



This information is available free of charge in electronic, audio, Braille and large print versions on request.

For assistance in understanding or reading this document or specific information about this Agenda or on the "Public Participation" initiative please call Democratic Services on 01629 761133 or e-mail committee@derbyshiredales.gov.uk

27 November 2017

To: All Councillors

As a Member or Substitute of the **Community & Environment Committee**, please treat this as your summons to attend a **SPECIAL MEETING** to consider the **Review of Car Parking Policy** on **Tuesday 5 December 2017 at 6.00pm in the Council Chamber, Town Hall, Matlock.**

Yours sincerely

A handwritten signature in black ink, appearing to be "Sandra Lamb". The signature is fluid and cursive, with a large loop at the end.

Sandra Lamb
Head of Corporate Services

AGENDA

1. APOLOGIES/SUBSTITUTES

Please advise Democratic Services on 01629 761133 or e-mail committee@derbyshiredales.gov.uk of any apologies for absence and substitute arrangements.

2. PUBLIC PARTICIPATION

To enable members of the public to ask questions, express views or present petitions, **IF NOTICE HAS BEEN GIVEN**, (by telephone, in writing or by electronic mail) **BY NO LATER THAN 12 NOON OF THE WORKING DAY PRECEDING THE MEETING.**

3. INTERESTS

Members are required to declare the existence and nature of any interests they may have in subsequent agenda items in accordance with the District Council's Code of Conduct. Those interests are matters that relate to money or that which can be valued in money, affecting the Member her/his partner, extended family and close friends.

Interests that become apparent at a later stage in the proceedings may be declared at that time.

4. REVIEW OF CAR PARKING POLICY 2017 – CONSULTATION RESULTS

3 - 28

To consider the findings of a consultation exercise, relating to the Car Parking Review 2017, and recommendations arising from that Review.

Members of the Committee - Councillors Jason Atkin, Jennifer Bower, Richard Bright, Sue Bull, Martin Burfoot, Albert Catt, Ann Elliott, Susan Hobson (Vice Chairman), Vicky Massey-Bloodworth, Tony Morley, Joyce Pawley, Mike Ratcliffe, Lewis Rose, OBE, Andrew Statham, Colin Swindell, Philippa Tilbrook, Jo Wild (Chairman)

Substitutes - Councillors Deborah Botham, David Chapman, Tom Donnelly, Richard FitzHerbert, Steve Flitter, Alyson Hill, Neil Horton, Angus Jenkins, Tony Millward, BEM, Dermot Murphy, Jean Monks, Garry Purdy, Irene Ratcliffe, Mark Salt, Jacquie Stevens, John Tibenham

COMMUNITY & ENVIRONMENT COMMITTEE
5 DECEMBER 2017

Report of the Head of Community Development and Environmental Services

REVIEW OF CAR PARKING POLICY 2017 – CONSULTATION RESULTS

PURPOSE OF THE REPORT

To report on the findings of the consultation exercise of the Car Parking Review 2017 and make appropriate recommendations.

RECOMMENDATION

1. That the following amendments to the Derbyshire Dales Off-Street Parking Places Order 2013 be approved and published for a period of statutory consultation:-
 - a) Cokayne Avenue Car Park, Ashbourne becomes a 24 hour pay and display car park with a free 2 hour stay ticket.
 - b) Market Place, Cromford becomes a 24 hour pay and display car park with a free 30 minute stay ticket.
 - c) Lime Yard, Cromford becomes a permit holder only car park with a limited catchment area as defined in Appendix 2, and that those purchasing permits receive a 3 year phasing to assist in meeting the new charges.
 - d) Edgefold Road Car Park, Matlock becomes a free 1 hour short stay car park.
 - e) Canterbury Road, Wirksworth becomes a 24 hour pay and display car park with a free 2 hour stay ticket.
 - f) North End, Wirksworth becomes a regulated car park for permit holders only with a limited catchment area defined in Appendix 3, and that those purchasing permits, receive a 3 year phasing to assist in meeting the new charges.
 - g) Old Lane, Wirksworth becomes a permit holder only car park with a limited catchment area defined in Appendix 4, and that those purchasing permits receive a 3 year phasing to assist in meeting the new charges.
2. That in relation to Permit Schemes:-
 - a) The price of Season Tickets remains at 68% discount for zone specific season tickets, currently £465 p.a.
 - b) A new a District wide season ticket is introduced offered at 60% discount, currently equating to £572 p.a.
 - c) The price for 3 and 7 day Rover passes to provide a 40% discount is introduced from 1st April 2018, priced at £9.90 and £23.10.

- d) The fees for Permit Holder car parks (£331pa) and Resident Only bays (£92pa) are merged to a new 'Permit Holder' scheme at the higher rate of £331pa from 1st April 2018.
- e) That the existing 'Resident Only' bay holders move to a new 'Permit Holder' scheme and those entitled receive a 3 year phasing to assist in meeting the new charges. The rates will be:-
 - 1st April 2018 – £92
 - 1st April 2019 – £172 (plus any fees & charges increase in 2019)
 - 1st April 2020 – £252 (plus any fees & charges increase in 2019 and 2020)
 - 1st April 2021 – £331 (plus any fees & charges increases 2019, 2020 and 2021)
- f) Prices are considered annually as part of the Fees and Charges Report to become effective on 1 April with effect from 2019.

3. That in relation to Park Mark Accreditation, the District Council aims to:-

- a) Increase the number of sites submitted for Park Mark accreditation year on year at an additional cost of £132 per car park to be met from the Car Parking revenue account.
- b) Submit the initial 22 sites for the Disability Parking Awards and then increase the number of sites submitted year on year at an overall cost of £1065 per annum.

WARDS AFFECTED

Ashbourne North; Ashbourne South; Bakewell; Chatsworth; Darley Dale; Hartington and Taddington; Hathersage and Eyam; Little Longstone; Masson; Matlock All Saints; Wirksworth.

