

Ormskirk Town Centre



Pay & Display FREE

Up to 2 hours pay & display Normal Spaces Disabled Spaces

1 Wheatsheaf	141	6
--------------	-----	---

Up to 4 hours - pay & display

2 Bus Station	50	2
3 Park Road	43	2
4 Market Way	55	5
5 Lunesdale	18	1
6 Park Pool	123	3

All day - pay & display

7 Hants Lane	91	3
8 The Stiles	132	3
9 Hurton Way	19	1
11 52 Derby Street*	146	3

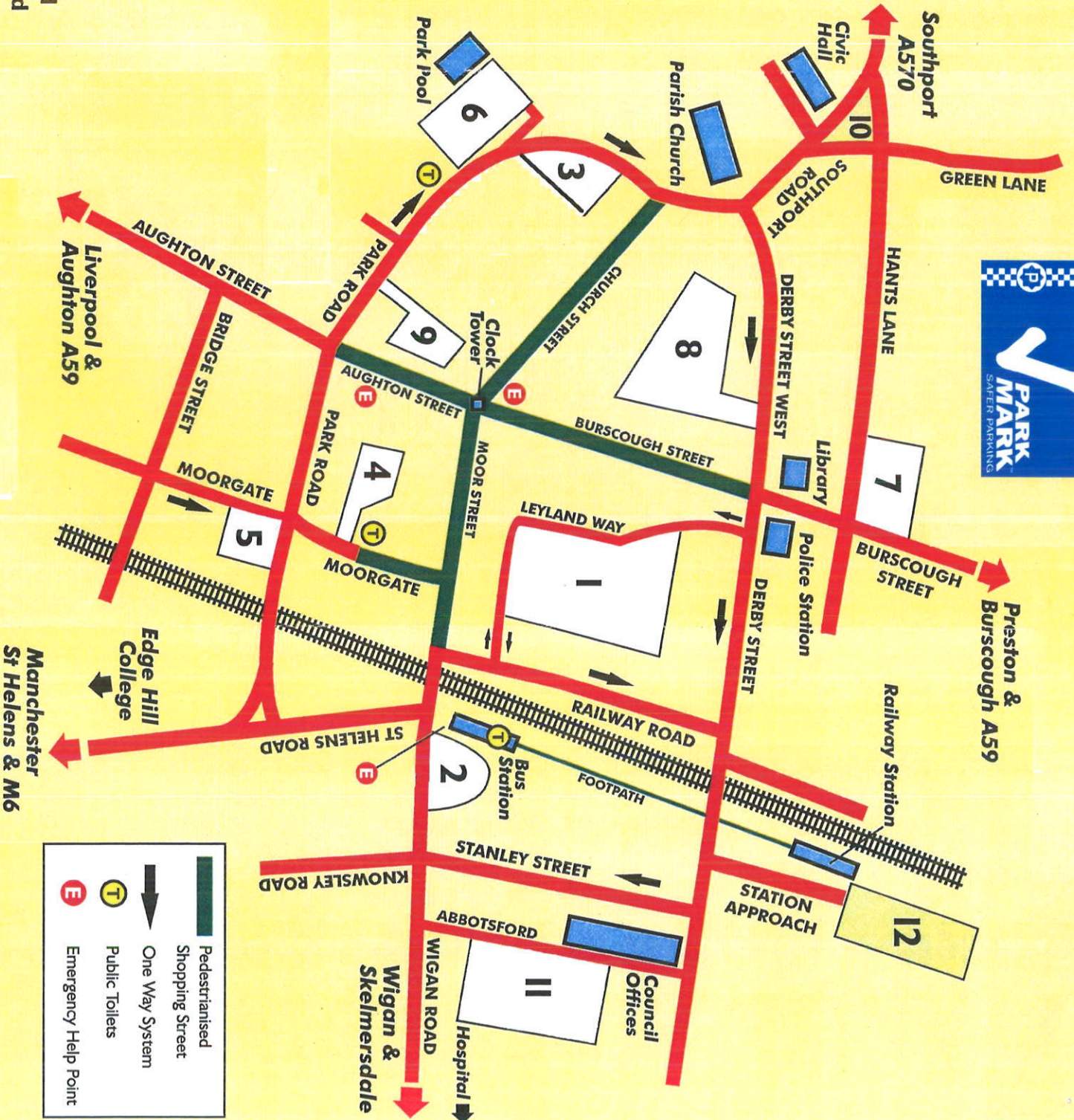
FREE - all day

10 Finnegans Square	12	0
---------------------	----	---

FREE - Park & Ride

12 Ormskirk Station	136	2
---------------------	-----	---

All P&D car parks have 24 hour CCTV surveillance and have free unrestricted parking from 5.30pm on weekdays, and all day on Sundays and Bank Holidays



- Pedestrianised Shopping Street
- One Way System
- Public Toilets
- Emergency Help Point

PARKING CHARGES

Current charges to use the council car parks in Ormskirk, applicable Monday - Saturday between the hours of 08.30am – 5.30pm are as follows:

Short Stay Car Parks (up to 2 hours)

Wheatsheaf Walk

70p for up to 1 hour

£1.10 for up to 2 hours

Short Stay Car Parks (up to 4 hours)

Park Road, Bus Station, Park Pool, Market Way and Lunesdale

70p for up to 1 hour

£1.10 for up to 2 hours

£1.60 for up to 3 hours

£2.00 for up to 4 hours

Long Stay Car Parks (up to 9 hours)

The Stiles and Hutton Way

70p for up to 1 hour

£1.10 for up to 2 hours

£1.60 for up to 3 hours

£2.00 for up to 4 hours

£3.00 for up to 9 hours

Derby Street

70p for up to 1 hour

£1.10 for up to 2 hours

£1.60 for up to 3 hours

£2.00 for up to 4 hours

£3.00 for up to 9 hours

Up to 30 minutes free

Saturday free for up to 4 hours

Hants Lane

40p for up to 1 hour

60p for up to 2 hours

£1.00 for up to 3 hours

£1.20 for up to 4 hours

£1.70 for up to 9 hours

9. Access

Improving the Parking Experience

