



**North East  
Derbyshire**  
District Council

## Supplementary Agenda

### Item 8 – Parking Strategy

The report has been published on the open side of the agenda and will be considered in public by Cabinet. This is because it does not contain, as originally expected, exempt information, as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972, (as amended by the Local Government (Access to Information) (Variation) Order 2006).

To: **Members of the Cabinet**

Please attend a meeting of the Cabinet to be held on **Thursday, 27 January 2022, at 4.30 pm in the District Council Offices**, 2013 Mill Lane, Wingerworth, Chesterfield, S42 6NG.

Yours sincerely

A handwritten signature in black ink that reads "Sarah Skeneberg".

**Assistant Director of Governance and Monitoring Officer**

<b><u>Cabinet Members</u></b>	
Councillor A Dale (Chair) Councillor M Foster Councillor P Parkin Councillor C Renwick	Councillor C Cupit (Vice-Chair) Councillor J Kenyon Councillor A Powell

**For further information about this meeting please contact Alan Maher, 01246 217391**

## AGENDA

### Public Session

#### 8 Parking Strategy - TO FOLLOW (Pages 3 - 39)

Report of Councillor A Powell, Portfolio Holder for Housing, Communities and Communications.

Key Decision

(Paragraph 3)

## *We speak your language*

Polish

*Mówimy Twoim językiem*

Romanian

*Vorbim limba dumneavoastră*

Urdu

ہم آپ کی زبان بولتے ہیں

Chinese

我们会说你的语言

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North East  
Derbyshire  
District Council



## North East Derbyshire District Council

Cabinet  
27th January 2022

### Scrutiny Action Plan and Parking Strategy - Phase 1

#### Report of the Portfolio Holder for Housing, Communities and Communications, Councillor A Powell

Classification: This report is public

Report By: Gill Callingham

Contact Officer: Gill Callingham/Victoria Vernon

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#### **PURPOSE / SUMMARY**

The purpose of this report is to detail the response of the Lead Officer to the findings of the Scrutiny report on Residential Parking and to agree the schemes for phase 1 of the programme for provision of estate parking.

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#### **RECOMMENDATIONS**

1. Consider and note the response of the Lead Officer, Senior Engineer - Property Services to the findings of the Scrutiny report on Residential Parking (Appendix 1).
2. Consider and note the preferred options for the priority sites in Appendix 5
3. Note the scheme costs in Appendix 4 and the overall increase in cost of £4,000 compared with the initial budget estimates. The overall increase of £4,000 is still within the allocated budget
4. Note that as the full cost of the priority 1 works can be covered within 2021-2022, some of the approximately £19,000 surplus will be used to carry out a trial project using grass protection matting to provide parking at Adlington Avenue, Wingerworth. It is estimated that this trial will cost between £8,000 and £10,000 depending on supplier and specification. Any remaining funding can be used for one of the smaller, priority 2 schemes.

Approved by the Portfolio Holder - Cllr A. Powell

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## IMPLICATIONS

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**Finance and Risk:**      Yes ☒      No ☐

**Details:**

Parking improvements will be funded through the HRA. There will be a permanent increase in maintenance liability.

On Behalf of the Section 151 Officer

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**Legal (including Data Protection):**      Yes ☒      No ☐

**Details:**

As in the report and appendices

On Behalf of the Solicitor to the Council

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**Staffing:**      Yes ☐      No ☒

**Details:**

Parking improvement works to be carried out by the Council's Term Maintenance Contractor and managed by the Council's Engineering Section using existing staff.

On behalf of the Head of Paid Service

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## DECISION INFORMATION

Decision Information	
<b>Is the decision a Key Decision?</b> A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds:  <b>BDC:</b> Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> <b>NEDDC:</b> Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> Please indicate which threshold applies	Yes
<b>Is the decision subject to Call-In?</b> (Only Key Decisions are subject to Call-In)	Yes
<b>District Wards Significantly Affected</b>	None
<b>Consultation:</b> Leader / Deputy Leader <input checked="" type="checkbox"/> Cabinet / Executive <input type="checkbox"/> SAMT <input type="checkbox"/> Relevant Service Manager <input checked="" type="checkbox"/> Members <input checked="" type="checkbox"/> Public <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Yes  Details: Parking working group: Cllr Cupit, Cllr. Powell, Cllr Gomez-Reaney, Gill Callingham, Niall Clark.

### Links to Council Ambition (BDC)/Council Plan (NED) priorities or Policy Framework including Climate Change, Equalities, and Economics and Health implications.

Increasing residential parking will help to enhance our residents' quality of life.

## REPORT DETAILS

### 1 **Background** (reasons for bringing the report)

1.1 **Scrutiny Review:** Following the Residential Parking Scrutiny Review, an action plan has been created which details proposals of how officers intend to address the recommendations made by the scrutiny panel, as set out at Appendix 1.

1.2 The Scrutiny review aimed to:

- Consider the provision of residential parking within the District
- Gain an understanding of what the resident parking issues are within the District
- Identify any actions the Council could consider to resolve these resident parking issues

1.3 The recommendations following the review were that:-

- The Council consider the introduction of a facility on its own website for residents to report bad parking within the Councils area.
- The Council investigate the feasibility of providing an increased Civil Enforcement budget for use directly by the Council or if this was not possible to Derbyshire County Council to undertake additional enforcement on our behalf.
- That the effectiveness of using Grasscrete at suitable locations within the District to offer further parking opportunities for residents be investigated
- That the Council investigate the feasibility of setting a minimum standard of two car parking spaces per property for both Council and private developments.
- That as part of the review into garages and garage sites consideration be given as to whether they can provide additional residents parking.

1.4 A copy of the report produced by the Communities Scrutiny Committee is attached at Appendix 2.

1.5 Parking Schemes: As part of the response to the Residential Parking Scrutiny Review, North East Derbyshire District Council has been working on a more strategic approach to providing parking throughout the District. In a Cabinet report presented by Rykneld Homes on the 7<sup>th</sup> November 2019 (Appendix 6), it was agreed that three pilot projects, led by RHL, would be carried out in Holymoorside, Apperknowle and Kelstedge. Following consultation at Holymoorside, no works were carried out due to the nature of the problems and the consultation responses received from the public meant that the proposed solutions were not pursued by the council. The Apperknowle scheme has just been granted planning permission and works are being finalised with DCC prior to construction. The public consultation for the village wide scheme at Kelstedge was delayed due to Covid-19 and a revised date has not yet been provided. It is anticipated that the scheme will be included in the 2022-23 programme.

1.6 Each of the priority areas, which were taken from the information gathered from the Scrutiny review, were assessed based on a set of criteria (Appendix 3) and options were then drawn up and costed (Appendix 4). A number of options, including the preferred schemes are shown in Appendix 5. The pilot parking project at Apperknowle is to be funded from this pot and will cost approximately £120,000, an increase of £20,000 on the estimated cost due to design changes requested by the Highway Authority to provide further parking and improve safety on New Road.

1.7 The priority 1 locations are as follows:

1. Alton Lane/Stubbens Edge Lane, Littlemoor
2. Beech Crescent (45-59), Killamarsh
3. Broom Drive/Grange Walk, Grassmoor\*

4. Dovecotes, Ashover\*\*
5. Reynard Crescent
6. Wren Park Close

\*It had been suggested that on safety grounds, Whitmore Avenue and Furniss Close should be included in this scheme as part of a whole estate approach but the additional cost of £130,000 for parking plus further costs for junction improvements at Whitmore Avenue is prohibitive within current budgets. It is recommended that these be dealt with in 2022-2023.

\*\*The works at Dovecotes will hopefully be carried out in conjunction with garage repairs, a new path and lighting improvements, which have been approved at Asset Management Group.

- 1.8 Consultation has been carried out with Rykneld homes on the proposed options and need for public engagement. Wider public consultation for the small, single site schemes is being undertaken as part of the planning process.

## **2. Details of Proposal or Information**

- 2.1 There is be £288,000 per year of funding from the HRA allocated to improving parking in the District. This funding can only be used on HRA land and assets and part of the criteria used to assess the sites is that the properties affected must be majority NEDDC owned. The cost estimates for the priority 1 schemes total £268,968.02. There may be ancillary lighting and replacement tree planting works required but these would be contained within the overall budgets.

- 2.2 Part of the surplus funding is proposed be used to carry out a trial project using grass protection matting to provide parking at Adlington Avenue, Wingerworth. It is estimated that this trial will cost between £8,000 and £10,000 depending on supplier and specification. Care must be taken to note that this is a trial and that it does not form a permanent access or confer a right of vehicular access to the individual properties.

- 2.3 Where there are multiple options for a particular location, the preferred options have been selected as follows:

2.3.1 Beech Crescent, Killamarsh – Largest number of spaces, lowest cost per space, ease of installation, no third party permissions required.

2.3.2 Broom Drive, Grassmoor – Lowest cost per space, retention of more green space.

2.3.3 Reynard Crescent (East), Renishaw – Lowest cost per space, fewer tree removals, retention of more green space.

2.3.4 Reynard Crescent (West), Renishaw – Lower average cost per space, retention of more green space, removal of a greater stretch of damaged verge.

2.3.5 Wren Park Close, Ridgeway – More spaces, lower cost per space, better protection for telegraph pole.

### **3     Reasons for Recommendation**

- 3.1     Based on the agreed criteria, and budget allowed, the recommended options provide best value and that highest priority locations are dealt with first.
- 3.2     The trial at Adlington Avenue will allow the Council to assess the viability of a cheap option which may allow us to provide parking in many more locations in a shorter space of time. This option will not be suitable for every location.

### **4     Alternative Options and Reasons for Rejection**

- 4.1     No works carried out. This has been rejected on the grounds that parking, including safety and access, is a particular concern in many villages and towns within the District and is a growing problem. A budget has been allocated and priorities agreed.
- 4.2     Use other 'non-preferred' options. This has been rejected because these options do not represent best value in terms of cost per space and other benefits noted above would not be realised.

## **DOCUMENT INFORMATION**

<b>Appendix No</b>	<b>Title</b>
1	Residential Parking Review Action Plan V4
2	Residential Parking Review – Final
3	Car parking proposal and criteria
4	Scheme Costs
5	Scheme Option Plans
6	Proposed Residential Parking Strategy pilot projects...
<b>Background Papers</b> (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)	
Click here to enter text.	



## **Appendix 1 - Residential Parking Review Action Plan**

<b>Item</b>	<b>Recommendation</b>	<b>Action Required</b>	<b>Who by</b>	<b>When by</b>	<b>Progress</b>
1.	That the Council consider the introduction of a facility on its own website for residents to report bad parking within the Councils area	Gather information and consult with Communications and web development	Victoria Vernon	01/10/21	Complete. See notes.
2.	That the Council investigate the feasibility of providing an increased Civil Enforcement budget for use directly by the Council or if this was not possible to Derbyshire County Council to undertake additional enforcement on our behalf	Discuss options with DCC Civil Parking Enforcement	Victoria Vernon/Tracy Buckland	01/06/21	Complete. See notes.
3.	That the effectiveness of using Grass Crete at suitable locations within the District to offer further parking opportunities for residents be investigated	Compare prices and gather information from Councils or groups who have used Grasscrete or similar for long term parking	Victoria Vernon/Tracy Buckland	1/10/21	Ongoing. Costings requested from NEDDC's term maintenance contractor. Trial location agreed. Grass matting to be installed in 2021-2022 financial year with annual monitoring.

