

APPENDIX 'D'

RESIDENTS PARKING PROPOSALS - SUMMARY OF RESPONSES

JANUARY 2010

OBJECTIONS (67 Letters of Objection + 2 Petitions Received)

RESIDENCE	COMMENTS RELATING TO:-			SUPPORT PROPOSAL? (Yes/No)	OFFICERS' COMMENTS
	DALLAS ROAD ZONE	REGENT STREET ZONE	BROOK STREET ZONE		
Aldcliffe Road				N	
Aldcliffe Road			Would prefer no change on Aldcliffe Road. Add limited waiting restriction to Aldcliffe Road 3 Hrs Mon- Sat 9am - 6pm	N	The proposals could be relaxed to allow limited waiting with an exemption for resident permit holders.
Aldcliffe Road			There are no problems on Aldcliffe Road. Frequent visitors and health workers will have problems parking legally. Any scheme should operate from 9am to 5pm only.	N	If residents parking schemes were introduced in other roads, commuters would park in Aldcliffe Road. Visitor cards and carers permits are available. A parking scheme could operate for a lesser period during the day, but residents would still have to buy permits to park during those periods (including Saturdays). In addition, schemes in those roads where drivers park partly on the footway in order to avoid obstructing the carriageway could not operate for only part of the day, because the parking bays on one side of the road would be marked fully on the carriageway. Vehicles would be parked in these bays during the the times the restrictions are in force, and some of these would stay all day. As a result, other vehicles would not be able to park opposite them without causing obstruction.
Aldcliffe Road			Residents parking on Aldcliffe Road would be underused due to off-street parking . Add limited waiting restriction to Aldcliffe Road. 3hrs Mon -Sat 9am - 6pm	N	The proposals could be relaxed to allow limited waiting with an exemption for resident permit holders.
Brook Street			Consultation is at odds with the Lancaster District Community Engagement Framework. The views of the residents are being ignored. This scheme contradicts the LSP policy of encouraging people to leave their cars at home. There is already a lack of capacity for parking. Losing more spaces will create animosity between residents.	N	The City Council carried out a number of consultations prior to deciding to ask the County to produce and advertise the traffic regulation order. The County Council has followed the procedure that is defined by the legislation that relates to traffic regulation orders. The The scheme encourages commuters to leave their cars at home and use public transport.
Brook Street			There are not enough car parking spaces at present to meet the required demand from residents. This scheme will only reduce any potential parking capacity. Has no problem parking at the moment but will do when residents of other streets have to park on Brook Street.	N	
Brook Street			Brook Street experiences no problems during evenings, weekends or school holidays. Therefore no restrictions should apply during these periods. Brook Street is included in the scheme to create extra capacity not because it is needed. To restrict use by commuters there should be a 8 - 10 and 3- 5 restriction. Residents should have had an input into creating the proposal rather than just responding to it.	N	A parking scheme could operate for a lesser period during the day, but residents would still have to buy permits to park during those periods (including Saturdays).In addition, in those streets where vehicles park on the footwayResidents did have an input into the scheme during the consultations carried out by the City Council, when residents meetings and exhibitions were held.
Brook Street			Sceme is unwanted and unworkable. There will not be enough spaces available for the number of vehicles in the area. Vehicles should be allowed to park on a proportion of the footway.	N	Vehicles that park on the footway are likely to obstruct pedestrians and damage the footway.
Carr House Lane			This scheme reduces the amount of parking available. Object to paying for a permit when there is no guarantee of being able to park. Residents would rather live with the inconvenience of commuter parking than have this scheme. All residents should be given an equal number of permits.. Is the scheme compliant with European Human Rights legislation? The scheme will not prevent rat running and increase road safety.	N	The Human Rights Act Act provides that an infringement of a residents right to quiet enjoyment of property should not occur : "except in the public interest and subject to the conditions provided for by law" The Convention goes on to state that this right : "shall not...in any way impair the right of a state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest.." The public has a right to travel along a highway, not to park on it, and the community as a whole would benefit from removing vehicles that park on footways and at inappropriate places.

