



## **Review of Charged Parking Areas within the city**

### **SUMMARY**

- 1.1 The report identifies a number of areas where it is recommended that changes need to be made to existing parking arrangements to better manage on street parking. Each identified location is known to have challenges with regard to the volume of on street parking that currently takes place and it is considered that new, amended or additional parking controls will increase parking opportunities and improve access to premises.
- 1.2 The proposals include the introduction of new parking charges and limited waiting restrictions, changes to existing parking restrictions and the rationalisation of parking areas in some locations.

### **RECOMMENDATIONS**

- 2.1 To approve in principle the proposed changes to parking controls as set out within the report.
- 2.2 To authorise the Strategic Director, Communities and Place, in consultation with the Cabinet Member for Cohesion and Integration and subject to the approval of capital funding, to
  - Following detailed design to agree the proposed changes to on street parking arrangements on Cathedral Road, Derwent Street and Gower Street and to then undertake statutory consultation
  - Undertake statutory consultation/advertisement of the proposed introduction of on street parking controls, supported by charges, on streets around Ascot Drive and within West Meadows Industrial estate.

### **REASONS FOR RECOMMENDATIONS**

- 3.1 The proposals aim to address existing parking issues in specific locations across the city improving access to property, increasing parking opportunities and ensuring effective management of parking.
- 3.2 The recommendations seek Cabinet approval to progress the various parking initiatives with agreement of some elements of detail being delegated. The proposals will require the introduction of traffic regulation orders which must be subject to formal statutory consultation and public advertisement. The authority to make traffic regulation orders including the consideration of any objections is a function that is delegated to officers.



**SUPPORTING INFORMATION**

- 4.1 Existing pay and display parking areas across the city centre have recently been reviewed with the specific purpose of identifying additional parking opportunities to improve access to premises either by increasing parking space or by increasing the turnover of parked vehicles. The review has also considered the need to effectively manage on street parking and to maintain the free movement of traffic.
- 4.2 There are a number of locations within the city centre, where demand for on street parking is high and where physical changes to the street layout will provide an opportunity to provide additional parking bays and improve access to premises. These locations include Cathedral Road, Derwent Street and Gower Street. Subject to the allocation of capital funding as part of the 2017/18 Highways and Transport capital programme these locations will be examined in greater detail and proposals to amend the existing parking arrangements, so as to maximise parking opportunities, will be developed. It is envisaged that defined proposals will be available and subjected to public consultation in late spring/early summer.
- 4.3 Following concerns raised about on street parking in a number of non-residential areas across the city, where on street parking is unregulated or not sufficiently controlled, it is proposed to introduce new parking restrictions including charges in two areas. These proposals would affect the streets around Ascot Drive and also streets in the West Meadows industrial estate. In both locations the introduction of parking controls will serve to better manage the parking that takes place on the highway and will ensure that those parking areas that are available are used in the most appropriate way improving access to premises and ensuring that traffic can move freely. The proposed parking controls are indicated at appendix 2. Subject to the completion of statutory consultation and the allocation of capital funds as part of the 2017/18 Highways and Transport capital work programme, it is proposed that these additional parking controls should be introduced with effect from summer 2017.
- 4.4 To support the new parking restrictions associated charges are considerate necessary to enable effective control and management of the parking areas. Operation of parking controls without the introduction of a charging system would render the control of parking more difficult and likely less effective. It is proposed that controls and charges will operate from Monday to Saturday, 8am to 6pm at the following tariffs:
- Up to 1 hour - 50p
  - 1 to 4 hours - £1.00
  - Over 4 hours - £2.00
  - Season Tickets - £200 per annum

Any additional revenue generated from the proposed changes has been identified within the Council's Medium Term Financial Plan.

4.5 Current legislation surrounding the application of parking charges prohibits local highway authorities from introducing parking charges for the purpose of generating income. Where parking charges are considered necessary and justified for highway safety or to enable the public highway to be managed effectively then a charge may be made. Where the application of parking charges generates a surplus we are required to reinvest the surplus in highway and transport activities. This can include highway maintenance, support for public transport etc

<b>OTHER OPTIONS CONSIDERED</b>
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5.1 None

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Estates/Property officer</b> <b>Service Director(s)</b>  <b>Other(s)</b>	Olu Idowu, Head of Legal Services Amanda Fletcher, Head of  David Gartside, Director of Strategic Partnerships, Planning and Transportation
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<b>For more information contact:</b>  <b>Background papers:</b> <b>List of appendices:</b>	David Gartside, Director of Strategic Partnerships, Planning and Transportation 01332 641821 david.gartside@derby.gov.uk None Appendix 1 – Implications Appendix 2a, 2b, 2c, 2d – Detailed proposals
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<b>IMPLICATIONS</b>
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**Financial and Value for Money**

- 1.1 Capital funding to enable the proposed changes to city centre parking areas and the introduction of new parking controls in those areas indicated within the report is included in the proposed 2017/18 Highways and Transport Capital Programme. This programme is also being considered by Cabinet on the 15 March 2017 as part of the Councils corporate capital budget. Subject to approval of the capital spend sufficient funding will be available for the measures to be delivered.
- 1.2 The proposed changes to city centre parking arrangements will potentially generate an estimated additional £77k revenue income per annum. The introduction of new parking controls and charges at Ascot Drive and West Meadows is expected to generate an estimated additional £75k per annum. Given the phased delivery of the measures it is expected that additional income of £54k will be generated in 2017/18. The additional revenue likely to be generated from the proposed changes has been identified within the Council's Medium Term Financial Plan.

**Legal**

- 2.1 The Council must undertake meaningful consultation regarding any proposals to introduce new traffic regulation orders. Any objections that are raised to the proposals must be considered fully prior to a final decision on the proposal being made.

**Personnel**

- 3.1 None

**IT**

- 4.1 None

**Equalities Impact**

- 5.1 The equality impacts arising from changes to existing or the introduction of new parking controls are covered by an Equality Impact Assessment undertaken to support the various parking activities delivered by the Council. Should any comments or objections to the proposals be received that raise equality matters then the assessment will be revisited.

**Health and Safety**

- 6.1 None

**Environmental Sustainability**

- 7.1 None

## **Property and Asset Management**

8.1 None

## **Risk Management and Safeguarding**

9.1 None

## **Corporate objectives and priorities for change**

10.1 This report contributes to the priority outcome of 'making the most of our assets.'