4.	That the Council investigate the feasibility of setting a minimum standard of two car parking spaces per property for both Council and private developments	Seek advice from Planning.	Victoria Vernon	01/10/21	Complete. See notes.
5.	That as part of the review into garages and garage sites consideration be given as to whether they can provide additional residents parking	Review of garage sites, garages and garage plots to look at usage, condition and options for alternative use.	Rykneild Homes and NEDDC officers	April 2022	<p>The NEDDC review of its Asset Management Strategy (in progress) and workshops with Councillors will set the strategic direction in regard to the management, maintenance, acquisition and disposal of garage sites.</p> <p>A number of sites have already been used to provide new homes and poor condition garages have been demolished</p>

## Notes

### **Item 1**

Officers have considered the provision of such a facility and have concluded that it is not feasible. Adding another form for bad parking throughout the district conflicts with the abandoned vehicle form we already utilise for Environmental Health. Currently, under the existing abandoned vehicle form, the customer is advised to report parking issues to DCC and obstructions to the police. The form was developed in conjunction with Environmental Health, to stop issues being reported to NEDDC which are not our responsibility and to direct members of the public to the correct authority.

As NEDDC have no jurisdiction over parking improvements on the adopted highway, the option to report parking issues to us suggests that we have the powers to take remedial action. In reality in the vast majority of cases we are unable to act as we are not the enforcing Authority.

As an alternative officers at NEDDC will request that DCC forward information on any bad parking reports on a quarterly basis for our records which will enable us to inform parking strategy.

#### **Item 2**

DCC do not have sufficient leeway in the current Civil Parking Enforcement (CPE) contract to increase total hours across the County and, increasing enforcement in the NED District would necessitate reductions in hours elsewhere. DCC were approached and refused the option for us to fund additional hours for the district.

#### **Item 4**

Officers have investigated the feasibility of setting a minimum of 2 car parking spaces for all new developments and have concluded that it is not practicable.

The Council is free to design in two car parking spaces (CPS) per unit on its developments and those of Rykneld Homes if it wishes to. Similarly, if it is selling land for development it can stipulate this as part of the land sale by way of a condition or covenant. This would be an internal policy and not part of the planning process.

The planning department have stated that when a planning application is made for a council or private development, Planning would use the principle of the level of parking provision being determined by the site context, its sustainability and accessibility to public transport, employment and other local amenities. This is stipulated in the Successful Places Supplementary Planning Document that has been adopted by four councils (NEDDC, Chesterfield, Bolsover and Bassetlaw). It is supported in planning applications by the council as local planning authority and at appeal by Inspectors.

In practice, what this means is that where a proposal is close to local facilities or public transport connections, or if the proposal has one bedroom units, planning could not sustain a position of two CPS per unit.

Even if we introduced a requirement of two CPS per unit in a future review of the Successful Places SPD or any replacement of it by another SPD, it is likely to be overturned by subsequent appeals where the site context does not support the need for them. The planning application decision making process looks at each application on its merits. Blanket policies that require the same rigid standard for all types of development quickly come unstuck in such a process.

### **Associated Works**

A number of officers and Councillors have collaborated to develop a strategic plan for improving parking provision in areas of high demand based on set criteria. These locations are those that were identified during the scrutiny process and any reported to NEDDC or Rykneld following the review. Based on this strategy, officers have drawn up outline plans for increasing parking provision in thirty priority locations across the district. A report will be submitted to approve the plan for improvements to the first eight locations of those currently fitting the priority criteria.

The criteria and priorities used to inform our parking programme are as follows:

- Less than one space (either on or off street) per property. No sites with one space or more per property were considered on this occasion.
- Properties specifically intended for vulnerable residents. This is assessed as 50% plus of the properties in the immediate area being bungalows or ground floor flats.
- Council owned. This is where 50% plus of the properties in the immediate area are owned by NEDDC.
- Quick Wins. This is where parking could be added without the need for any third party agreements or permissions and where utilities were not affected.

Locations meeting all four criteria are classed as priority one and will form the first tranche of schemes.

**NORTH EAST DERBYSHIRE  
DISTRICT COUNCIL**

**OVERVIEW AND SCRUTINY**

**RESIDENTIAL PARKING**

**MAY 2020**

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## **Chair's Foreword**

I am pleased to present this report on behalf of the Communities Scrutiny Committee. These are the findings, conclusions and recommendations from its review into Residential Parking.

This was a full review taking in all the areas effecting parking within the district.

During the review period the Committee held a number of interviews at which it heard from a range of Officers and stakeholders. It also consulted four Parish/Town Councils in Clay Cross, Dronfield, Eckington and Killamarsh on their experiences of issues raised by their residents on this topic. Representatives were also invited from the Councils to present their submissions direct to the Committee.

The Committee heard from all stakeholders how much parking impacts on the residents of North East Derbyshire from planning applications, bin collections, emergency response vehicles and the use of leisure facilities.

The report contains a number of recommendations which we feel will make parking within the District better for all residents.

I would like to thank all the members of the Scrutiny Committee for their hard work throughout the year which has made the review an enjoyable process. I would also like to extend a special thanks to the Scrutiny Manager Sue Veerman for her hard work and input which has made the review possible.

## **Review Panel**

The review panel comprised the following members:

Councillor K Tait	-	(Conservative) – Review Panel Chair
Councillor J Birkin	-	(Labour)
Councillor L Deighton	-	(Conservative)
Councillor M Foster	-	(Conservative)
Councillor O Gomez Reaney	-	(Conservative)
Councillor R Hall	-	(Conservative)
Councillor D Hancock	-	(Liberal Democrat)
Councillor J Lilley	-	(Labour)

## **1. Recommendations**

That:

- 1.1 The Council consider the introduction of a facility on its own website for residents to report bad parking within the Councils area.
- 1.2 The Council investigate the feasibility of providing an increased Civil Enforcement budget for use directly by the Council or if this was not possible to Derbyshire County Council to undertake additional enforcement on our behalf.
- 1.3 That the effectiveness of using Grasscrete at suitable locations within the District to offer further parking opportunities for residents be investigated
- 1.4 That the Council investigate the feasibility of setting a minimum standard of two car parking spaces per property for both Council and private developments.
- 1.5 That as part of the review into garages and garage sites consideration be given as to whether they can provide additional residents parking.

## **2. Introduction**

- 2.1 At its meeting on 7 June 2019 the Communities Scrutiny Committee agreed to undertake a review of Residential Parking.
- 2.2 The Committee felt that it was timely to review this area following a motion at Council on 20 May 2019.

## **3. Scope of Review**

- 3.1 The review aimed to:
  - Consider the provision of residential parking within the District
  - Gain an understanding of what the resident parking issues are within the District
  - Identify any actions the Council could consider to resolve these resident parking issues

## **4. Method of Review**

- 4.1 The review panel met on six occasions to consider the scope of the review, key issues they wanted to discuss and key people they wished to interview.
- 4.2 Evidence was gathered in a variety of ways including documentation, external submissions and interviews.

## **5. Evidence and Research**

A number of documents and evidence were provided to the review panel for consideration. Details are provided below:



- Presentation by Victoria Vernon and Tracy Buckland – Senior Engineers
- Presentation by Niall Clark – Director of Property and Development – Rykneld Homes
- Residential Parking Strategy
- NEDDC Parking Space Creation 2009 to 2019
- NEDDC Parking space Loss/Gain 2009/2019
- Hard Standing Application Process
- Specification for the Construction on Driveways and Hard standings on Council Owned Property
- Application Form To Construct a Hard standing and Dropped Kerb
- Derbyshire County Council Guidance – Vehicular Access
- Garage Site Costing and Bay Pricing Examples
- Garage plots per area – September 2019
- Report to Asset Management Group on Estate Green Open Space – Vehicular Erosion Mitigation
- Asset Management Group Minutes Summary
- Submission by Clay Cross Parish Council
- Submission by Dronfield Town Council
- Submission by Eckington Parish Council
- Submission by Killamarsh Parish Council
- Submission by Councillor – Eckington Parish Council
- Council Minute - Motion – 20<sup>th</sup> May, 2019
- Agreement Relating to The Civil Enforcement of Parking In the Administrative County of Derbyshire

## **6. Key Findings**

### **6.1 Observations**

- 6.1.1 The review panel heard evidence that issues with residential parking are a District wide issue and different solutions are required in different areas. There is a lack of off and on street parking space within the District. Many properties were built before mass car ownership and without a drive or parking provision. Estate roads can be narrow and on street parking creates access issues. The cost of providing drives or hard standings for tenants can be a problem. There are also difficulties sometimes on estates for refuse vehicle who have to over run on verges if access is difficult due to parked cars. Additionally people also park on verges and open spaces which can cause problems with the surfaces being damaged.
- 6.1.2 Enforcement of parking can be very difficult. Civil parking enforcement is the responsibility of Derbyshire County Council (DCC), who manage it across the County (excluding Derby city) in partnership with the eight district and borough Councils. This is undertaken by civil enforcement officers (CPO) who enforce a range of restrictions. There are a limited number of CEOs. The DCC website states that civil parking is not a reactive service and requests for enforcement will be scheduled into routine patrols, as and when resources allow. DCC also

manage the enforcement of on-street regulations. As a District Council we manage off-street enforcement, such as pay and display car parks. The Panel also discussed the powers and resources available to the Police in dealing with residential parking issues. Members agreed that greater enforcement, traffic calming measures and by-laws could be effective solutions.

- 6.1.3 The review panel have been updated on a new Residential Parking Strategy that had been agreed by Cabinet on 7 November 2019. They have also been advised that Rykneld Homes Ltd would be promoting parking provisions within the District in order to address residents' concerns. The panel additionally considered further evidence of a number of trial areas in the District, which include Holymoorside, Apperknowle and Kelstedge.

## 6.2 Good Practice

- 6.2.1 The review panel had reviewed the process for making an application to construct a hard standing and a dropped kerb on a property. The specification for this process had likewise recently been reviewed. The aim was to make the process more user friendly. The review panel was advised that other information and guidance to residents was also being improved and developed. The review panel welcomed this as it provided options that residents could consider to provide themselves with parking.
- 6.2.2 The review panel heard from the Director of Property Services and Development at Rykneld Homes about a review that was being undertaken of existing garages and their future use. The Review Panel were pleased to hear this as repurposing of garages was a possible solution they had considered and concluded would be of use to residents where appropriate.
- 6.2.3 The School Parking Partnership Initiative was raised as a positive development. A number of schools across the country had been initiating actions to highlight poor or irresponsible parking which could put others at risk. In the District a school in Wingerworth have been working with their local Safer Neighbourhood policing team, communities and road safety teams to try to stop parking and congestion around the school. The school had also adopted an initiative where parents can safely pull in to a designated layby and drop off their children, where they are met and safely escorted in to the school grounds without parents having to park up. Feedback from parents and local residents had been positive and a reduction in parking or congestion around the school had occurred. Several schools within the District were located amongst residential areas so this was seen as a helpful initiative.

## 6.3 Areas for Improvement

- 6.3.1 The review panel invited comments from Town/Parish Councils at Clay Cross, Dronfield, Eckington and Killamarsh on their experiences of parking issues within their areas. Issues raised included increasing volumes of traffic, inconsiderate and sometimes illegal parking, arguments and violence around schools and reduction in some free parking facilities which could impact on residential car parking. Insufficient enforcement was a significant concern

raised by many contributors. One Council provided details of a Traffic Enforcement Scheme that they had agreed, which it hoped would make the area safer for both road users and pedestrians, especially in areas around local schools.

As a result of this evidence the panel had considered whether the introduction of a mechanism for reporting bad parking on the NEDDC's website would be useful. It was felt this would allow for vehicles to be identified and also which areas were having particular issues so potential targeting could be considered.