STRATEGIC LINK

This forms part of the Review of Parking Services which accords with the District Council's values and aims of creating 'a thriving district' and to provide a clean and safe district' as expressed in the Corporate Plan 2015/19.

1. BACKGROUND

- 1.1 Derbyshire Dales District Council undertook a detailed review of its car parking policy in 2013. At that time a number of changes were approved and implemented, while other recommendations were put on hold for further consultation.
- 1.2 These 'on hold' recommendations, including the possibility of charging for some of our existing free car parks and revising charges for season tickets, formed the Review scope.
- 1.3 The Review takes account of the District Council's current financial position. Successive Central Government grant cuts, including a further 20% in 2017/18, make it harder than ever to provide the frontline services that residents need. An additional £1.6 million ongoing savings has to be achieved over the next three

years. If possible, the aim is to do this without substantially increasing the financial burden on Derbyshire Dales Council Tax payers. This means we have no choice but to continue to review all of our services to achieve further savings and efficiencies and to explore new income areas.

- 1.4 Within the current Parking Policy, the District Council offers significant benefits to local residents with parking discounts. The annual residents parking concession badge which is issued to every household within the District is estimated to be used over 2.5million times each year, representing a benefit of £3.7million to local residents. This review will not affect that valuable local commodity.

2. OBJECTIVE OF THE REVIEW

- 2.1 Whilst the 2013 in-depth review of Parking Policy addressed a wide range of issues, having regard to the financial impact of policies on the local economy and the Council's overall financial position, there remained a number of matters which now require further consideration. They are:-

- Regulated and Unregulated free car parks in Cromford, Wirksworth, Matlock and Ashbourne.
- Permit schemes, season tickets and rover passes.
- Park Mark Accreditation scheme.

3. METHODOLOGY

- 3.1 Consultation and surveys were carried out over the Summer of 2017 using the following methods:-

- Visits to each car park to record usage at different times and days throughout the noting of registration numbers to show repeat users and numbers.
- Comprehensive questionnaire promoted to Parish Councils, season ticket and permit holders and within all car parks.
- Consultation with specialist user groups, e.g. Ashbourne Recreation Users.
- Conversations with people whilst surveying car parks.
- Comparisons with similar Council areas for charges and season ticket details.
- Gathering internal data on season tickets, permits etc.

- 3.2 All the research was then analysed to enable conclusions to be drawn and the recommendations made. Results of the consultation are listed as a background paper to this report.

4. FINDINGS – REGULATED AND UNREGULATED CAR PARKS

- 4.1 The questionnaire enabled people to make comments about the proposals for each car park separately and general comments at the end. Many respondents object to introducing payments for parking in the areas identified and the themes listed below were identified on many occasions:-

- Concerns that local businesses would suffer as people would choose to go where there is free parking.
- Residents without access to on-street parking will not be able to park for free
- They cannot afford to pay for parking.
- That on-street parking will become even more difficult and cause obstructions.

- Many suggestions were made, however some of these had to be excluded as they fell outside the scope of the Review.

4.2 1434 questionnaire responses were received plus 12 written representations. A petition, containing 189 signatures, was also received, which states:-

'Derbyshire Dales are trying to put parking meters on the Market Place and across by the Lime Yard. This would be highly detrimental to local businesses and residents. Please sign here if you wish to protect our village'

The petition organiser has been invited to present the petition to the Committee. Each of the recommendations is now discussed in turn.

5. COKAYNE AVENUE, ASHBOURNE

5.1 Cokayne Avenue car park is close to Ashbourne town centre and is fully tarmacked and lined for 119 vehicles. It is next to the Ashbourne Recreation Area and sports pavilions, owned by the District Council. The Derbyshire County Council Adult Education Centre is also just off the car park. The car park has lighting and an electricity supply.

5.2 Survey Findings

Question	Key Outcomes	
Proposal to introduce parking charges	54.7%	Strongly Disagree
How often do you use the car park?	25.7%	Regular
	32.2%	Occasional
	41.9%	Seldom / Never
Reason for using the car park	46.0%	Shopping
	37.1%	Sports & Recreation
	9.9%	Education Centre
If parking charges were introduced what would you consider doing?	57.3%	Park on Street
	14.9%	Pay each visit
	7.9%	Use another car park

5.3 Observation Findings

Cokayne Avenue car park is well used during the week. Typically the car park will be at full capacity between 9am -10am and will not begin to empty until 4pm. On Saturdays, the car park would be close to capacity between the hours of 11am – 2pm, with the car park emptying quickly at certain times of the day.

Regular	40%	Occasional	19%	Seldom	41%
---------	-----	------------	-----	--------	-----

245 people made representations on the Cokayne Avenue proposals:-

- 34 expressed concerns that charges could be prohibitive to people who work in Ashbourne and mean that many of them will park on the road as they may not be able to afford the charges.
- 25 are concerned that people will not pay to park to visit the local businesses.
- 20 representations, including on behalf of sports groups have been made, about the impact charges would have on sports teams and visiting teams, these are seen as prohibitive for training and matches.

- 38 were concerned about the impact at school drop off and collection times, and road congestion.
- 2 were concerned that local people would not be able to use the car park for home parking if charges were introduced.
- 2 representations about the Adult Education Centre and concerned that parking charges would make the courses prohibitively expensive.
- 14 suggested that a short free period (30 minutes to 1 hour) is given to allow for local shopping.
- 14 suggested that it should be free but short stay or free for local residents and charge others.

5.4 Discussion

From the representations made, Officers consider that it would be appropriate to maintain, where possible, the free use of Cokayne Avenue Car Park for sporting and recreational activities. It is, therefore, proposed to have a 2 hour free stay option, as that offered at the Arc Car Park, Matlock for Dimple Playing Fields.

