



DERBY CITY COUNCIL

**PLANNING, HIGHWAYS AND TRANSPORT  
INDIVIDUAL CABINET MEMBER MEETING  
4 APRIL 2007**

# **ITEM 8**

Report of the Corporate Director, Regeneration and Community

## **Proposed 'Pay and Display' Parking System – Grove Street Car Park, Normanton**

### **SUPPORTING INFORMATION**

- 1.1 To introduce a 'Pay and Display' parking system on Grove Street car park, Normanton.
- 1.2 To introduce parking restrictions on streets surrounding the car park to ensure that commuter parking is not displaced to residential streets.

### **RECOMMENDATIONS**

2. To approve proceeding with public and statutory consultation on the parking controls and restrictions detailed in the report.

### **REASONS FOR RECOMMENDATION**

- 3.1 It is considered that the introduction of 'Pay and Display' parking control will address the concerns raised by local Members, Normanton Traders and residents and ensure that Grove Street car park can operate as a legitimate community facility.
- 3.2 The complimentary residents' parking restrictions will ensure that the parking problem that has been identified will not simply transfer to neighbouring residential streets.

### **SUMMARY**

- 4.1 Over a number of years, concerns have been raised by local Members, Normanton traders and residents about the amount of long-stay parking that occurs on Grove Street car park. Further, the Normanton Area Study undertaken last year also demonstrated that the availability of public car parking is a key issue for the area.
- 4.2 Traffic surveys undertaken a couple of years' ago showed that approximately 30 to 40% of car park users stayed for less than 2 hours which demonstrates that the car park does go some way towards serving a community need. However, those surveys also revealed that approximately 30 to 50% of users stayed for greater than 7 hours. While some of these will, of course, be those working in the District Centre, the staff undertaking the surveys did note that a significant number of those who parked walked towards the City Centre and the Derbyshire Royal Infirmary.

- 4.3 It was also found that the car park fills to its capacity (approximately 75 spaces) by 9am each day. Consequently, those who stay for long periods for reasons unconnected with the District Centre, can only serve to deny parking opportunities to those wishing to make legitimate short-term visits, lessening its value as the community facility that residents and traders feel it should provide.
- 4.4 Consequently, consideration has been given to the introduction of some form of parking control on the car park. The two options are, essentially, 'Pay and Display' as is used in most City Council car parks or 'Pay on Foot' such as is used at the Assembly Rooms and Chapel Street car parks.
- 4.5 'Pay and Display' would seem to represent the most viable option for this small car park which is remote from the City Centre. A 'Pay and Display' system would cost approximately 10% of the implementation and maintenance costs of a 'Pay on Foot' system and would incur no extra enforcement costs as the car park would simply be incorporated into the existing enforcement regime.
- 4.6 To reflect the need to promote short-stay parking while deterring long-stay, the following charges are proposed:

0 – 1 hour	20p
1 – 2 hours	50p
2 – 3 hours	£1.00
3 – 4 hours	£2.00
Over 4 hours	£6.00

Monday to Saturday – 8am to 6pm

- 4.7 The surveys undertaken and the findings of the Normanton Area Study show that there is some need to allow long-stay parking for those living or working in the District Centre. Consequently, it is proposed that season tickets will be made available for those people. It is proposed that these season tickets shall cost £200 per year, which compares very favourably to the £700 to £750 per year for a City Centre season ticket, and equates to approximately £4.00 per week. Season tickets would not be available to any other users.
- 4.8 The surveys also show that a maximum of 50% of car park users currently park for extended periods and many of these stays are not associated with the District Centre. Consequently, it is proposed that, initially, only 25 season tickets (33% of the available parking spaces) will be made available. Obviously, this figure can be reviewed if it appears that greater provision needs to be made for legitimate long-stay parking.

- 4.9 The introduction of any new parking control inevitably leads to a displacement of parking. In this instance, there is concern that parking might simply transfer to nearby terraced residential streets such as Twyford Street, Harriet Street, Belgrave Street and Moore Street, amongst others. Consequently, it is proposed that an associated residents' only parking scheme should be introduced in streets surrounding the car park, as shown on the attached drawing. It is anticipated that the scheme would initially be introduced on an experimental basis which would mean that it would operate free of charge during the first year. Throughout the experiment, residents will be able to gauge whether they feel any benefit from the scheme before being asked whether they would like the scheme to be made permanent, after which they would be required to pay for their permits in keeping with every other residents' parking scheme across the city.
- 4.10 It will also be necessary to ensure that long-stay parking does not transfer to Leonard Close. However, these residents have the benefit of designated off-street parking areas hence it might be more appropriate to introduce an on-street 'Pay and Display' restriction rather than a residents' only parking restriction. This would provide additional parking facilities for visitors to the District Centre, in a controlled manner, but residents would still be able to purchase a permit which would exempt them from the charges, if they preferred to park on-street.

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<b>Background papers:</b>	None
<b>List of appendices:</b>	Appendix 1 – Implications

<b>IMPLICATIONS</b>
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**Financial**

1. All of the costs associated with the introduction of the parking controls and restrictions would be met from existing monies secured through an agreement with Southgate Retail Park under Section 106 of the Town and Country Planning Act.

**Legal**

2. None.

**Personnel**

3. None.

**Equalities impact**

4. None.

**Corporate Priorities**

5. The proposal comes under the Council's Objective of **strong and positive neighbourhoods** and **shops, commercial and leisure activities**.