- 6.3.2 Having heard of the difficulties being experienced by a number of people who gave evidence on getting successful enforcement within their areas the panel considered what options the Council might have to improve this situation. Currently Derbyshire County Council carry out enforcement and the District Council make a contribution for this. The review panel discussed whether the Council could consider increasing the budget for Civil Enforcement as they felt this would help residents with parking. However, it may be that the County Council would not wish to undertake this extra work. Therefore the review panel felt consideration should be given to any available options that NEDDC could take to provide additional support in this area.
- 6.3.3 The review panel discussed problems with people parking on verges and grassed areas and the covering of garden areas with hard surfaces where residents sought to provide parking for their vehicles. This could present issues such as surface water drainage problems. The review panel felt that it would be worthwhile in considering the feasibility and effectiveness of using a product like Grasscrete where appropriate. Grasscrete is a pervious reinforced concrete structure for all types of trafficked areas that is either covered with grass, has grass growing in the voids of the structure or has stone in the voids of the structure
- 6.3.4 The review panel discussed, with the Head of Planning, the parking provision for new developments and what the current standards were. They also heard from Director of Property and Development at Rykneld Homes that they were developing options for the creation of additional parking on estates. Additional parking was also being created during major regeneration projects. The review panel felt that they would like to see a minimum of two parking spaces per house both for Council and private developments.
- 6.3.5 The review panel heard that currently garages were being demolished where they were in poor condition and the demand was low. Additionally many garages are no longer large enough for a lot of modern cars. This had the potential for residents parking provision. However, it was recognised that sometimes the location of garage sites were not suitable for this purpose. Additionally vacant garage sites were also being used to produce new homes with parking. The repurposing of garage sites was an area the panel felt needed to be considered for the provision of additional resident parking.

## **7. Conclusions**

- 7.1 The review panel gathered a variety of evidence from a mix of officers at North East Derbyshire and Rykneld Homes. They also reviewed a number of relevant documents and policies in connection with the review. It was apparent that the issues surrounding residential parking were varied and different solutions were required in different areas.
- 7.2 However, the review panel felt that they had heard evidence on potential solutions that may improve some of the issues being experienced by residents. A number of recommendations were made for these solutions to be investigated further.

# **Appendix 1**

## **Stakeholders Engaged During the Review**

Steve Brunt	-	Head of Street scene
Tracy Buckland	-	Senior Engineer
Niall Clark	-	Director of Property and Development
Richard Purcell	-	Head of Planning
Victoria Vernon	-	Senior Engineer
Clay Cross Parish Council		
Dronfield Parish Council		
Eckington Parish Council		
Killamarsh Parish Council		

## **Appendix 3 – Car parking Criteria reviewed by Cabinet informally 14<sup>th</sup> April 2021**

### **Background**

Lack of residential parking has been an issue throughout the district for a number of years and with car ownership far exceeding the available parking on the majority of NEDDC's housing estates, there are increasing issues with accessibility, unsafe parking and access for service/emergency vehicles. There has been a historic lack of investment in parking and other infrastructure assets which will begin to be addressed through this parking strategy.

As part of the redevelopment works carried out by Rykneld Homes, 272 spaces have been delivered over the last 6 years.

A number of parking complaints were received following the recent review carried out by the Communities Scrutiny Committee. These complaints, added to the existing list of problem areas in the district, total 65 locations.

NEDDC and Rykneld are currently working on a pilot project aiming to provide parking in three areas of the district. Of these three areas, two have been taken to public consultation and one is awaiting planning permission.

All 65 problem parking locations have now been evaluated on the basis of a number of criteria, including the number of 'vulnerable' properties, existing spaces per property, number of council properties, cost, and number of new spaces. They were then ranked 1-5 based on which criteria they fulfilled

The criteria and ranking are as follows:

1. Vulnerable, Council owned and quick win
2. Vulnerable and quick win
3. Vulnerable and council owned
4. Council owned and quick win
5. Only one criterion met

That the sum of £288,000 p.a. is allocated to parking from the HRA be used to carry out parking works identified in priority groups 1-5.

Street/Estate	Town/Village	Budget est	Total increase in spaces	Opt 1 cost	Opt 1 spaces	O1 Cost/Benefit	Opt 2 cost	Opt 2 spaces	O2 Cost/Benefit	Opt 3 cost	Opt 3 spaces
Alton Lane/Stubben edge lane	Littlemoor	13500	10	£20,218.61	10	£2,021.86	1	1	1	1	1
Beech Crescent 45-59	Killamarsh	12000	7	10460.57	5	2092.114	14158.91	5	2831.782	£11,793.56	7
Broom Drive	Grassmoor	84000	22	54410.64	20	2720.532	64455.23	28	2301.9725	£42,608.45	22
Dovecotes	Ashover	15000	10	£7,241.48	10	£724.15	1	1	1	1	1
Reynard Crescent East	Renishaw	40000	19	25155.7	10	2515.57	£22,440.57	10	£2,244.06	1	1
Reynard Crescent West				8240.87	3	2746.956667	£27,626.09	12	£2,302.17	18093.68	9
Wren Park Close	Ridgeway	28000	7	15885.05	6	2647.508333	£18,330.80	7	£2,618.69	1	1

£69,760.38 Whitmore - parking at end - 20 spaces  
£59,188.75 Provision of 16 Drives to individual properties on Broom Drive/Grange walk.

Phase 1 totals			
		£20,218.61	
		£11,793.56	
		£42,608.45	£26,334.55
		£7,241.48	
		£22,440.57	
		£26,334.55	
		£18,330.80	
Apperknowle		£120,000.00	
Adlington Trial		£10,000.00	
Total:	£278,968.02	Budget rem:	£9,031.98

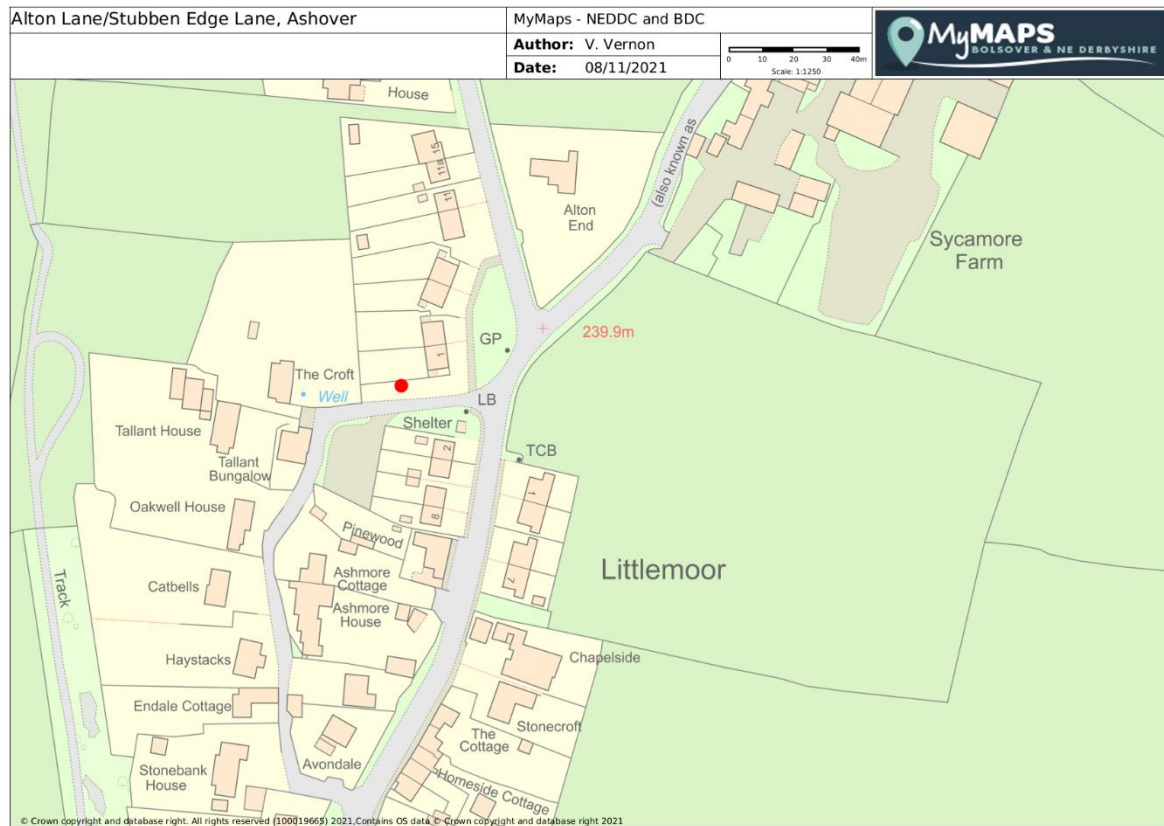
O3 Cost/Benefit	Notes
1	
£1,684.79	
£1,936.75	
1	
1	
2010.408889	
1	