Recommendation 1a

Cokayne Avenue Car Park, Ashbourne becomes a 24 hour pay and display car park with a free 2 hour stay ticket.

6. MARKET PLACE AND LIME YARD, CROMFORD

6.1 There are two elements to the Cromford Car Park, the highly visible Market Place Car Park that is currently unmarked for spaces and free without time restrictions. The second part is Lime Yard which is less visible unregulated parking area. The Market Place has space for approximately 23 vehicles and Lime Yard approximately 10 spaces. Both areas are tarmacked and unlined.

6.2 Survey Findings

Question	Headline Result	
Proposal to introduce Short Stay parking charges	43.2%	Strongly Disagree
Proposal to introduce Long Stay parking charges	21.9%	Strongly Disagree
How often do you use the car park?	17.9%	Regular
	45.1%	Occasional
	37.0%	Seldom / Never
Reason for using the car park	79.6%	Shopping
	12.6%	Recreation
If parking charges were introduced what would you consider doing?	47.9%	Park on Street
	21.5%	Pay each visit

6.3 Observation Findings

Cromford Market Place car park is well used throughout the week. Typically the car park will be continually at full capacity; however, the maximum number of spaces varies depending upon the manner in which motorists choose to park.

Regular	36%	Occasional	15%	Seldom	49%
---------	-----	------------	-----	--------	-----

Lime Yard is an underutilised parking area with the area typically at half capacity throughout the week.

Regular	28%	Occasional	17%	Seldom	55%
---------	-----	------------	-----	--------	-----

143 people made representations on Cromford Market Place and Lime Yard proposals:-

- 50 expressed concerns that charges could have a detrimental effect on the number of customers visiting local businesses.
- 26 have concerns about parking for local residents due to the historic nature of the village.
- 25 suggested that a short free period (30 minutes to 1 hour) is given to allow for local shopping.
- 15 suggestions that it should be free but short stay or free for local residents and charge others.
- 9 concerned about the displacement of cars onto the crowded roads to park.

6.4 Discussion

Officers consider that the Market Place should become pay and display in line with the other car parks within the area and to be consistent with other car parks the District Council operates. A large number of concerns have been raised about the impact that charging will have on local businesses and it is, therefore, proposed to offer a free short stay option for the car park, to mitigate for the length of time the car park has remained free of charge in the past, whilst serving to deter the recent migration of long-stay day visitors from other privately operated car parks which have become chargeable.

There are several residential properties directly on the Market Place and by making the area pay and display, these and other nearby residential properties would be significantly impacted. To alleviate this impact it is proposed that Lime Yard should become a permit holders' only car park, which would incur a charge of £331 per annum. The manner in which this charge would be introduced is described in further detail, later in the body of this report.

Recommendation 1b and 1c

1b) Market Place, Cromford becomes a 24 hour pay and display car park with a free 30 minute stay ticket.

1c) Lime Yard, Cromford becomes a permit holder only car park with a limited catchment area as defined in Appendix 2, and that those purchasing permits receive a 3 year phasing to assist in meeting the new charges.

7. EDGEFOLD ROAD, MATLOCK

7.1 Edgefold Road car park is close to Matlock town centre and is fully tarmacked and lined for 14 vehicles. The bays are accessed direct from Edgefold Road, the car park has lighting from the road and an electricity supply could be found from the Town Hall rear car park.

7.2 Survey Findings

Question	Headline Result	
Proposal to introduce parking charges	37.8%	Strongly Disagree
How often do you use the car park?	8.4%	Regular
	32.3%	Occasional
	59.3%	Seldom / Never
Reason for using the car park	78.0%	Shopping
	8.2%	Work
If parking charges were introduced what would you consider doing?	51.8%	Park on Street
	23.2%	Pay each visit
	9.9%	Use another car park

7.3 Observation Findings

Edgefold Road car park is well used throughout the week. Typically the car park will be at full capacity between 8am – 4pm with the majority of turnover taking place after 2pm.

Regular	51%	Occasional	20%	Seldom	23%
---------	-----	------------	-----	--------	-----

68 representations were received for the Edgefold Road proposals:-

- 10 said the car park should stay as it is.
- 9 said that it would displace vehicles to road parking.
- 9 said it should remain free to support local businesses.
- 5 said it should be free for local workers to park there.
- 14 suggested that there should be a free short stay element on the car park to help with short visits to the shops and the doctors.

7.4 Discussions

Edgefold Road is a very small car park and, as such, it might not at this stage be cost effective to make it pay and display. In light of the responses and suggestions made, Officers consider that it would be appropriate to make the car park a free short stay one to encourage turnover of vehicles. The period of short stay would be in line with the on-street parking restrictions on Edgefold Road to ensure that no additional resources, in the form of regular patrols, are required to service the car park.

Recommendation 1 (d)

Edgefold Road Car Park, Matlock becomes a free 1 hour short stay car park.

8. CANTERBURY ROAD, WIRKSWORTH

8.1 Canterbury Road car park is close to Wirksworth town centre and is fully tarmacked and lined for 42 vehicles. It is close to Anthony Gell School. The car park has lighting and an electricity supply.

8.2 Survey Findings

Question	Headline Result	
Proposal to introduce parking charges	47.9%	Strongly Disagree
How often do you use the car park?	12.7%	Regular

	33.2%	Occasional
	54.1%	Seldom / Never
Reason for using the car park	65.2%	Shopping
	10.7%	School / Work
	9.9%	Home
If parking charges were introduced what would you consider doing?	58.7%	Park on Street
	17.6%	Pay each visit

8.3 Observation Findings

Canterbury Road car park is well used during the week and will typically be at full capacity between 9am – 3pm. At the weekends, the car park is full during the mornings but empties for the afternoon.

