

## Appendix 1 - Residential Parking Review Action Plan (Update for 23/02/23)

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	Following the previous scrutiny update on 13/01/23 the AD (Property) is now exploring the committee request that a simple link be provided on the NEDDC web-site allowing members of the public to report such incidents and the report is then sent straight to DCC for the appropriate action to be taken. A further update will be provided to scrutiny once the matter has hopefully been concluded and implemented through ICT.
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	The matter was explored and for the reasons explained in the notes below officers were unable to implement the request.  At the previous scrutiny update meeting on 13/01/23 the committee members accepted the response and the AD

					(Property) is now requesting that this Action Point (2) can be formally closed down and no further scrutiny updates are required.
3.	That the effectiveness of using Grass Crete at suitable locations within the District to offer further parking opportunities for residents be investigated	<p>a) Compare prices and gather information from Councils or groups who have used Grasscrete or similar for long term parking</p> <p>b) Install Grasscrete or similar at a trial site and monitor</p>	<p>Victoria Vernon/Tracy Buckland</p> <p>Victoria Vernon</p>	<p>1/10/21</p> <p>2021/2022</p>	<p>Complete – the information can be shared with committee if requested. This information was not requested by scrutiny at the previous meeting on 13/01/23.</p> <p>Trial site works were completed July 2022 at Adlington. Ongoing monitoring to be carried out in January 2023 and July 2023. Concerns were picked up by Engineers in the Jan-23 inspection and the situation will be reviewed again in July-23 as planned. However, if scrutiny feel that monitoring should now be carried out more frequently then the AD (Property) will arrange for this.</p>
4.	That the Council investigate the feasibility of setting a minimum standard of two car parking spaces per	Seek advice from Planning.	Victoria Vernon	01/10/21	At the previous scrutiny update meeting on 13/01/23 the committee clarified that their request only relates to

	property for both Council and private developments				residential units of 2-bedrooms or more. The AD (Property) is now having further discussions with the LPA and a further update will be provided in due course.
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>Ongoing. The NEDDC review of its Strategic Asset Management Plan (in progress with a target date for adoption by start of 2023/24) 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> <p>The Garage site review is no longer being carried out as a standalone piece of work. As part of any regeneration works carried out by RHL, garage sites are assessed and parking considered as part of larger schemes. As part of Rykneld's active asset management, sites are also assessed when</p>

					<p>complaints are received or when garage sites become under-occupied.</p> <p>Following the previous scrutiny update provided on 13/01/23 the AD (Property) can now confirm that as part of the ongoing HRA Car-Parking Strategy a number of under-utilised garage sites have been identified for the provision of additional car-parking spaces.</p> <p><b>Dovecotes Garage Site</b>  <b>Ashover</b>  Provision of 10no. spaces.</p> <p><b>Beech Crescent Garage Site</b>  <b>Killamarsh</b>  Provision of 7no. additional spaces.</p>
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**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.