Dropdown

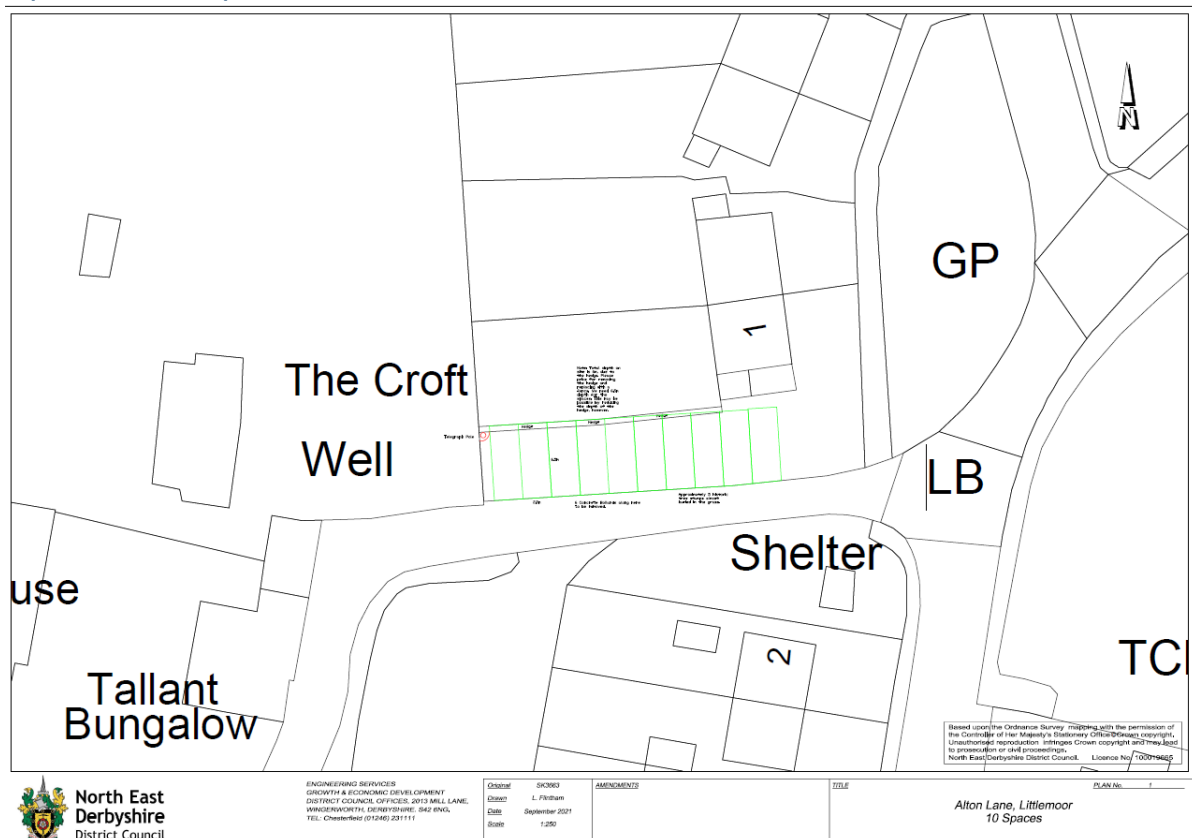
Undecided



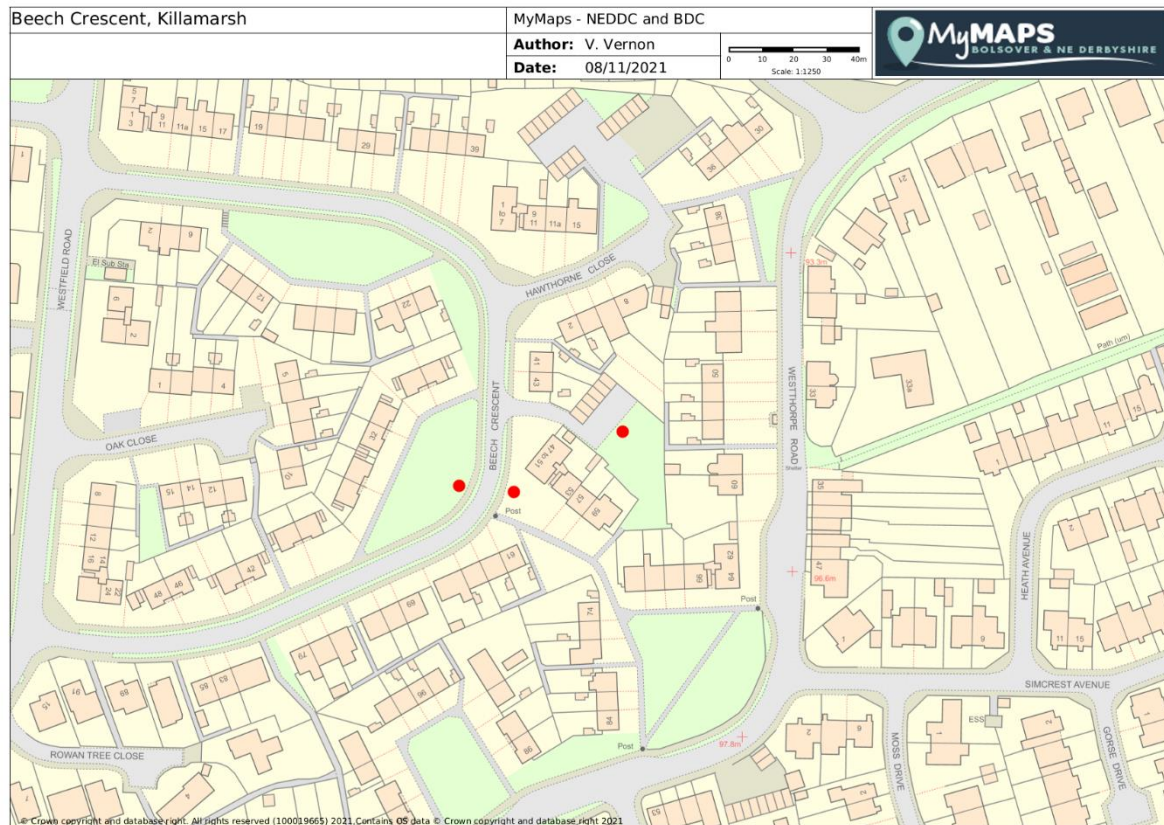
Location 1 - Alton Lane/Stubbens Edge Lane, Ashover.



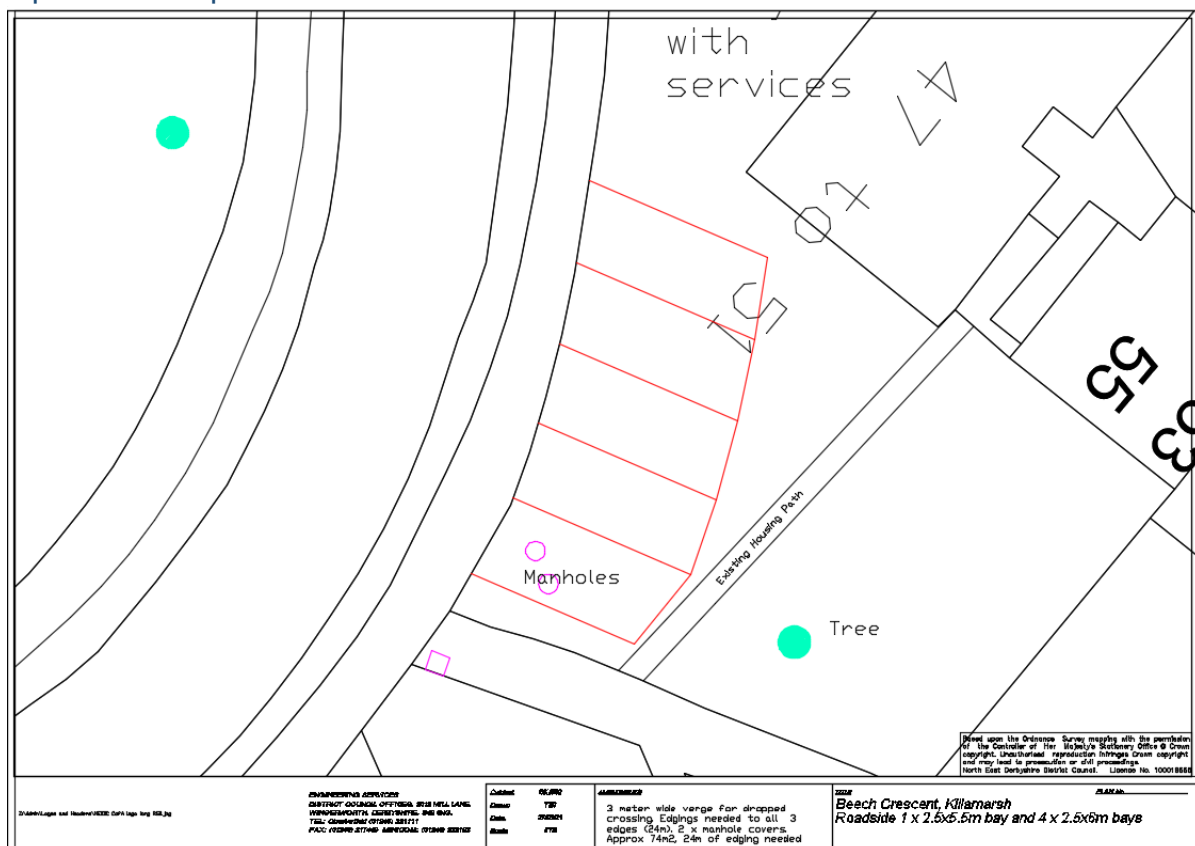
### Option 1 – 10 spaces



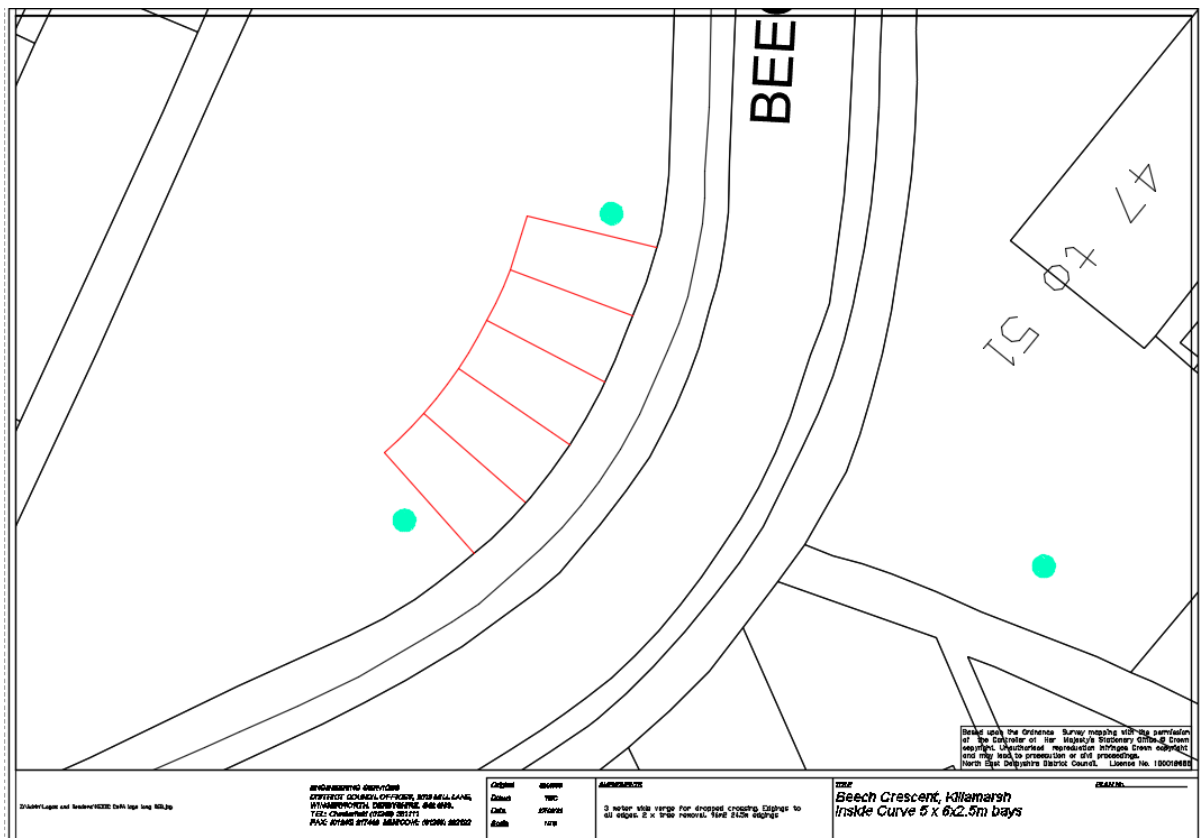
Location 2 - Beech Crescent, Killamarsh.