Regular	56%	Occasional	22%	Seldom	22%
---------	-----	------------	-----	--------	-----

8.4 130 representations were received for the Canterbury Road proposals:-

- 13 said the car park should stay as it is.
- 18 said that it would displace vehicles to road parking as people couldn't pay to park.
- 15 said it should remain free to support local businesses.
- 10 said it should be free for the school and local workers to park there.
- 38 suggested that there should be a free short stay element on the car park to help with short visits to the local businesses.

8.5 Discussions

Canterbury Road received significant investment in 2007 following the Review in 2003 to bring it up to pay and display standards. The car park was tarmacked and lined, together with the installation of lighting and an electrical supply for a pay and display machine.

Officers consider that Canterbury Road Wirksworth should become a 24 hour pay and display car park. However, in response to public comments, a free 2 hour stay option is considered appropriate in order to help support the local economy.

Recommendation 1(3)

Canterbury Road, Wirksworth becomes a 24 hour pay and display car park with a free 2 hour stay ticket.

9. NORTH END, WIRKSWORTH

- 9.1 This small area of land has an unmade surface and bounded by walls with a small gateway. The area has been used for unregulated parking for some considerable time. The area can accommodate approximately 16 vehicles. The area would require significant investment if it was to operate as a pay and display car park.

9.2 Survey Findings

Question	Headline Result	
Proposal to introduce parking charges	52.4%	Strongly Disagree
How often do you use the car park?	7.7%	Regular
	21.3%	Occasional
	71.1%	Seldom / Never
Reason for using the car park	54.1%	Shopping
	33.5%	Recreation
	11.7%	Home
If parking charges were introduced what would you consider doing?	79.2%	Park on Street
Proposal to a permit holders car park with limited catchment	32.1%	Disagree & Strongly Disagree

9.3 Observation Findings

North End is typically at maximum capacity throughout the week with spaces becoming available between 12pm – 2pm and after 6pm.

Regular	72%	Occasional	13%	Seldom	15%
---------	-----	------------	-----	--------	-----

9.4 104 people made representations on the North End proposals:-

- 19 have concerns about parking for local residents due to the historic nature of the area, there are concerns about the costs being prohibitive.
- 7 support the area being turned into a car park.
- 9 were opposed to the area being designated for housing as this would cause more congestion.
- 17 felt the area should remain as it is (the area is not regulated or maintained by DDDC at present).
- 15 suggestions that it should be free but short stay or free for local residents and charge others.

The findings suggest that a suitable option would be to leave the area in its current condition and have as permit holders scheme based on a local catchment. A map showing the proposed catchment area will be submitted to the meeting.

9.5 Discussion

North End has not previously been included within the Parking Order; it is not tarmacked, but is in such reasonable condition to provide regulated parking, albeit not to the standard for public pay and display. Officers consider that it should become a permit holders' only car park, which would incur a charge of £331 per annum. The manner in which this charge would be introduced is described in further detail, later in the body of this report.

Recommendation 1(f)

North End, Wirksworth becomes a regulated car park for permit holders only with a limited catchment area defined in Appendix 3, and that those purchasing permits, receive a 3 year phasing to assist in meeting the new charges.

9.6 Discussion

During the consultation queries were raised regarding the inclusion of Old Lane, Wirksworth within the current Review. Old Lane was designated a residents parking area in 2004 and, as such, is regulated under the Parking Order. Currently there is no permit scheme and no catchment area for the car park. To ensure that the car park is treated consistently with all the other car parks within the Council's ownership, Officers consider that a permit scheme should be introduced. A map showing the proposed catchment area is attached at Appendix 4.

Recommendation 1(g)

Old Lane, Wirksworth becomes a permit holder only car park with a limited catchment area defined in Appendix 4, and that those purchasing permits receive a 3 year phasing to assist in meeting the new charges.

10. PERMIT SCHEMES

10.1 Season Tickets

Currently the annual charge for season tickets is £456 per annum with the ability to pay by direct debit monthly at £38. The Council currently has 160 season ticket holders with 6 and 12 month tickets, giving revenue of £60,078 this year. 25 season ticket holders responded to the questionnaire.

Comparisons have been done with neighbouring and similar Councils; the average season ticket costs £594, with some charging in excess of £1,000pa. Some Councils have varying season ticket charges based on the car park selected, others charge more than 50% for a 6 month permit, or an increased annual amount to pay by monthly direct debit.

The consultation indicated that 66% of respondents didn't know about the season tickets and 77% thought they should be promoted more.

Based on the current tariff the charge represents a 68% discount, most respondents (41%) would like to see this maintained.

299 respondents indicated that they would be happy to pay more for a season ticket that covers all District Council car parks. It is recommended that if a district-wide permit is introduced, the charge should be significantly higher to account for the likely use over the 7 day week and not the expected working week.

59% said the charges should be reviewed in line with inflation. 65% thought an administration charge for changes shouldn't be made.

When asked for suggestions on how to set the tariffs the following were put forward:-

- Limited days for part-time workers.
- Linked to a persons income.
- Different rate for DDDC residents.
- Free for residents.
- Different charges dependent on the time using.

10.2 Rover Passes

The Council currently offers either a 3 or 7 day rover pass which entitles the user to consecutive days parking across all the District Council car parks. The charges are £8 and £15 respectively. 12 people who purchase rover passes responded to the questionnaire.

In comparing with other Councils, only 7 others offer a similar scheme. Price-wise, our passes are the cheapest, with others charging up to £20 for 3 days and £61.50 for 7 days.

Based on the current tariff the charge for a 3 day rover pass represents a 51% discount, most respondents (35%) would like to see this maintained, although 19% were happy with a 50% discount.

Based on the current tariff the charge for a 7 day rover pass represents a 61% discount, most respondents (39%) would like to see this maintained, although 17% were happy with a 55% discount.

