be for a permit system rather than a live system as traders do often change their vehicles and like the flexibility to use different vehicles.</p> <p>Lancaster City could explore possible option for Market manager to operate a separate management arrangement ie permits for stall holders within the boundaries of the enforcement arrangements.</p> <p><b>Key Issue: Deliveries</b> Concerns raised that some retailers were not always using the delivery areas or bays and consequently were often blocking access. This included some national multiples whose preference was to load using front access. The situation could potentially be improved through better communication and enforcement.</p> <p>Noted.</p>
Vicky Lofthouse	<p><b>Key Issue: Permits and Dispensations</b> Some confusion over trade permits and dispensations for repairs with a lack of clarity around how the system works. The system needs to be operated in a reasonable way with the ability to react and respond to situations as and when</p>

	<p>they arise.</p> <p>As part of the ETRO introduction the intention is to clarify the access arrangements within the pedestrian zone.</p>
Suzi Bunting	<p><b>Key Issue: Liaison with Businesses</b></p> <p>The BID could provide a mechanism for liaising with businesses in the City Centre – meetings take place once a month but communications are put out weekly.</p> <p>No comment.</p>
Maggie Trewitt	<p><b>Key Issue: Lack of Co-ordination between Parking Dispensations &amp; Market</b></p> <p>There needs to be better co-ordination between permit dispensations and the Market to avoid occurrences of vans parking or scaffolding being erected on trade pitches.</p> <p>This is currently being looked at by the City Centre working Group</p>
Julian Inman	<p><b>Key Issue: Width and Weight Restrictions</b></p> <p>The City Council would like a possible weight and width restriction to be considered as part of the ETRO to minimise the possibility of damage to the new surface treatments.</p>

## NEXT STEPS

Julian reported that the City Council had already discussed the issue of enforcement with Lancashire Parking Services who have agreed that, if the signing is made clearer, the service will be better able to enforce the order. Paul Riley had unfortunately been unable to make this meeting but would hopefully be in a position to report on proposals for enforcement at the next meeting.

The City Council have already collected some data on movement and this could be made available to support consideration of the Order.

The County Council will continue to speak to authorities that have already gone through a similar process so that their experiences can be taken on board where appropriate.

It is now hoped that the ETRO will be in a position to come into force in July, following completion of the Square Routes Phase 2 works. It is envisaged that the group will need to meet 2-3 times over the period up to the order coming in to force. It is proposed that the next meeting takes place in 4-6 weeks time when proposed responses to the issues raised above will be tabled and discussed. The intervening period will give officers the opportunity to reflect on the issues raised and look at if and how they could be appropriately addressed.