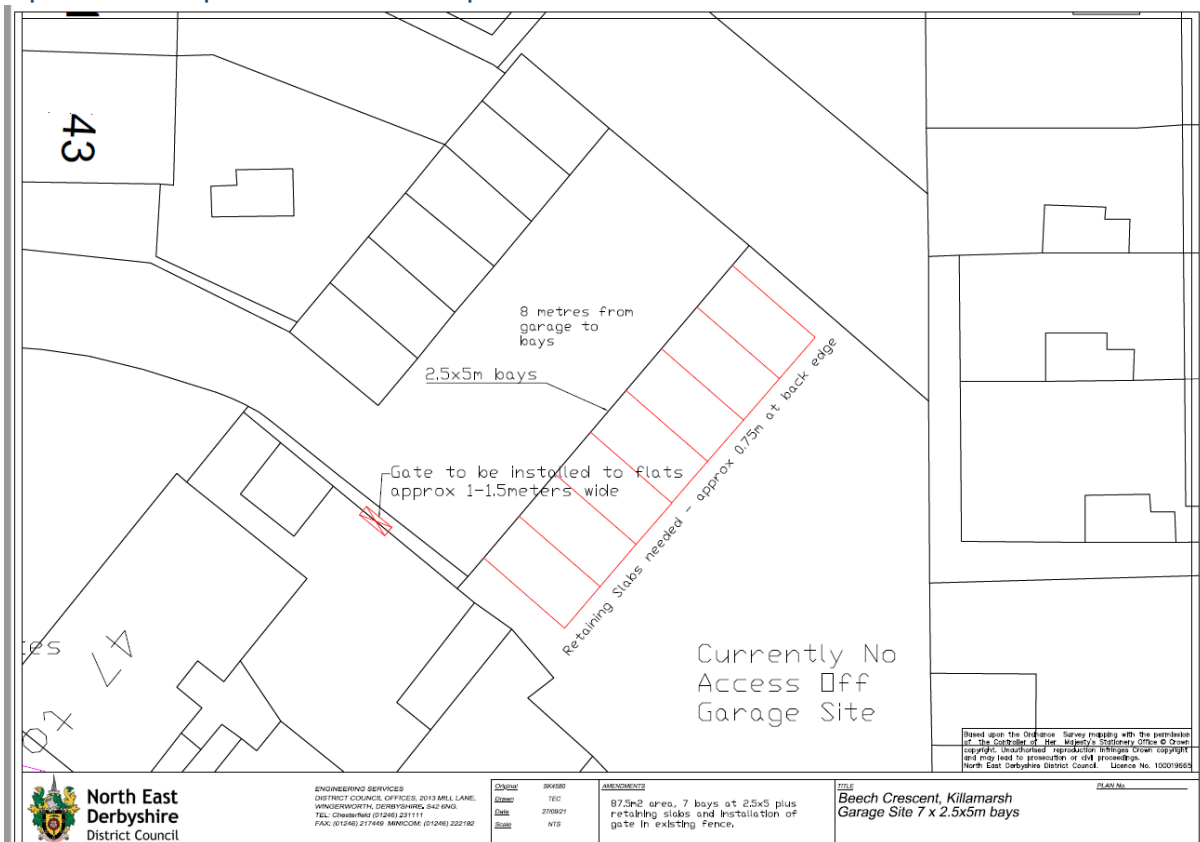
### Option 1 – 5 spaces



## Option 2 – 5 spaces

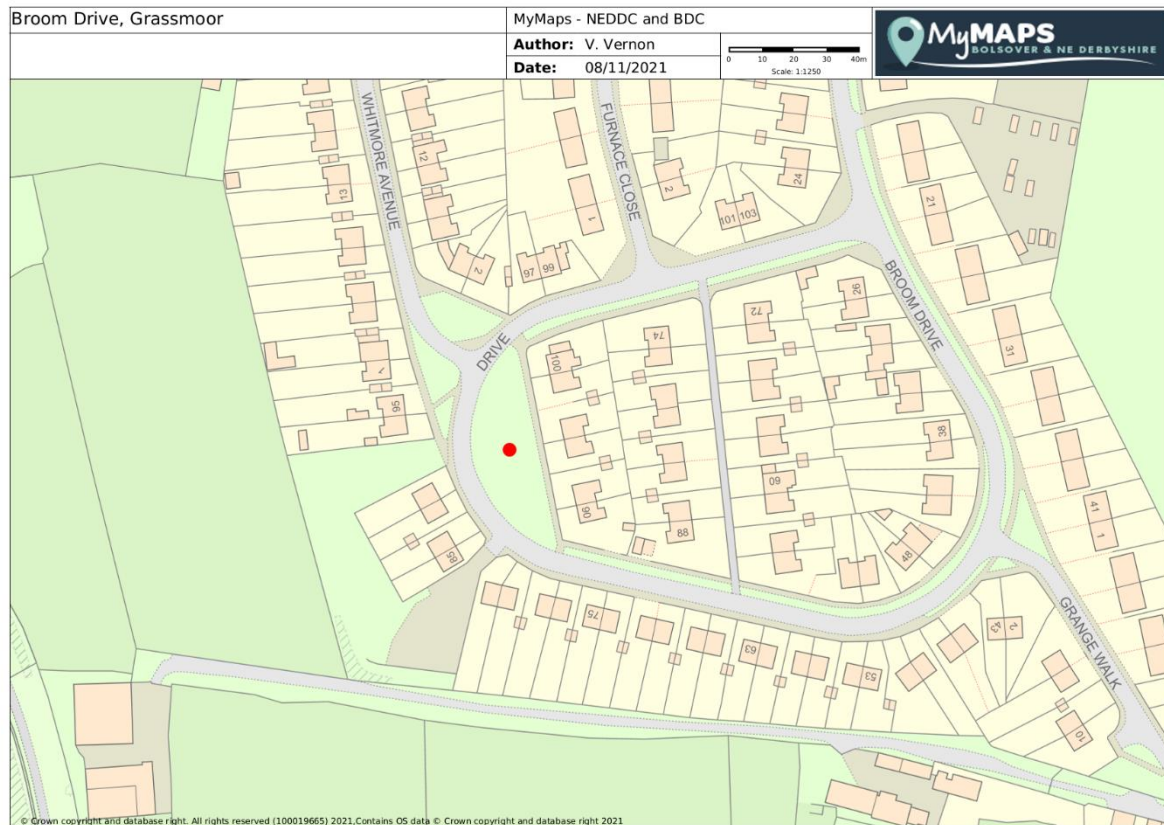


### Option 3 – 7 spaces. Preferred option

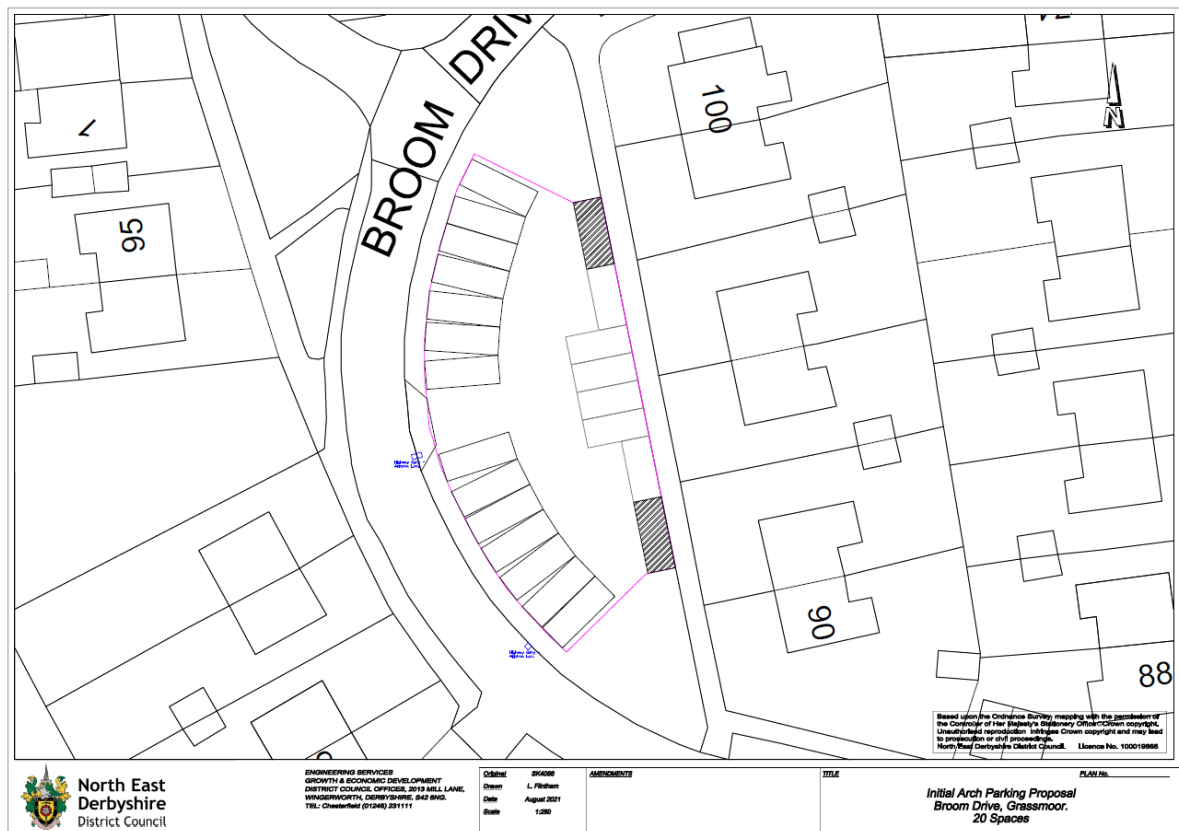




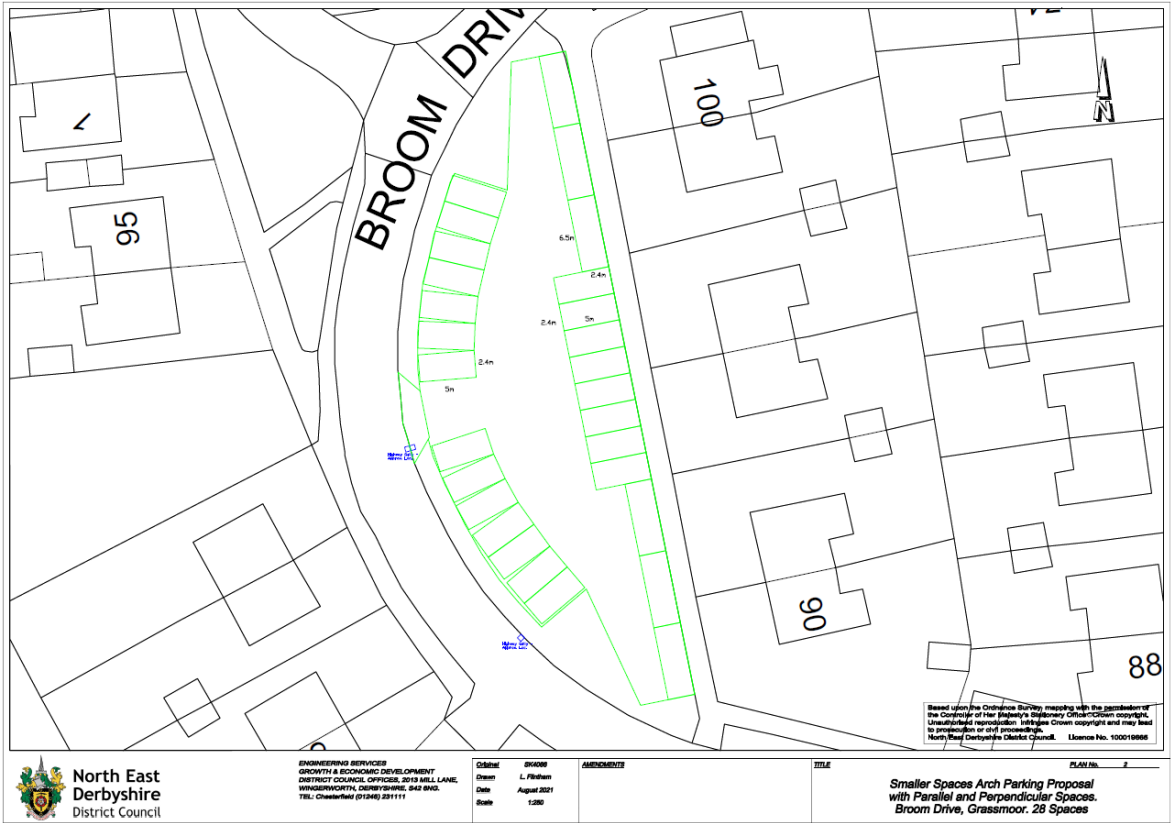