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JANUARY 2010

<u>RESIDENCE</u>	<u>COMMENTS RELATING TO:-</u>			<u>SUPPORT PROPOSAL? (Yes/No)</u>	<u>OFFICERS' COMMENTS</u>
	<u>DALLAS ROAD ZONE</u>	<u>REGENT STREET ZONE</u>	<u>BROOK STREET ZONE</u>		
Carr House Lane			The scheme should be considered as 1 zone not 3 separate areas. The inclusion of Cromwell Road and Aldcliffe Road is pointless as no problem exists. Have the needs of shoppers been accounted for? Chamber of Commerce requested that no scheme be implemented until alternative parking is made available to those displaced by the scheme.	N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Carr House Lane			The number of parking spaces has been severely reduced. Scheme will increase a danger to visitors who cannot park near visited property.No guarantee has been given that the costs will not rise in the future. Object to paying for permit when no guarantee of parking near home. The scheme has ignored the requests of residents.	N	
Carr House Lane			Not enough available parking spaces available for residents. The scheme will not increase road safety as it will force many people to walk unnecessary journeys and force them to cross roads.	N	
Cromwell Road			No parking problem exists on Cromwell Road and the scheme is not necessary. Residents should not have to pay for a scheme they don't want or need.	N	If schemes were introduced in the other zones, commuters and residents of other streets would be likely to park in Aldcliffe Road and Cromwell Road.
Cromwell Road			This is a money raising exercisethat penalises the less well off who will be forced to buy permits.	N	
Cromwell Road			This scheme penalises the less well off who will be forced to buy permits, unlike those in Aldcliffe Road who have off-road parking.	N	
Dallas Road	Provide flexibility in the scheme to allow for normal parking outside daytime hours			N	A parking scheme could operate for a lesser period during the day, but residents would still have to buy permits to park during those periods (including Saturdays). In addition, schemes in those roads where drivers park partly on the footway in order to avoid obstructing the carriageway could not operate for only part of the day, because the parking bays on one side of the road would be marked fully on the carriageway. Vehicles would be parked in these bays during the the times the restrictions are in force, and some of these would stay all day. As a result, other vehicles would not be able to park opposite them without causing obstruction.
Dallas Road	The current parking problems are not enough to justify the scheme. Costs of the scheme outweigh the benefits.			N	
Dallas Road	Why is the Council selling more permits than there are parking places?			N	Alternative ways of allocating permits, such as a 'first come first served' basis would be more contentious than that proposed.
Dallas Road	There is already a lack of parking spaces on Dallas Road. The scheme should be 1 zone, not 3.			N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Farmdale Road	No allowance has been made for school employees who need to park in the area long term but do not qualify for residents parking.			N	There are good public transport links to and from the city, and commuter traffic causes congestion.
Haverbreaks Rd			Any parking restriction do not need to exist 50m past the junction of Cromwell Road. Solution is grossly disproportionate to the problem.	N	If residents parking schemes were introduced in other roads, commuters would park in Aldcliffe Road.
Aberdeen	Lack of available parking for long term visitors and this scheme will make things considerably worse. There should be more pay and display spaces throughout the scheme to account for visitor parking.			N	
Lindow St/Square		Not enough permits for each household. No provision has been made for 2 car families other than restrictive parking in Dallas Road car park. Residents will regularly park in the spaces allocated for school drop off making it unsafe for school children. Scheme will affect house prices due to lack of parking. Visitor passes are only available for purchase during normal working hours, exactly when those who need them are at work. Separate zones create inequality among residents although everyone pays the same taxes.		N	
Lindow St/Square		All residents should be given equal numbers of permits.		N	

