



DERBY CITY COUNCIL

AREA PANEL 5 7 DECEMBER 2005

Report of Assistant Director – Highways, Transportation and Waste Management

Petition regarding parking on North Street

SUPPORTING INFORMATION

- 1.1 A petition has been received from the residents of North Street living in the section between Arthur Street and North Parade, to request a Residents' Only Parking Scheme.
- 1.2 The petition contains 13 signatures and is accompanied by a covering letter which all of the signatories endorse. A copy of the letter is included as an appendix to the report.

Officer Comments

- 2.1 Over the years, growing car ownership has steadily increased pressure on parking in the North Street area. This has been reflected in concerns raised by residents in the area and the parking restrictions which have been introduced.
- 2.2 For a number of years, this section of North Street and other streets in the area have been subjected to a limited waiting restriction of 2 hours, no return within 1 hour. These waiting restrictions are in place to prevent long stay parking by shoppers and commuters visiting the City Centre.
- 2.3 In 2001, recognising the need of residents, the order was amended to enable residents to purchase a permit and gain exemption from the 2 hour restriction. The permits currently cost £25 per annum, 50p per week. The permits enable residents to park for unlimited periods but as with all residents privileged parking permits, do not guarantee a parking space or any entitlement to the spaces in front of a resident's property.
- 2.4 At the moment, the enforcement of these restrictions is the sole responsibility of the Police and the Traffic Wardens have confirmed that they do enforce the waiting restrictions on North Street and the surrounding streets. However, current Traffic Warden numbers are very restricted and any enforcement is commensurate with their other duties throughout the City.
- 2.5 With this background, the petition has come about following the property development on the land adjacent to the Derwent Medical Centre. The petitioners feel that the current parking situation will be further aggravated by the additional vehicles generated as a result of the new development. The development comprises 4 houses and 5 flats with a total of 13 parking spaces. This land was formally used as an informal parking site for visitors to the Derwent Medical Centre.

- 2.6 When a planning application is received, the traffic and parking implications are always considered. On this occasion, the Planning Control Committee considered the comments made via highway staff and by the public following consultation and the Committee resolved that the parking provisions for this development were appropriate in the circumstances.
- 2.7 The petitioners raise legitimate concerns regarding the potential for increased parking pressures as a result of the development. The parking provision to be provided with the development is intended to minimise any problems. In addition, because the development has a parking allocation, residents' permits will not be available to the new residents thereby preserving unlimited on-street parking to existing residents without off-street provision.
- 2.8 Although the petition relates to North Street, there is no doubt that there is pressure on parking throughout the area. Whilst this includes some parking by people visiting the City Centre etc, it is clear that a significant amount of the pressure is brought about by car ownership in the area itself.
- 2.9 Under all the circumstances, it isn't felt appropriate to make further changes to the restrictions on North Street at the moment or to consider North Street in isolation. However, it is intended that next year the City Council will take over the enforcement of parking restrictions. This change, known as Decriminalised Parking Enforcement is due to take place in July.
- 2.10 As part of Decriminalised Parking Enforcement, it is intended that the number of Parking Attendants will increase significantly. This will enable increased enforcement in areas like North Street. Whilst there will be many demands on the new service, it is envisaged that the increased resources available will bring about a step change in enforcement. In addition, the Parking Attendants will provide increased information about parking conditions in this and other areas of the City.
- 2.11 Since the advent of Area Panels, it has become increasingly clear that traffic management resources cannot match the volume of isolated requests received. In addition, there is a growing recognition that dealing with such requests on an ad hoc basis is inefficient and often fails to meet the real needs of an area. For these reasons, it is anticipated that officers will identify areas requiring a traffic management review and seek member agreement to a manageable work programme dealing with priority areas.
- 2.12 It has been observed that the existing waiting restriction, carriageway markings and associated signs on North Street are in a poor condition. Consequently, it is proposed to reinstate the signs and lines to aid the enforcement task both in the near future and following Decriminalised Parking Enforcement.
- 2.13 In this case, it is recommended that no further action is taken at the moment but that the consequences of the new development are monitored. Once the new situation and the effect of decriminalised parking enforcement are known, the situation can be reviewed and if problems persist in the area, it can be considered for inclusion in the Traffic Management Area Programme.

PROPOSED ACTION

- 3.1 That the signs and lines associated with the restrictions on North Street are reinstated.
- 3.2 That the effects of the new development and Decriminalised Parking Enforcement are monitored.
- 3.3 That if following Decriminalised Parking Enforcement significant problems remain in the area, it is considered for a traffic management review.

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Background papers:	None
List of appendices:	None