## Location 3 Broom Drive, Grassmoor



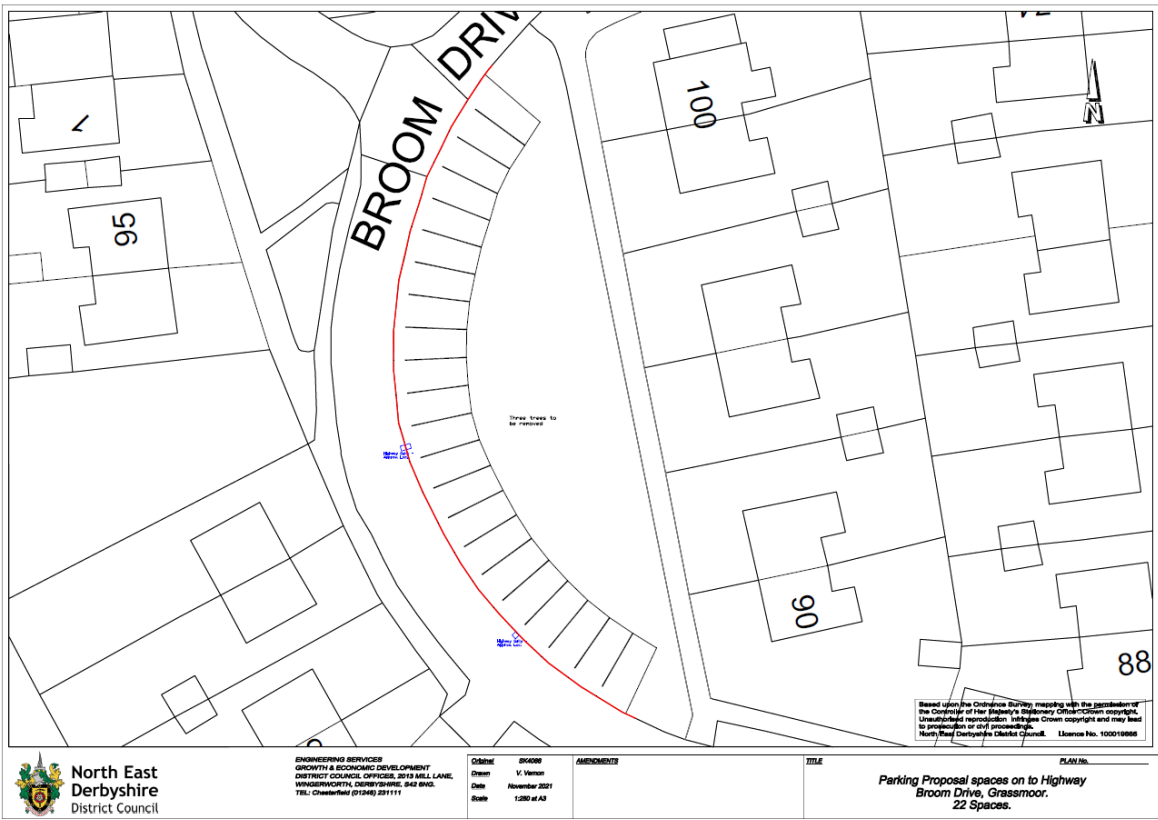
## Option 1 – 20 spaces



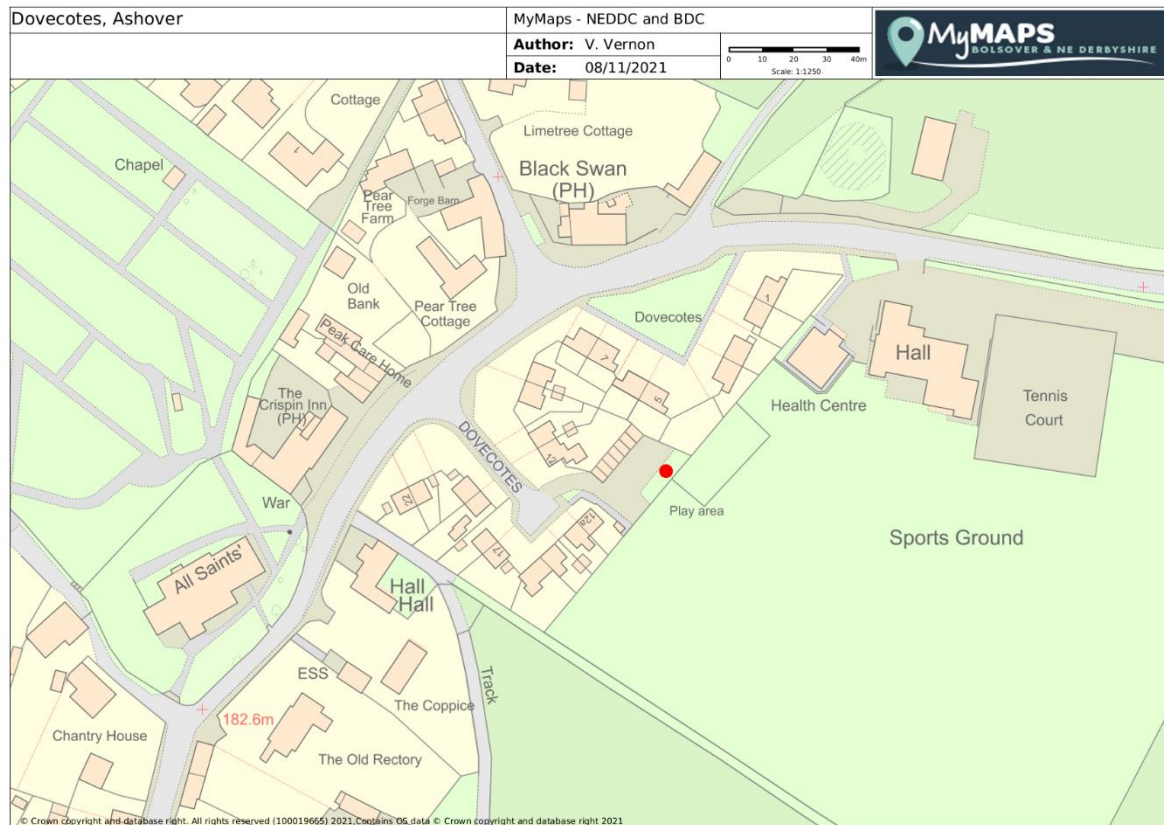
Option 2 – 28 spaces



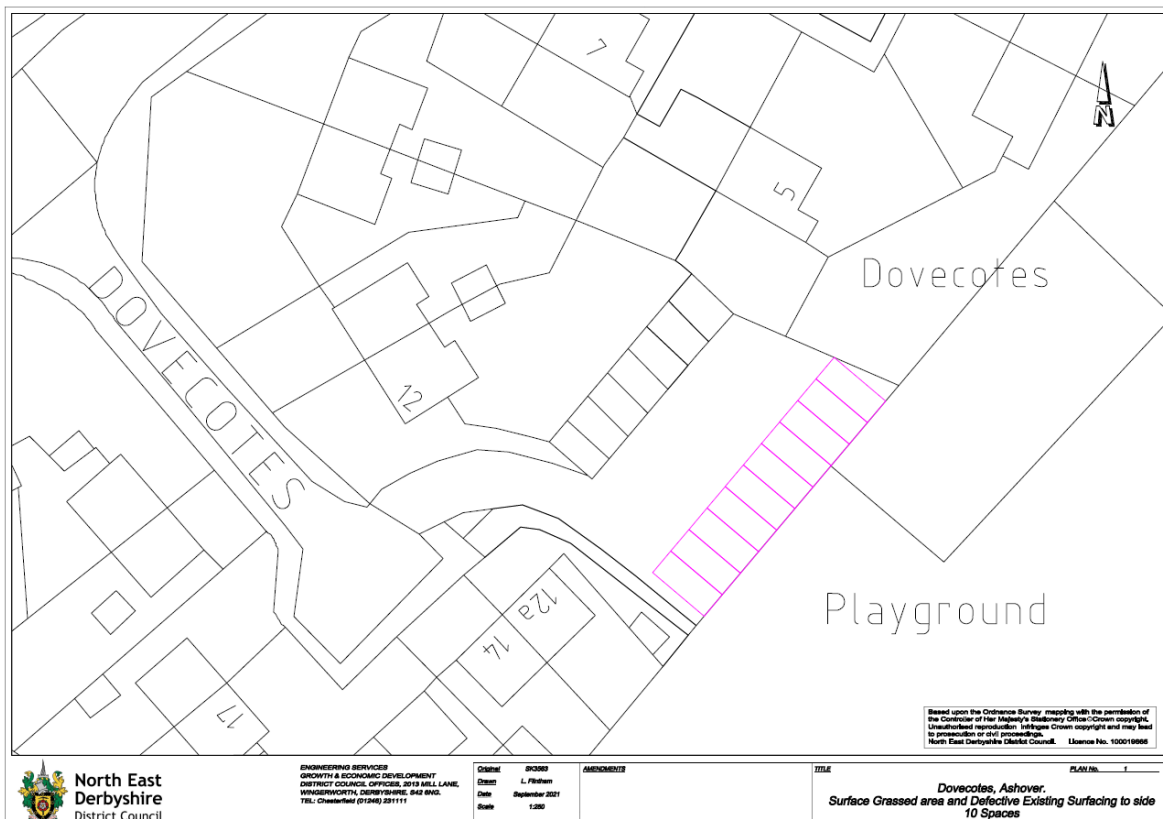
Option 3 – 22 spaces. Preferred option.