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	DALLAS ROAD ZONE	REGENT STREET ZONE	BROOK STREET ZONE		
Lindow St/Square		Not enough permits for each household. No provision has been made for 2 car families other than restrictive parking in Dallas Road car park. Residents will regularly park in the spaces allocated for school drop off making it unsafe for school children.		N	
Morningside		The scheme should be 1 zone not 3. No allowance has been made for disabled residents, disabled visitors, or visitors who stay longer than 1 day.		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Portland Street/Place		Not enough spaces for the amount of residents vehicles. The Dallas Road car park is not overlooked and is unsafe for car parking. Elderly people will find it difficult to walk uphill to their homes or cars. The scheme will cause animosity between residents. No allowance has been made for long term visitors, disabled, health workers or builders. The cost of the permits is too much for people on benefits or low incomes and no allowance has been made for this. Timing has been orchestrated to coincide with holiday period and lack of students.		N	
Portland Street/Place		Scheme should be classed as a single zone not three; to remove unequal allowance of permits.		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Portland Street/Place		Scheme should be classed as a single zone not three; to remove unequal allowance of permits. Residents should be allowed to use permits for limited waiting zones. Construct a pedestrian island at the junction of Carr House Lane and Aldcliffe Road to reduce speed of vehicles entering those roads.		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Portland Street/Place		No survey has been done with residents to analyse car ownership. This scheme will force lone woman to walk the streets at night as parking outside or near their property becomes less likely. Scheme will cause resentment among neighbours.		N	Requests for information regarding car ownership that have been made to residents of properties in other proposed residents parking zones have not been successful.
Portland Street/Place		Not enough spaces for the amount of residents vehicles. Would not feel happy leaving car in unsecured car park overnight. What recourse will there be if scheme is not successful and residents can no longer park near their homes?		N	
Portland Street/Place		No survey has been done with residents to analyse car ownership. This scheme will force lone women to walk the streets at night as parking outside or near their property becomes less likely. Scheme will cause resentment among neighbours. Existing residents schemes in the area are not satisfactory and this scheme will be no different, simply moving the problem from one street to the next.		N	Request for information regarding car ownership that have been made to residents of properties in other proposed residents parking zones have not been successful.
Portland Street/Place		Make the street a residents only zone but without allocated parking spaces. Remove the footway from one side of the street so that cars can park on both sides of the road and pedestrians will not be obstructed. Provide numbered bays so that each resident gets an allocated parking space.		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which originally appeared to have more support. Parking places have to be marked on the carriageway in order to make the restriction enforceable.
Portland Street/Place		Parking should be available on the left hand (east) side of Portland Street to accommodate more spaces. Not enough spaces are provided for the amount of vehicles. Residents should be allowed to park in adjacent zones. All residents should be allowed to use Dallas Road car park if no spaces are available. Households should be limited to one permit each. Parking should be allowed for 30 minutes unrestricted for loading and unloading. The timing of the consultation is very poor.		N	The placing of parking bays on the East side of Portland Street rather than the West side would result in more parking being lost, due to the requirement for a longer length of 'No Parking' opposite the junctions with the back streets to enable vehicles to sweep in and out of them.
Portland Street/Place		No allowance has been made for visitors staying long periods, builders or rubbish skips. Not enough information has been provided.		N	The Council permits skips to be placed in parking bays, although it tries to reduce the length of time that these are placed on the road in residents parking areas.