There is no such thing as “free parking”. There is always a cost to someone, somewhere. The provision of totally free town centre parking for all town centre users is impossible. Not only that, but local authorities depend on the money from municipal parking. At the same time, Councils need to recognise the fundamental requirement for safe and affordable parking to encourage people back into shops and other town centre facilities by using Park Mark (r) and the Safer Parking Schemes etc. If there are charges, some income should be ring-fenced to benefit town users and businesses as appropriate.

Getting to the town centre, through its accessibility, to take advantage of the services offered (civic as well as economic, social and cultural) is easier because they are the natural hubs for all modes of transport; walking, cycling and all forms of public transport, not just for car owners. Contrast this with out-of-town retail and business parks where, without a car, you are effectively disenfranchised.

We will work with partners to better understand the role of parking and prosperity.

The relationship between “value for money” parking and town centres is not well understood, and must be fully explored and explained.

Town Centres could learn from shopping centres in this respect – the relative balance between day and night parking; the cross-subsidisation of activity for the greater good; and ensuring changes are cost-neutral – all can help improve the vitality of town centres.

We will lobby local authorities to consider car parking promotions and incentives to make town centres accessible to all.

We will work with partners to improve the safety, cleanliness and appearance of car parks to make them more attractive to visitors.

“Remember that car parks are for people. The more you do to make parking attractive to the people you do want in them, the less attractive they are to the people you don’t want in them. Safer Parking attracts customers.”

Kelvin Reynolds

Dir. of Operations and Technical Services, BPA

If you do one thing....

Have a car parking strategy for both public and private provision. This is a very important economic lever and far too important to be developed without taking into consideration the whole economic situation.