58% agreed that the rover passes should be increased in line with inflation.

10.3 Discussion

When first introduced the level of discount for the 3 and 7 day passes were 33% and 47% respectively. The prices for the Rover passes have not increased for a number of years, including in line with tariff rises. A 40% discount for 3 and 7 consecutive days of parking would represent good value for those using them and be more in keeping with the level of discount originally intended at the time of their introduction.

10.4 Permits

The Council currently offers reserved bays within pay and display car parks, these are historically allocated spaces and were implemented when pay and display was introduced in the respective car parks. The current charge for these bays is £92pa.

There are also 3 designated car parks that offer permit parking. These do not offer permit holders individual reserved bays and one is not tarmacked and is unlined. The current charge for permit parking in these car parks is £331pa, although there are reduced charges for either daytime or evening options.

There are 113 permit holders either paying £92 or £331 per annum and the resultant annual revenue is £19,165. 91 permit holders responded to the questionnaire.

85% (914) of respondents think that the resident's spaces within pay and display should be retained.

42% think the permits for reserved parking bays should be the same charge as for permit car parks.

60% think the permits should be reviewed in line with inflation.

10.5 Discussion

The resident bay charges were historically introduced on car parks that became pay and display and where certain residents were able to demonstrate a high dependency on the use of spaces, having no access to alternative parking for home. Low charges were implemented and have been steadily increased to reach the £92 charge in 1st April 2014. In contrast, the permit holder car parks were established and given the higher charge as the dedicated use of the land was seen to be offering significant benefits to limited properties in the adjoining catchment area, these being Rydes Yard, Wirksworth, Park Head and Snitterton Road, Matlock.

As each scheme now offers the same significant benefit in the form of dedicated parking, Officers consider that these car parks and spaces should be dealt with in the same manner, to provide an equality of service.

Recommendation 2

That in relation to Permit Schemes:-

- a) The price of Season Tickets remains at 68% discount for zone specific season tickets, currently £465 p.a.
- b) A new a District-wide season ticket is introduced offered at 60% discount, currently equating to £572 p.a.
- c) The price for 3 and 7 day Rover passes to provide a 40% discount is introduced from 1st April 2018, priced at £9.90 and £23.10.
- d) The fees for Permit Holder car parks (£331pa) and Resident Only bays (£92pa) are merged to a new 'Permit Holder' scheme at the higher rate of £331pa from 1st April 2018.
- e) That the existing 'Resident Only' bay holders move to a new 'Permit Holder' scheme and those entitled receive a 3 year phasing to assist in meeting the new charges. The rates will be:-
 - 1st April 2018 - £92
 - 1st April 2019 - £172 (plus any fees & charges increase 2019)
 - 1st April 2020 - £252 (plus any fees & charges increase 2019 and 2020)
 - 1st April 2021 - £331 (plus any fees & charges increase 2019, 2020, 2021)
- f) Prices are considered annually as part of the Fees and Charges Report to become effective on 1st April 2019.

11. PARK MARK ACCREDITATION SCHEME

- 11.1 The Council currently has 24 car parks carrying the British Parking Association's (BPA) Park Mark accreditation and has been supportive of the scheme since 2004, considering it to be an endorsement of high quality parking provision and good management practice. The annual cost associated with participation in the scheme currently stands at £3,355 which would increase by £132p.a. for each additional car park added.

- 11.2 Since 2016 the BPA have collaborated with Disabled Motoring UK in providing a national accreditation for Disabled Parking Providers. Over the past 3 years and following an extensive audit of public car parks, the District Council made significant investment in improving access and provision for Blue Badge holders, such that it may now be eligible to apply for further accreditation in this respect.
- 11.3 22 sites have received significant investment in recent years and would likely be eligible to receive the Disability Parking Award (DPA). The standard cost of each accreditation would normally be £200 (reducing to £100 where there are more than 21 sites accredited). However, this fee (£2,200) is discounted significantly when combined with existing Park Mark accreditation, such that the overall additional cost to the Council for extending existing accreditation in both schemes would be £1,065pa.

Annual costs for existing 24 Park Mark sites:	£3,355
each additional site	£132
Additional annual costs for 22 DPA sites	£1,065
Each additional site	£50
Total	£4220
Additional site	£182

Recommendation 3

That in relation to Park Mark Accreditation, the District Council aims to:-

- a) Increase the number of sites submitted for Park Mark accreditation year on year at an additional cost of £132 per car park to be met from the Car Parking revenue account.
- b) Submit the initial 22 sites for the Disability Parking Awards and then increase the number of sites submitted year on year at an overall cost of £1065 per annum.

12. TIMELINE FOR PROCESS

12.1 Subject to the Committee's consideration of the review recommendations outlined above, the Authority must then adhere to statutory guidelines for the introduction of changes to the Parking Order. The process and timescale is as follows:-

- 4th January 2018 – publication of notice in local press, draft documents on deposit and consultees notified;
- 25th January 2018 – last date for receipt of objections (21 days from publication of notice);
- 22nd February 2018 – further report to this Committee to comment on objections received and recommend to Council the making of the Order
- 8th March 2018 - Special Meeting of Council to confirm making of Order with any revisions considered appropriate;
- 21st March 2018 – publication of notice
- 1st April – new Order comes into effect.

13. RISK ASSESSMENT

13.1 Legal

The District Council must ensure due regard is given to the aims of the public sector Equality Duty in all of its decisions. To help ensure the Council satisfies its equalities duties, an Equalities Impact Assessment of the proposals has been completed, informed by the consultation process. The Equality Impact Assessment is attached at Appendix 1.

The review of the District Council's Car Parking Policy will need to accord with the statutory provisions which include defined consultation periods. The risk associated with that element of the review will be evaluated as matters progress.