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	DALLAS ROAD ZONE	REGENT STREET ZONE	BROOK STREET ZONE		
Portland Street/Place		No allowance has been made for disabled residents. Scheme is unnecessary having lived here for 58 years without any trouble parking. The scheme reduces the amount of spaces currently needed.		N	The introduction of a scheme is likely to make it easier for residents, including those who are disabled, to find a parking place during the day.
Portland		-		N	
Portland Street/Place		No provision has been made for disabled residents that need to park close to their home. Visitor parking permits are open to abuse and should be the same price as residents permits. The scheme may require an allowance for key workers and builders that are common in this area.		N	The introduction of a scheme is likely to make it easier for residents, including those who are disabled, to find a parking place during the day.
Queen Street		This scheme will compound the problems of Queen Street residents who already suffer from a lack of parking spaces. Information provided was not backed up with evidence and not comprehensive enough. Additional information not available at Town Hall as mentioned. Consultation badly timed to coincide with summer holiday period and lack of students. Not enough spaces have been provided for the amount of residents. The scheme will create a knock on effect causing parking issues		N	Queen Street is situated in an existing residents parking zone.
Queen Street		Insufficient spaces will be available. Queen Street should be added to the proposed scheme. Not enough permits or visitor permits are available. Information was not backed up with evidence and not comprehensive enough. Additional information not available at Town Hall as mentioned. Consultation badly timed to coincide with summer holiday period and lack of students. Not enough spaces have been provided for the amount of residents. The scheme will create a knock on effect causing parking problems elsewhere in Lancaster.		N	
Queen Street		Scheme shows a disregard for the needs of residents of Queen Street. It is unacceptable to have unequal distribution of permits. Council is taking away 3 hour parking on Lindow Square and outside grammar school. Lack of parking will affect property prices.		N	
Queen Street		Queen Street should be included in any residents parking scheme for this area. Residents of Queen Street were not consulted.		N	Queen Street is situated in an existing residents parking zone.
Queen Street		Queen Street should be included in any residents parking scheme for this area. Permits should be eligible for pay and display parking spaces. Residents of Queen Street were not consulted.		N	Queen Street is situated in an existing residents parking zone.
Queen Street		Not enough spaces have been provided for residents of Queen Street who often have to park on Lindow Street or Aldcliffe Road. No concessions have been made for shift workers.		N	Queen Street is situated in an existing residents parking zone.
Queen Street		The congregation of this church often park on the streets that are subject of the scheme. Can some allowance be made for parking of the congregation on Sundays and Thursdays		N	No allowance can be made within the proposed scheme.
Regent Street		The scheme will cause people to walk alone at night which is unsafe. Providing only on permit per household is not acceptable. Keeping the existing arrangements is better than providing this scheme. This scheme was consulted on 3 years ago and these proposals are unacceptable along with the consultation process. Many of those who voted in favour of a residents parking scheme did so because of vehicle speeds but 20mph zone has solved this problem.		N	
Regent Street		The scheme would create more inconvenience for residents than what they currently experience. Proposed permit allocation is very unfair to multi-vehicle families. Residents should have been consulted before a scheme was proposed. Sometimes difficult to manoeuvre a buggy or wheelchair due to cars parked on pavements		N	Residents of the area have previously been consulted a number of times.

APPENDIX 'D'

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	<u>DALLAS ROAD ZONE</u>	<u>REGENT STREET ZONE</u>	<u>BROOK STREET ZONE</u>		
Regent Street		Households should be allowed two permits minimum as area is home to large families that require two vehicles. Parking vehicles too far away from homes will lead to increased insurance premiums. Having limited parking available will affect property values.		N	
Regent Street		Scheme should be classed as a single zone not three; to remove unequal allowance of permits.		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Regent Street		Restricting each household to one permit effectively restricts each household to one car, this is not feasible for many families in the area. Any restrictions will affect anyone who tries to sell their house in the future. The scheme should be considered as one zone and two permit per household. Why has this scheme been created when residents voted 'yes' for a single zone at the last consultation?		N	The original proposal of 1 zone received objections from a significant number of residents and subsequently the City Council opted to support a proposal for 3 zones, which appeared to have more support at that time.
Regent Street		Not enough permits for number of households. Property on Regent Street backs onto Dallas Road, therefore, are we eligible for Dallas Road permits also? No allowance for disabled parking bays.		N	Residents would not be able to obtain permits for zones other than the one they live in. Disabled parking bays are generally not introduced into residents parking zones, as the purpose of this type of restriction is to give parking priority to residents and disabled bays enables anyone with access to a Blue Badge to park there.
Regent Street		Introducing a scheme that reduces the overall amount of parking is unacceptable. Moving the parking bays to the west side of Dallas Road would create more spaces. Not enough limited waiting spaces have been provided for the school. The whole east side of Dallas Road should be limited waiting. Timing of consultation during summer holidays is poor. Should be 1 zone not 3.			<p>1. The proposed residents parking bays were not sited on the west side of Dallas Road, where there is an existing 'No Waiting' restriction, due to concerns about parked vehicles obscuring the vision of drivers emerging from Ushers Meadow, Villas Court and Lancaster Boys Club. The proposed bays could be moved to this side of the road, providing that adequate visibility is ensured at these junctions. This proposal would increase the number of parking spaces available, but it would mean that drivers and their passengers would have to cross Dallas Road to access their vehicles, and residents of properties on the east side of the road may find it more difficult to access their drives due to vehicles being parked opposite them, on the far side of the road.</p> <p>2. The proposal to move some existing residents parking bays from one side of Dallas Road and allow limited waiting would increase overall parking capacity by around 2 spaces, but would receive very strong objections from the residents who currently park in the existing residents parking bays, as these appear to be full for the majority of the day. In addition the reason for this is stated as being to provide a drop-off area for parents, which goes against the County Council's policy of encouraging parents not to drive their children to school. This is not possible for all parents all the time, but increasing dropping off spaces will increase the number of parents choose to travel in their cars. It should be noted that there is a car park nearby where parents can drop their children off.</p>

