

Appendix 1 - Residential Parking Review Action Plan

Item	Recommendation	Action Required	Who by	When by	Progress
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.	Rykneld 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.