In its final report, the Committee will need to be mindful that any major departure from the current Car Parking Policy is reserved specifically to Council and may need to be accommodated within the overall timetable.

At this stage in proceedings the legal risk is, therefore, low and will need to be continually monitored.

13.2 Financial

The Council receives approximately £2 million per year from car parking income. The potential financial risk from a review of the Car Parking Policy is, therefore, high, and it is important that this risk is mitigated by ensuring that the review has regard to the Council's overall financial position.

The proposals included in this report are forecast to generate additional net income of £27,000 pa. One off initial costs of £29,000 are expected for new machines, signage and other set up costs.

13.3 Corporate Risk

The Car Parking Policy has the potential to impact significantly on the District Council's reputation. It also relates to the District Council's role in stimulating the economy. For these reasons the corporate risk is regarded as high.

14. OTHER CONSIDERATIONS

In preparing this report, the relevance of the following factors has also been considered: prevention of crime and disorder, equalities, environmental, climate change, health, human rights, personnel and property.

15. CONTACT INFORMATION

Ashley Watts Head of Community & Environmental Services
Telephone: 01629 761367 Email: ashley.watts@derbyshiredales.gov.uk

Keith Postlethwaite, Parks and Street Scene Manager
Telephone: 01629 761377 Email: keith.postlethwaite@derbsyhiredales.gov.uk

16. BACKGROUND INFORMATION

- Written representations.
- Questionnaire.
- Summary of questionnaire responses.
- Comparable data from other authorities on Rover passes and Season tickets.
- Internal data on Season tickets, permits and rover passes.
- Observation statistics from car park surveys.

Files held by Head of Community and Environmental Services

17. ATTACHMENTS

- Appendix 1 - Equality Impact Assessment
- Appendix 2 - Proposed Catchment Area, Lime Yard, Cromford
- Appendix 3 - Proposed Catchment Area, North End, Wirksworth
- Appendix 4 - Proposed Catchment Area, Old Lane, Wirksworth

Derbyshire Dales District Council Equality Impact Assessment



1. Outline

Title of policy, practice, service or function being assessed	Car Parks
Officers conducting assessment	Ros Hession, Community Engagement Officer
Date of assessment	27 November 2017
Reason for assessment	The Council's current Car Parking Policy was last reviewed in 2013, resulting in a number of recommendations which were introduced following consultation on the proposals.
What is the purpose of this policy, practice, service or function? (specify aims and objectives)	<p>The previous review touched upon the current provision of free regulated car parks, but recommended that the matter be referred to a future review of policy. Those car parks include:</p> <ul style="list-style-type: none"> • Cokayne Avenue, Ashbourne • Market Place, Cromford • Edgefold Road, Matlock • Canterbury Road, Wirksworth <p>In addition to the above locations, there are other sites which are owned by the District Council and are used for the purpose of free, unregulated parking. These have not been considered in any previous review and include:</p> <ul style="list-style-type: none"> • Lime Yard, Cromford • North End (former depot yard) Wirksworth <p>An existing free, regulated car park at Old Lane has also been included in this review, given its close proximity to North End, Wirksworth</p>
Are there any other organisations involved	Derbyshire Parking Partnership including parking contractor (NSL) and

in its implementation?	cash collection contractor (Kings)
Main customer groups (beneficiaries) / stakeholders	
Customer Groups	Other stakeholders
<ul style="list-style-type: none"> • Local residents • Businesses and Local Traders • Visitors • Public Agencies in Dales • Those working in Dales • Blue Badge Holders • Coach Operators 	<ul style="list-style-type: none"> • Derbyshire County Council • Police • DCIL and other disability groups • Town / Parish Councils • Motoring bodies
Which other District Council departments are affected by the policy, practice, service or function? Do any of the objectives directly support or hinder another activity?	Officers do not feel that the proposals will support or hinder the activity of other services.

2. Assessing relevance to the general equality duty

The General Equality Duty has three aims which require the District Council to have due regard to the need to:	Tick those which are relevant
Eliminate unlawful discrimination (both direct or indirect), harassment and victimisation	✓
Advance equality of opportunity between all persons by <ul style="list-style-type: none"> - removing or minimising disadvantages suffered by protected groups; - taking steps to meet the needs of people from protected groups where these are different from the needs of other people - encouraging people from protected groups to participate in public life or other activities where participation is disproportionately low 	✓
Foster good relations between different groups	

3. What existing information / data do you have / monitor about different diverse groups in relation to this policy, practice, service or function?

Eg: previous EIA's, reports, consultation, surveys, demographic data etc.

Information / Data	When and how collected	Source	What it tells you	Gaps
Public and stakeholder consultation results on proposed changes	Online survey Questionnaire	DDDC	There appear to be only a very small percentage of comments with equality implications. These relate to Blue Badge holders paying for parking. However this issue was addressed fully in the 2013 Car Parking Review, and a clear distinction drawn between ability to pay and disabilities.	
Derbyshire Dales Equality Information published on website:	Census 2011 Monitoring data collected by services (in-house and outsourced)	DDDC	Older people and people with disabilities remain significant groups in the Derbyshire Dales	

4. Based on the evidence above, does the policy, practice, service or function have a positive or negative impact on any protected group(s)?