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JANUARY 2010

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	<u>DALLAS ROAD ZONE</u>	<u>REGENT STREET ZONE</u>	<u>BROOK STREET ZONE</u>		
Regent Street		Not enough spaces are provided for the amount of residents vehicles. Residents should be given the same number of permits. The whole east side of Dallas Road should be limited waiting. Timing of consultation during summer holidays is very poor. Too little time allowed for responding to consultation.		N	The proposal to move existing residents parking bays from one side of Dallas Road and allow limited waiting in them would receive very strong objections from the residents who currently park in the existing bays. The reason for the request is stated as creating a drop-off area for parents, which goes against the County Council's policy of encouraging parents not to drive their children to school. Whilst this is not possible for all parents all the time, increasing dropping off spaces will increase the number of parents choose to travel in their cars. It should be noted that there is a car park nearby where parents can drop their children off. An objection period of 1 month was given, compared to the 21 days minimum stated in legislation relating to traffic regulation orders. This was extended to enable the public to send objections up to 6 weeks after publication of the proposals.
Regent Street		Parking on the pavement should be allowed as it is in other parts of the country where roads are not wide enough to accommodate parked cars on both sides of the road. Regent has operated as it currently does for years with no problem. Many houses within all the zones are 4 or 5 bedroom houses, therefore 1 permit per household is clearly inadequate. Council should bare in mind that residents will want to load and unload vehicles with children, shopping or equipment therefore people need to park as close as possible to their homes. The information available for this was very poor and no information was available online. This information has been issued 3 years after original consultation and yet the area has many new residents whose views have not been heard.		N	The placing of parking bays on the footway is not allowed in Lancashire because of concerns that it is likely to cause problems for pedestrians (particularly the disabled and partially sighted) and damage the surface of the footway. In addition, it would lead to others to consider they have a right to park on footways in other areas whether bays were in place or not. This may be less of a problem in London, where it is an offence to park on the footway, other than in a marked bay, but this is not the case in LOancashire.
Regent Street		Scheme should be classed as a single zone not three; to remove unequal allowance of permits. No waiting at any time restrictions exacerbate the problems; H bars would be better. Parking on footway is a nuisance. A local issue is not best served at County level. Make visitor and resident permits the same price. Permit cost is higher here than other locations in Lancaster. Visitor permit should be valid for 24 hours.		N	H' bars indicate an area on the highway where cars should not park and they should not be used as private parking spaces. The residents parking cheme has been proposed by Lancaster City Council, not the County Council, in response to requests from local residents. The proposed permit charge is the same as that in the Lancaster Central Zone and Castle Zone. Visitor permits are valid for 24 hours (midnight to midnight)
Regent Street		Same comments as above - Scheme should be classed as a single zone not three; to remove unequal allowance of permits. No waiting at any time restrictions exacerbate the problems; H bars would be better. Parking on footway is a nuisance. A local issue is not best served at County level. Make visitor and resident permits the same price. Permit cost is higher here than other locations in Lancaster. Visitor permit should be valid for 24 hours.		N	H' bars indicate an area on the highway where cars should not park and they should not be used as private parking spaces. The residents parking cheme has been proposed by Lancaster City Council, not the County Council, in response to requests from local residents. The proposed permit charge is the same as that in the Lancaster Central Zone and Castle Zone. Visitor permits are valid for 24 hours (midnight to midnight)
Regent Street		Being forced to park and walk on Dallas Road is worrying. Why change something that the majority of residents are happy with?		N	
Regent Street		Any parking problems are during the daytime or some Saturdays. Not enough to warrant this scheme. Parking closer to ones home and being safe is a more important issue than the environment. The scheme will reduce the amount of spaces needed by the residents. Allocation of passes is unfair as some households in other zones receive two permits. Residents should not have to pay to park further away from their home.		N	

