



**North East
Derbyshire**
District Council

Appendix 1

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DRAFT

Residential Parking Strategy

DRAFT Version 1.5 September 2019

Residential Parking Strategy

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Residential Parking Strategy

1. Introduction

- 1.1. The aim of this Strategy is to improve residential car parking facilities in North East Derbyshire.
- 1.2. Each part of the District has different parking needs, requiring solutions unique to the location. This is likely to be a mix of driveways on individual houses and shared parking areas.
- 1.3. Through this strategy, NEDDC and Rykneld Homes will promote parking provision through new clear technical specification options and facilitate an easy to use application process for customers to undertake/pay for drives and kerb crossing installation.
- 1.4. A key part of this strategy will be the review of historic parking provision namely garage sites which have the potential to cross subsidise new parking provision and housing.
- 1.5. The benefits that can be achieved by this mixed approach include:
 - Carbon reduction by providing drives to properties that can be reached by charging points to support future electric car ownership
 - Improved customer satisfaction
 - Opportunities for new housing provision on brownfield garage sites
 - More attractive neighbourhoods
 - Reduction in anti-social behaviour hot spots
 - Improved health and safety – reduction in liability posed by asbestos containing materials used in garage construction
 - Reduction in ongoing/future maintenance liability.
 - Improved access for emergency vehicles and refuse lorries by reducing on street parking

2. Background

- 2.1. The majority of North East Derbyshire District Council's (NEDDC) housing estates were built at a time when car ownership was significantly lower than it is today. In 1951, car ownership per household was around 12%, by 2011 in North East Derbyshire this had reached 81%. Predictions ahead of the next census show this increasing further, especially with the rise of households having multiple cars.

- 2.2. Customer preference for parking is to park their car on a drive at the front of their home or roadside adjacent to their home. However, the number of cars outweighs the number of drives and the kerbside spaces in many locations.
- 2.3. NEDDC's Housing Revenue Account has 137 garage sites located throughout the District. These sites contain 867 NEDDC garages and 1,148 garage plots (a plot is a piece of ground rented to a customer to construct their own garage).

3. Demand for Garage Sites

- 3.1. In 2009, there were 784 people registered on the waiting list for a garage. As at September 2019, there are currently 341 people on the waiting list for a garage. There are many reasons for this decline including:
 - Residents prefer to park their car near their home
 - Residents have their own garage, drive or parking space
 - The garages are too small for modern day vehicles
 - Access to the garage sites can be difficult
 - Concerns about the security of the garages and the risk of damage or theft
 - Anti-social behaviour due to the secluded/hidden locations of sites
 - Higher customer expectations
 - Change of use – many plot owners use garages as storage space rather than for a car.

4. Garage Site Condition and Investment

- 4.1. The garages and plots historically have had very low rents leading to low levels of investment. The high levels of investment required to outdated, small garage construction types containing asbestos is not sustainable in the long term. Coupled with the declining demand and increasing customer expectation, an option appraisal approach will enable NEDDC to prioritise its resources towards parking solutions that are fit for the future.

5. Options for the Future use of the Sites

- 5.1. This Strategy provides a framework which Rykneld Homes Ltd (RHL), in partnership with NEDDC, can review the garage sites, make recommendations about their future use and provide the information it needs to make informed asset investment decisions. Recommendations for future use will support a mix of funding solutions to develop new parking provision.
- 5.2. Consideration also needs to be given to the District's need for housing, and the opportunities that some of the garage sites/plots may offer to help meet that need.
- 5.3. The potential options considered will include:
 - Dispose of the garage site to fund parking improvements to the locality

- Demolish the garages and retain the site as level car parking
- Demolish the garages and build new housing
- Demolish the garages and redevelop the site for alternative use
- Demolish garages and incorporate into surrounding properties gardens to reduce grounds maintenance and engineering costs.

6. Consultation and Decision Making

- 6.1. As the garages and garage sites are owned by NEDDC, but managed and maintained by RHL, it is essential that a robust and efficient process is put in place to consider, determine and approve the way in which each garage site is to be used in the future.

7. Contact

Rykneld Homes Ltd
Pioneer House
Mill Lane
Wingerworth
Derbyshire
S42 6NG

Tel: 01246 217670

Title:	Residential Parking Strategy and Garage Site Asset Management
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