## Location 4 - Dovecotes, Ashover

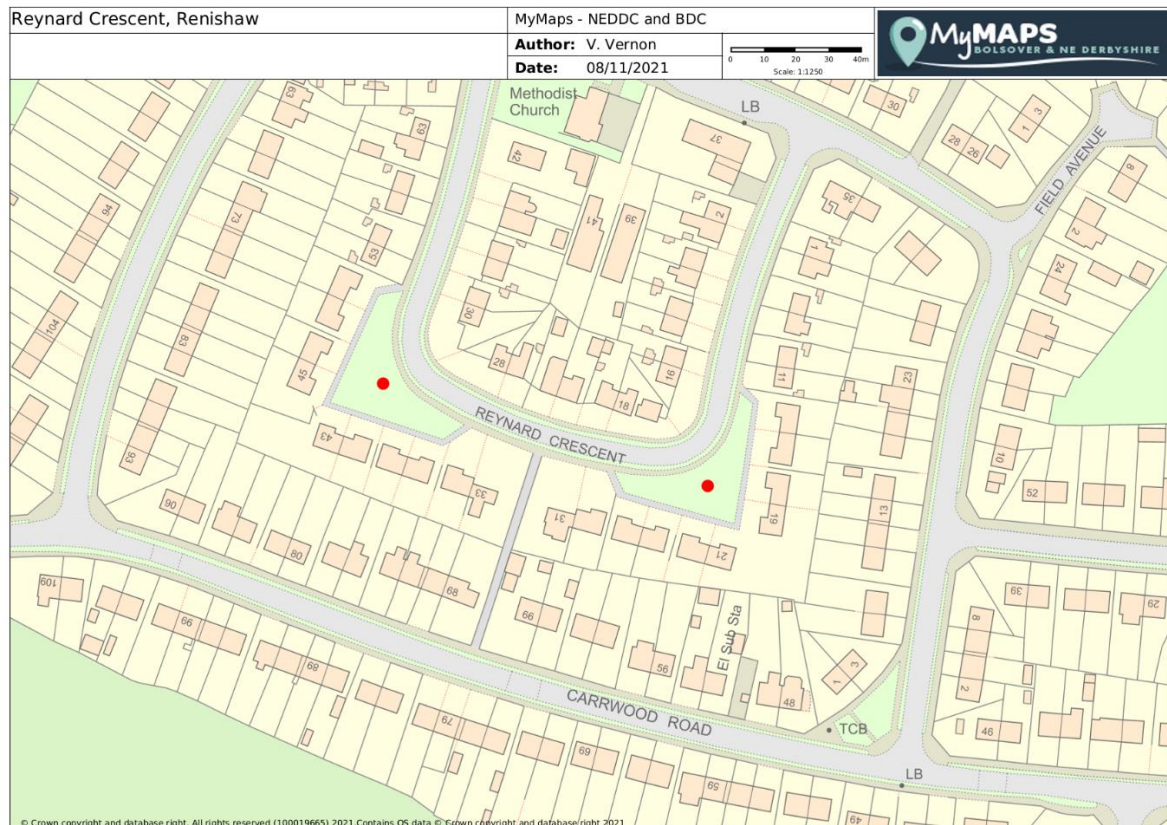


## Option 1 – 10 spaces. Preferred option

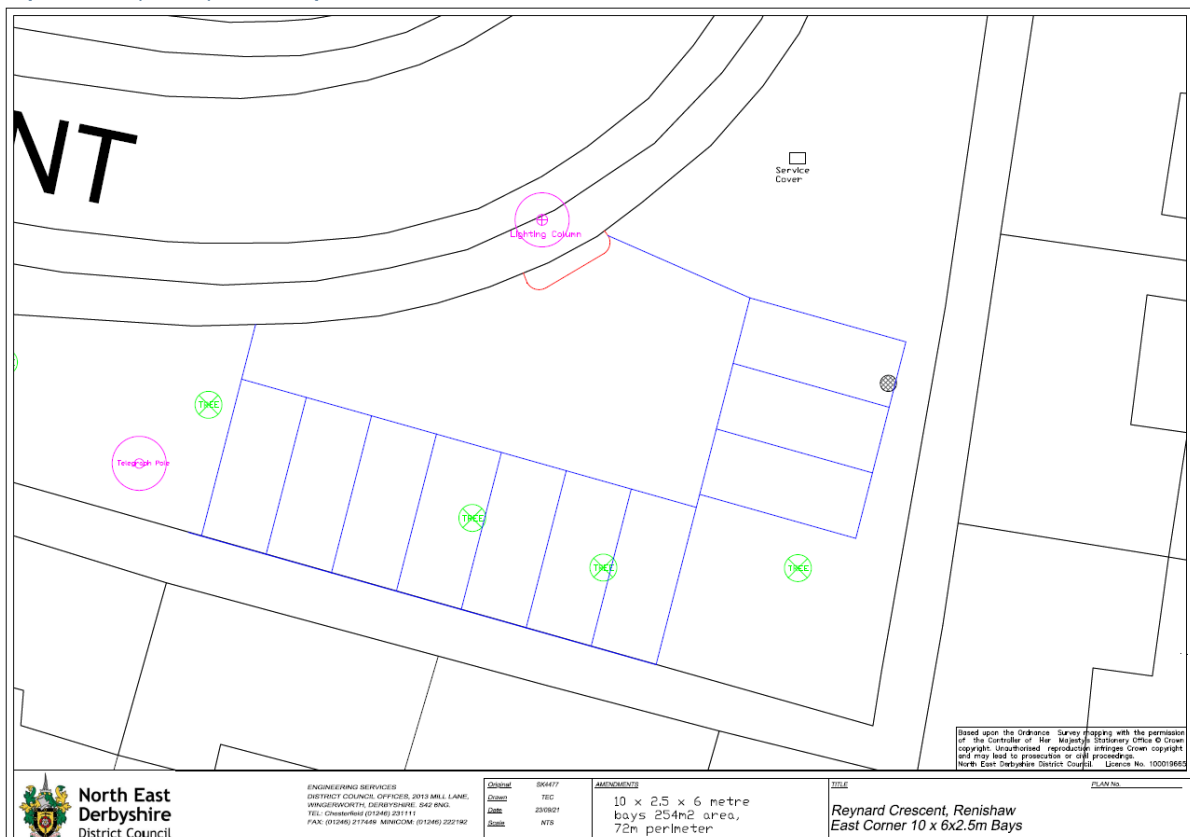




## Location 5 – Reynard Crescent



### Option 1 (East) – 10 spaces.



[illegible]

53

30

Fire Hydrant

TREE

TREE

TREE

TREE

MANHOLE

49m2, 28 meter perimeter, trees to remove, 3 metre wide verge.

Reynard Crescent, Renishaw  
West 3 x 6.5x2.5m bays

ENGINEERING SERVICES  
DISTRICT COUNCIL OFFICES, 2013 MILL LANE,  
WINGSFIELD, DERBYSHIRE, S46 6NS  
TEL: Chesterfield (01246) 231111  
FAX: (01246) 274466. NEWCOMB (01246) 232162

DATE	04/07
BY	TEC
DATE	28/06/01
BY	NTS

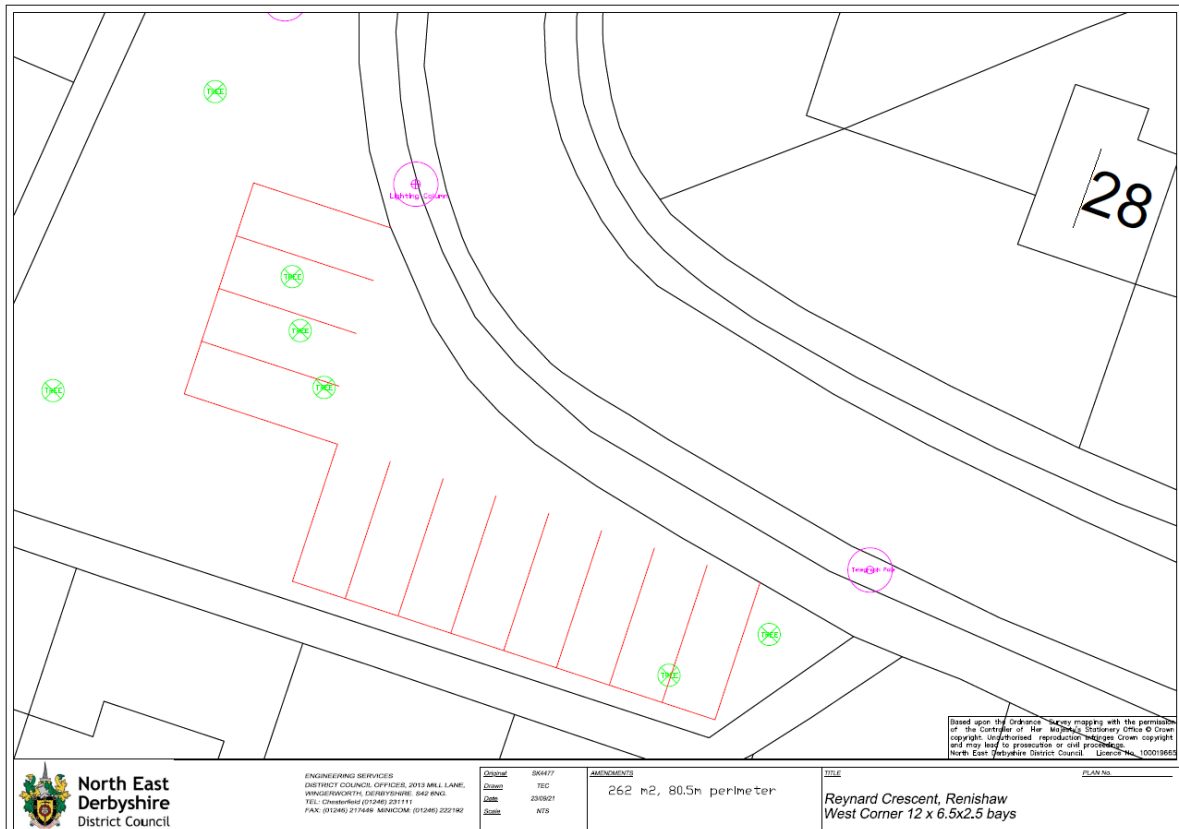
AMENDMENTS

TITLE

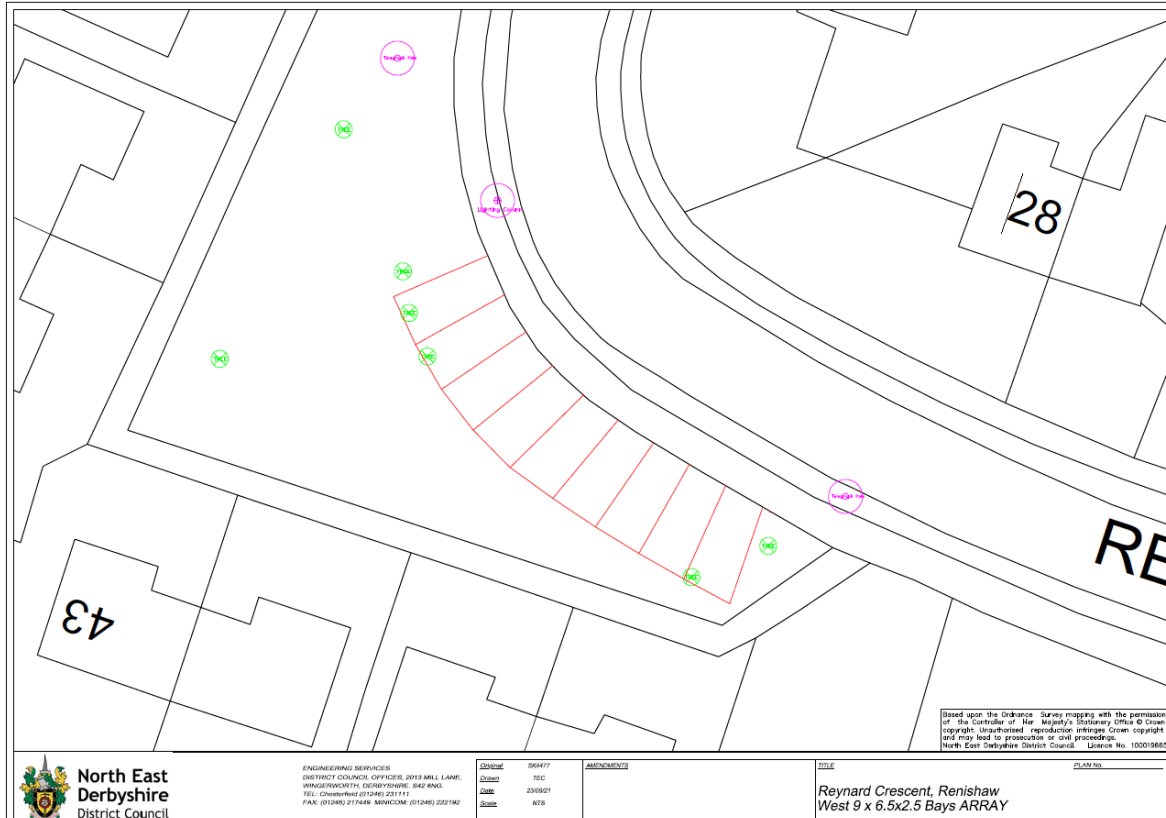
PLAN No.