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JANUARY 2010

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	DALLAS ROAD ZONE	REGENT STREET ZONE	BROOK STREET ZONE		
Regent Street		This scheme will cause residents to walk longer distances when alone at night. This does not currently happen as everyone can generally park within 30metres of their home. This scheme will force the elderly and infirm to walk up to 400m as they will not be able to park near their home. Residents will suffer from sleep deprivation as they will have to get up early to move their vehicle or be woken up by other people driving around unable to find a parking space. What will happen if the scheme does not work?		N	
Regent Street		Not enough spaces are provided for the amount of residents vehicles. Residents should be given the same number of permits. Residents prefer the existing parking arrangements.		N	
Regent Street		Not enough spaces are provided for the amount of residents vehicles. Need clarification of on loading and unloading issues, builders working in the area. Will cause animosity between neighbours. Residents prefer the existing parking arrangements. Carlisle has a system of parking on the footway and if hedges were cut back this could be used here.		N	
Regent Street		Only one side of Regent Street accommodates parking which will not be enough. Distribution of permits is unfair, all households should get 1 permit only.		N	
Regent Street		It is impossible to identify what and where the restrictions are being located on plans erected on lampposts. After visit to town hall to see larger plans none could be provided. Why are the plans and descriptions not available online?		N	
Regent Street		Every household should be given only one permit. Extra parking on Lindow Street is a good idea. Area should be made one zone not three.		N	
Ushers Meadow	Ushers Meadow should be excluded from any scheme as it is a community of 50 properties and only 15 spaces. Not enough spaces exist already and this scheme will put people off moving into the area. Elderly or infirm residents will be forced to walk longer distances, while possibly carrying shopping. No provision has been made for regular health care visitors which is very common in a retirement community. Scheme will increase amount of traffic from vehicles looking for spaces, increasing likelihood of accidents. Existing residents pay £500/yr for grounds maintenance and re-surfacing, will the Council reimburse residents if other people can use parking on the development.			N	The proposed parking bays in Ushers Meadow are on adopted highways, and the maintenance liability lies with the highway authority.
Ushers Meadow	Property was bought with the understanding that residents had a right to park on this development and visitor bays can only be used by visitors as it says in the property deeds. No allowance has been made for elderly or disabled residents to park near their property. No mention of specially adapted vehicles such as the rear loading vehicle owned for disabled resident.			N	The parking areas stated in deeds as 'visitor spaces' are adopted highway and any member of the public is entitled to park there.
Villas Court	Costs would be disproportionate to the benefits. Situation is not bad enough to justify the proposals.			N	

IN ADDITION, 2 PETITIONS OBJECTING TO THE PROPOSAL WERE RECEIVED:-

1./ Signed by 21 residents within the zone (Dallas Road and Villas Court) objecting to the scheme, stating that there is a lack of parking spaces at the moment in the Dallas Road area and splitting Dallas Road into different zones will worsen the situation and confuse residents and their visitors.

2./ Signed by 34 residents of Queen Street and Lindow Close objecting to the scheme - stating that the proposal will cause a major problem for residents of this area by preventing them from parking in the Lindow Street area when the residents bays in Queen Street are full. The petition states that the proposal will affect residents' quality of life and reduce property values.

