



DERBY CITY COUNCIL

**PLANNING, HIGHWAYS AND TRANSPORT
INDIVIDUAL CABINET MEMBER MEETING
13 DECEMBER 2006**

ITEM 9

Report of the Corporate Director, Regeneration and Community

Car Parking at Pride Park Park and Ride

SUMMARY

- 1.1 There are growing levels of car parking taking place at the Pride Park Park and Ride. There is a need to control this parking and to ensure that charges are appropriate.
- 1.2 It is proposed to introduce a new parking control system in the form of barriers and a new pay station. Parking charges will be brought into line with the current Park and Ride charges.

RECOMMENDATIONS

- 2.1 To approve the introduction of revised parking charges at Pride Park Park and Ride with immediate effect.
- 2.2 To Authorise officers to let a contract for the introduction of a new payment system for the car park with a view to the system being in place at the earliest date.

REASONS FOR RECOMMENDATION

- 3.1 To ensure that we are in a position to adequately control the level and extent of car parking which takes place.

SUPPORTING INFORMATION

- 4.1 The Park and Ride site within Pride Park has been operating since 1998. Throughout this time the car park has served a dual purpose. Its key function has been to provide a high quality park and ride service for visitors to the city centre but it has also operated as a car park to meet the needs of business and other organisations within Pride Park.

- 4.2 The level of parking that takes place on the car park has increased. This is in part due to the success of Pride Park generally and the fact that some key organisations, including Egg and Roll Royce, have located here. Rolls Royce have recently taken over part of the former AEA building on Pride Park and now run part of their international operations from these prestigious offices. Their accommodation does not provide sufficient parking to meet their current needs and we have therefore made arrangements for them to utilise the park and ride site for overspill car parking. The arrangement with Rolls Royce is initially for up to 100 vehicles and as part of the arrangement we have encouraged Rolls Royce to develop a travel plan for their site and to ultimately look to reduce this number.
- 4.4 Developments within Pride Park, including the National Rail Centre and redevelopment of the Roundhouse, could further increase the pressures for additional parking at the park and ride.
- 4.5 To ensure that we adequately manage and control the operation of the site we propose to introduce a new barrier controlled parking system. We anticipate that such a system would cost approximately £40k to £50k to install. To help cover the costs associated with such a system it is also proposed to increase parking charges. It currently costs 50p per day to park here. This charge has remained unchanged since it was first introduced in 1998. It is proposed that the charge be increased to fall in line with the charges that apply to the Park and Ride service, currently £1.90 per day. Setting a single charge for the use of the parking facility, regardless of whether the fee is simply to park or to park and ride, will have distinct operational advantages. It is envisaged that the cost of the new barrier system would be met from the increased charges within the first year of operation. Beyond that time the additional income will help support and develop the Park and Ride service and cover the essential costs associated with the site such as rates, electricity and security.
- 4.6 The general operation of the park and ride service would not be affected by these proposals.

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Background papers:	None
List of appendices:	Appendix 1 – Implications Appendix 2 – Tables 1 to 7

IMPLICATIONS

Financial

1. The costs of introducing the barrier system are likely to be around £40k to £50k. Subject to approval of this report competitive quotes would be sought. The increased daily parking charge will fully cover this cost within a year.

Legal

2. There are no legal considerations arising from these proposals. The location is operated by the Council as the owner of the site and therefore we are free to set whatever charge we consider appropriate for parking here.

Personnel

3. None.

Equalities impact

4. None.

Corporate Priorities

5. None.