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North-East Derbyshire District Council. Licence No. 100019668

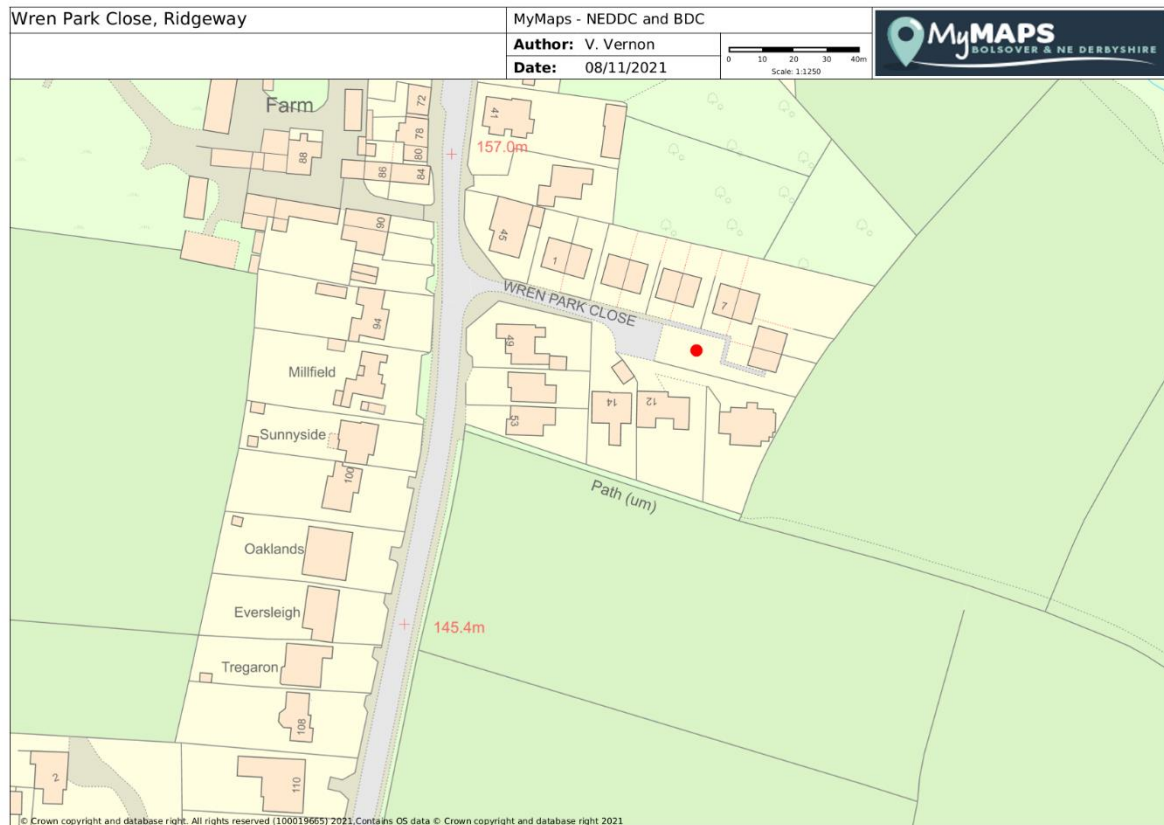




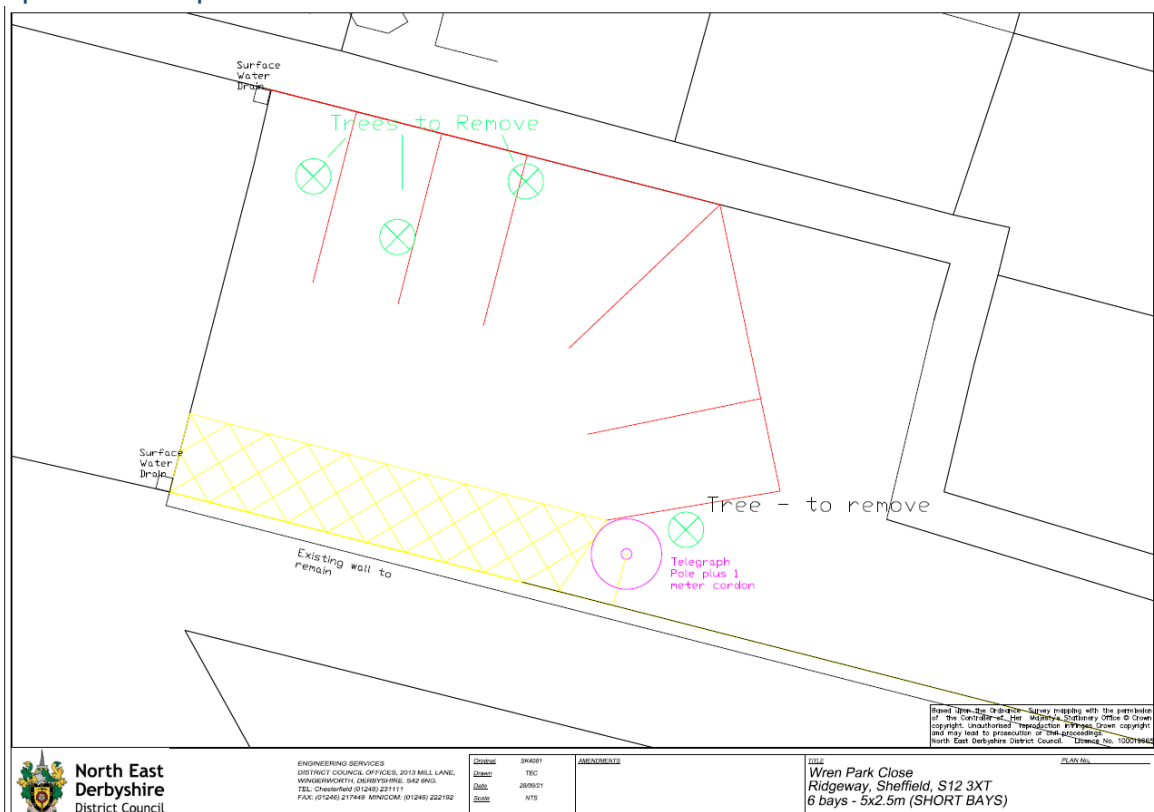
### Option 5 (West) – 9 spaces. Preferred option alongside option 3.



## Location 6 – Wren Park Close, Ridgeway



## Option 1 – 6 spaces



[illegible]

### North East Derbyshire District Council

#### Cabinet

7<sup>th</sup> November 2019

<p><b>Proposed Residential Parking Strategy</b></p> <p><b>Pilot parking projects in Holymoorside, Apperknowle and Ashover.</b></p>
--

#### Report of the Portfolio Holder for Environment

This report is public

#### Purpose of the Report

- To consider the adoption of a new Residential Parking Strategy (**Appendix 1**) to improve the parking provision in North East Derbyshire.
- To consider and seek approval to progress three pilot parking projects in the priority areas of Holymoorside, Apperknowle and Ashover.

#### **1** Report Details

- 1.1 Each part of the District has different parking needs, requiring solutions unique to the location. The proposed strategy sets out a number of ways to deliver more parking. This is likely to be a mix of driveways on individual houses and shared parking areas.
- 1.2 The strategy outlines a new approach to proactively support customers through technical advice and an easy to use application process so they can install their parking through an appropriately skilled person/contractor.
- 1.3 The strategy also sets out an option appraisal process (**Appendix 2**) to review old outdated garage/plots sites which have the potential to provide a funding source.
- 1.4 Three pilot projects have been identified in priority areas of Holymoorside, Apperknowle and Ashover.
  - a. **Holymoorside** - There is a significant parking problem in Holymoorside, specifically in the area close to the local primary school and in the neighbouring Cul-de-sac Pinfold Close. Following a meeting with the local Ward member it was agreed that Rykneld Homes Ltd (RHL) would undertake an initial survey of the area with a view to providing additional parking. This can be achieved by making use of the existing garage site and grassed open spaces. A member of staff from the Council's Engineering team is working with RHL to provide options after surveying utilities, services and the position of trees in the area. Following formal approval to proceed, RHL will commence consultation with local residents and

discuss design options with the local ward member in the first instance, with a further report to Cabinet.

- b. Apperknowle** – This is a further priority area where there is a lack of parking for local residents. The ward member for Apperknowle asked RHL representatives to meet with the local community to respond to complaints about the lack of parking in the area. This meeting also provided an opportunity to discuss future parking solutions for the area. Following positive feedback, it was proposed that a further meeting be held in January 2020 to provide some parking options based on what is feasible in the location. Following approval to progress this project, RHL and the engineering team will undertake a survey and develop options for the area.
- c. Kelstedge**, – There have been long standing issues and complaints about parking in a specific area of Westedge Close, Kelstedge. Representatives from NEDDC and RHL have been invited to numerous Parish and County meetings to respond to complaints from residents and local ward members. There is a former garage site that could be used for housing development, but which has yet to be investigated. This could generate funding for NEDDC which could be used to provide some parking solutions in both Kelstedge and in the village of Ashover. An initial survey was undertaken recently to facilitate an options appraisal for the site. Formal approval is now sought to progress this project.

## **2 Conclusions and Reasons for Recommendation**

- 2.1 The three areas proposed as priorities are areas that have had numerous complaints and longstanding issues with lack of parking. In Holymoorside there are also health and safety concerns relating to the lack of parking near the Primary school on a busy main road.
- 2.2 Lack of parking facility has been identified as the number one issue identified in annual customer satisfaction surveys.
- 2.3 The numbers of cars congesting estate roads continues to increase causing access problems and damage to grass verges and estate aesthetics.
- 2.4 Current parking provision for through garage sites is outdated, not fit for purpose due to increase in car size and located away from customers' homes. This has led to a decline in the number of people on waiting list and an increase in vacant garages and garage plots.
- 2.5 The current position is not sustainable in the long term.
- 2.6 A proposed review of the old outdated garage/garage plot sites has the potential to deliver funding for new parking provision and deliver brownfield development sites for new housing.
- 2.7 All proposals will be seen by the Asset Management Group prior to consideration for approval.

### **3 Consultation and Equality Impact**

- 3.1 A programme of resident consultation will be undertaken before any parking solutions are finalised.
- 3.2 The review of garage sites would consider usage and potential options for alternative local parking provision. Where appropriate this will include consultation with local users and could consider re-provision for displaced garage site tenants. Owner Occupiers using garage sites for access to their properties (potential easements by prescription) would be considered as part of this process.
- 3.3 There are no equality impacts arising from this proposal.

### **4 Alternative Options and Reasons for Rejection**

- 4.1 Do nothing – this option is not recommended due to the increasing number of cars on estates and the declining demand and increasing investment required in existing garage parking provision.
- 4.2 Invest in garage sites – this is not recommended due to the change in customer expectations, people prefer to park their cars next to their home.
- 4.3 Increase rent payments to pay for new parking facilities to each individual home. This is not recommended because the repayment period is economically prohibitive and not economically viable for customers on low incomes.

### **5 Implications**

#### **5.1 Finance and Risk Implications**

- 5.1.1 The proposed option appraisal process will identify potential funding opportunities to cross subsidise the delivery of new parking provision.

#### **5.2 Legal Implications including Data Protection**

- 5.2.1 There are no legal or Data Protection implications arising from this proposal.

#### **5.3 Human Resources Implications**

- 5.3.1 There are no Human Resource Implication arising from this proposal.

### **6 Recommendations**

- 6.1 Cabinet considers and agrees the proposed new Residential Parking Strategy.
- 6.2 Cabinet agrees to give delegated power to the Chief Executive Officer in consultation with the Leader and the Portfolio Holder to approve the three pilot projects in Holymoorside, Apperknowle and Ashover once full details are known.
- 6.3 Cabinet refers the delegation to Standards Committee for inclusion in the Council's Constitution as a permanent delegation.

## 7 Decision Information

<b>Is the decision a Key Decision?</b> A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: BDC:      Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> NEDDC: Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/> <input checked="" type="checkbox"/> Please indicate which threshold applies	No. The proposal applies to all District Wards but the effect of this report is not significant, so it is not a key decision.
<b>Is the decision subject to Call-In?</b> (Only Key Decisions are subject to Call-In)	No
<b>Has the relevant Portfolio Holder been informed</b>	Yes
<b>District Wards Affected</b>	All
<b>Links to Corporate Plan priorities or Policy Framework</b>	<b>Our Residents</b> <ul style="list-style-type: none"> <li>• Help Communities address local issues and concerns</li> <li>• Improving housing stock</li> </ul> <b>Our Services</b> <ul style="list-style-type: none"> <li>• Creating a safe district in which to live and work</li> </ul>

## 8 Document Information

Appendix No	Title
1	Residential Parking Strategy
2	Appraisal Process
<b>Background Papers</b> (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)	
Report Author	Contact Number
Marcus Bishop – Head of Business Development	01246 217 892