APPENDIX 'D'

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JANUARY 2010

SUPPORT (21 RECEIVED)

<u>RESIDENCE</u>	<u>DALLAS ROAD ZONE</u>	<u>COMMENTS RELATING TO:- REGENT STREET ZONE</u>	<u>BROOK STREET ZONE</u>	<u>SUPPORT PROPOSAL? (Yes/No)</u>
Aldcliffe Road			We feel it could be good for the area	Y
Aldcliffe Road			Control of parking in this area cannot come soon enough.	Y
Aldcliffe Road			Aldcliffe Road should definitely be included in any parking scheme because of the knock-on effect of commuters moving to find spaces.	Y
Blades Street	commuters to us some other form of transport			Y
Blades Street	-			Y
Blades Street	-			Y
Lindow St/Square	-			Y
Lindow St/Square			This scheme is necessary to stop commuters and shoppers blocking the streets. It is impossible to push a pram along the footway without obstruction, it is difficult to load/unload a vehicle near home because of the amount of parked vehicles.	Y
Lindow St/Square			Obstructive parking on the footway on Regent Street and Portland street is distressing for the elderly, mobility scooters or pushchairs. Commuters cause nuisance by waiting for free parking in the area.	Y
Portland Street		Vehicles parking on the footway cause a nuisance to residents. The scheme will help to discourage car ownership and encourage use of sustainable transport. The area will become safer due to <u>reduction of vehicle movement.</u>		Y
Portland Street		Forcing residents and the public to walk on the roads is unacceptable and unsafe. This scheme will create a quieter more pleasant environment for all residents. Scheme will reduce conflict in the area over parking spaces.		Y
Portland Street		Parking on the footway is dangerous for the children and the elderly who then have to walk on the road.		Y
Portland Street		Forcing residents and the public to walk on the roads is unacceptable and unsafe. This scheme will create a quieter more pleasant environment for all residents. Scheme will reduce conflict in the area over parking spaces.		Y
Regent Street		Scheme will create a safer environment for pedestrians by preventing cars from parking on the footway.		Y
Regent Street		Scheme will create a safer environment for pedestrians by preventing cars from parking on the footway. Scheme is also good for the environment and will improve the street aesthetically.		Y
Regent Street		The parking problems in the area have been experienced for a very long time. Parking on the pavements causes pedestrians to walk on roads and prevents emergency vehicles access to houses.		Y
Regent Street		This scheme will prevent excess parking by people visiting the hospital. A zoned approach is essential to prevent the area being over run with students and their vehicles. Have no problem paying £40 and would gladly pay more. Residents have also had plenty of time to respond.		Y
Regent Street		It is very difficult to park in the area because of people not wanting to pay for parking in the city centre. A section of Aldcliffe road could be used for extra parking and also slow the speed of traffic. Alternatively, some kind of traffic calming should be located here.		Y
Ushers Meadow	Scheme will create a safer environment for pedestrians by preventing cars from parking on the footway.			Y
Ushers Meadow	Scheme will create a safer environment for pedestrians by preventing cars from parking on the footway. Scheme is also good for the environment and will improve the street aesthetically.			Y
Ushers Meadow	The parking problems in the area have been experienced for a very long time. Parking on the pavements causes pedestrians to walk on roads and prevents emergency vehicles access to houses.			Y

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JANUARY 2010

COMMENTS (NEITHER SUPPORT NOR OBJECTION) (9 RECEIVED)

RESIDENCE	COMMENTS RELATING TO:-			SUPPORT PROPOSAL? (Yes/No)
	DALLAS ROAD ZONE	REGENT STREET ZONE	BROOK STREET ZONE	
Aldcliffe Road			Apply Schedule 7/8 to Aldcliffe Road to provide limited waiting.	-
Aldcliffe Road			Add limited waiting restriction to Aldcliffe Road. 3hrs Mon -Sat 9am - 6pm	-
Aldcliffe Road			Would like additional restrictins in Aldcliffe Road and measures to reduce the speed of traffic.	-
-	Trustees of Lancaster Charity request that a small area of no parking area is located outside William Penny's flats (15 units) to allow ambulance access for sick or infirm residents.			-
Cromwell Road			The limited waiting in the scheme should be more than 30 minutes proposed as most visitors stay over 30 minutes	-
Meeting House La.	The residents of developments that already possess private parking areas should not be eligible for parking permits.			-
Regent Street		There should be a trial period for 6/12 months which should be monitored.		-
Regent Street		The scheme should be trialed for 12 months. Residents will not want to walk the streets alone at night so can street lighting be maintained better.Is there the possibility of using the B+Q carpark as overspill carpark?		-