Protected groups	Positive effects	Negative effects	Improvement actions
Age	<p>Making some car parks permit-holder only may positively benefit some older people requiring a nearby location to park.</p> <p>Designating some car parks as short stay or chargeable may benefit older motorists with impaired mobility, where greater turnover of spaces increases likelihood of availability</p>	<p>Charging applies to all, and is offset by free residents' parking before 11 am and after 4 pm.</p> <p>If permits were to be available solely online, that might disadvantage a minority of older people without internet access</p>	<p>Accessible methods for applications for permits should remain</p>
<p>Disability or long term ill heath Physical disabilities, sensory impairments, limiting long-term illnesses, learning disabilities or mental health issues</p>	<p>Making some car parks permit-holder only may positively benefit some people with disabilities requiring a nearby location to park.</p> <p>Designating some car parks as short stay or chargeable may benefit motorists with impaired mobility, where greater turnover of spaces increases likelihood of availability</p> <p>Increased free parking time in</p>	<p>Location of new machines may not be accessible in all car parks</p>	<p>In order to ensure charging does not unreasonably impact those with physical disabilities, any car parks brought newly into charge should be designed to be accessible, with machines located appropriately, suitable signage displayed, and Blue Badge spaces allocated in line with national guidance</p>

Protected groups	Positive effects	Negative effects	Improvement actions
	some car parks will benefit Blue Badge holders		
Race / ethnic groups	No differential impact anticipated	No differential impact anticipated	
Women or men	<p>Making some car parks permit-holder only may positively benefit some women or men with young children requiring a nearby location to park.</p> <p>Designating some car parks as short stay or chargeable should result in greater turnover of spaces, increasing likelihood of availability</p>		
Sexual orientation	No differential impact anticipated	No differential impact anticipated	
Religion or belief (including non belief)	No differential impact anticipated	No differential impact anticipated	
Transgender (including people planning to or going through gender reassignment)	No differential impact anticipated	No differential impact anticipated	
Pregnancy and maternity (including maternity and	Making some car parks permit-holder only may positively benefit some pregnant women or those		

Protected groups	Positive effects	Negative effects	Improvement actions
paternity leave	with young children requiring a nearby location to park. Designating some car parks as short stay or chargeable should result in greater turnover of spaces, increasing likelihood of availability		
Marital status (including civil partnership & same sex marriage)	No differential impact anticipated	No differential impact anticipated	

4a. Are there any local priority groups / factors which should be considered?

Other factors	Positive effects	Negative effects	Improvement actions
Rural areas	No differential impact anticipated	No differential impact anticipated.	
Poverty / deprivation		Charging applies to all, and is offset by free residents' parking before 11 am and after 4 pm.	

5. Consultation and engagement

Do we need to seek the views of others and if so, who? If not, please explain why.

Extensive consultation has been carried out, as detailed in the committee report, and it is not suggested that further consultation is required at this stage. However, disability groups should be involved in the design stage as car parks are lined or relined, payment machines are installed, and signage is procured.

Consultation with diverse stakeholders has resulted in specific schemes which reflect the distinctiveness of the area and better meet the needs of local users, particularly older people, disabled people and parents with young children.

Findings from consultation on the previous Car Parking Review 2013 have been considered where relevant:
http://www.derbyshiredales.gov.uk/images/documents/C/Car_Parking_Review_-_Consultation_Findings_-_August_2013.pdf

6. Commissioned / outsourced services

If your policy, practice, service or function is partly or wholly provided by any external organisation / agency,	No
If yes, please list any contractual or other arrangements which aim to ensure that the provider promotes equality and diversity (<i>eg: monitoring data</i>)	

7. Improvement Plan

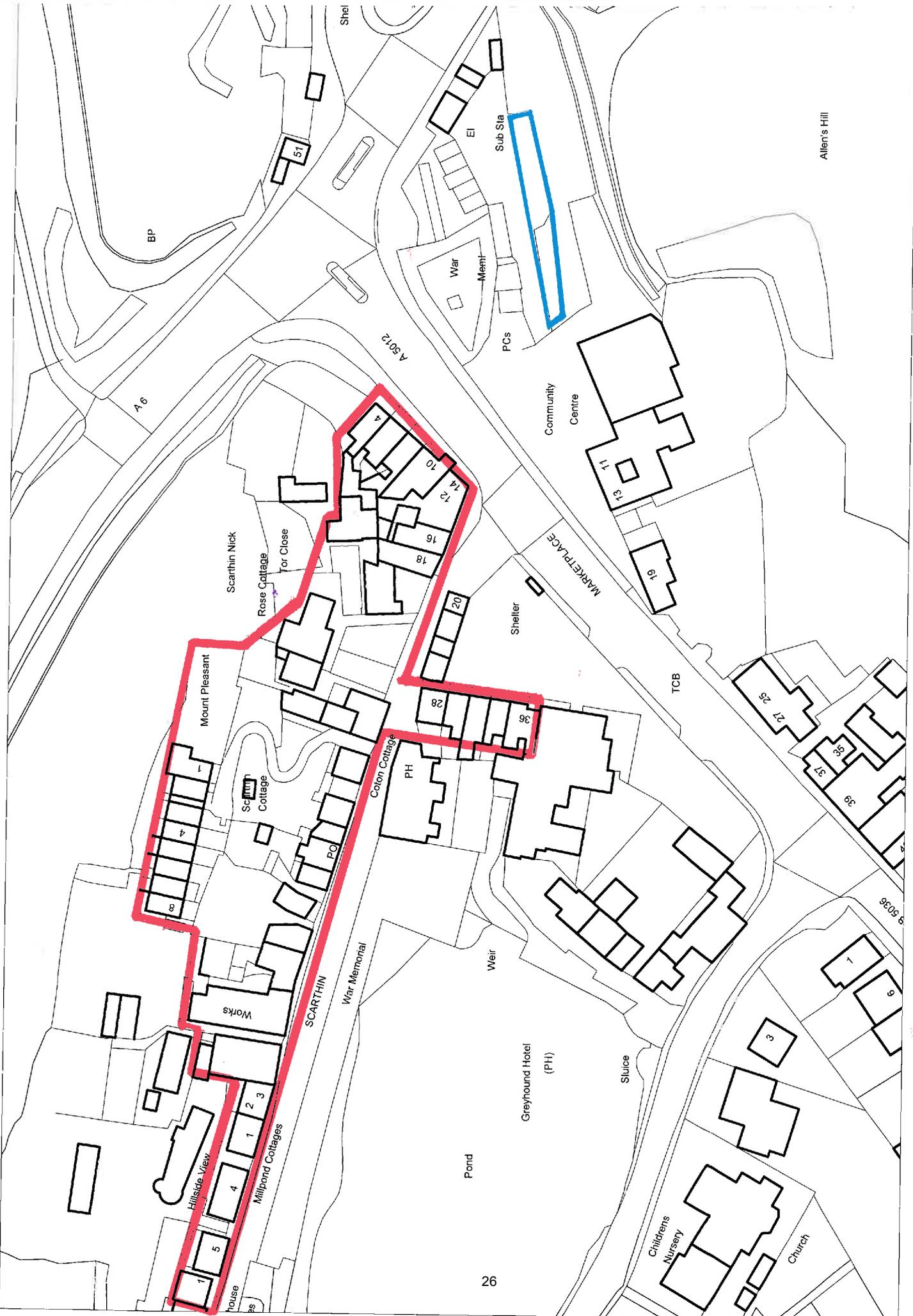
Key issues identified	Actions
If permits were to be available solely online, that might disadvantage a minority of older people without internet	Accessible methods for applications for permits should remain

access	
Location of new machines may not be accessible in all car parks	In order to ensure charging does not unreasonably impact those with physical disabilities, any car parks brought newly into charge should be designed to be accessible, with machines located appropriately, suitable signage displayed, and Blue Badge spaces allocated in line with national guidance

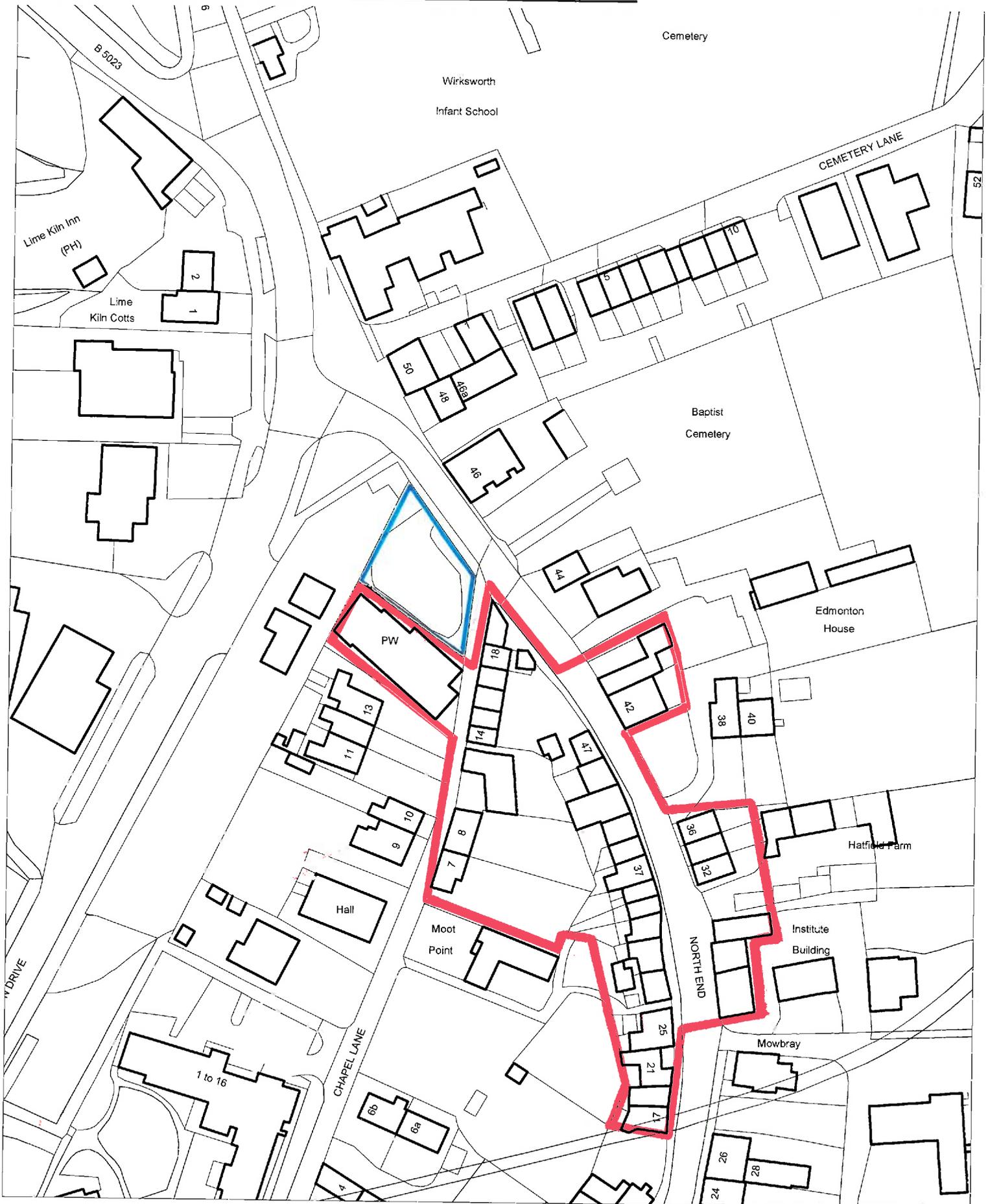
PLEASE FORWARD THE COMPLETED FORM TO THE POLICY MANAGER / POLICY OFFICER (Consultation & Equalities)

Signed _____(Completing Officer)

**PROPOSED CATCHMENT AREA
LIME YARD, CROMFORD**



**PROPOSED CATCHMENT AREA
NORTH END, WIRKSWORTH**



**PROPOSED CATCHMENT AREA
OLD LANE, WIRKSWORTH**

