
REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM: 11
DATE OF MEETING:	19th NOVEMBER 2015	CATEGORY: RECOMMENDED
REPORT FROM:	MIKE HAYNES – DIRECTOR OF HOUSING AND ENVIRONMENTAL SERVICES	OPEN
MEMBERS’ CONTACT POINT:	MATT HOLFORD (ext. 5856) ENVIRONMENTAL HEALTH MANAGER	DOC:
SUBJECT:	PROPOSED CHANGES TO THE OFF-STREET PARKING ORDER	REF:
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE: EDS14, HCS10

1. Recommendations

- 1.1 That Members approve the proposed alterations to the parking rules in the East End Car Park, Civic Way, Swadlincote and Station Road car park, Hatton.

2. Purpose of Report

- 2.1 To seek approval from Members on proposed changes to the existing parking provision in two of the free car parks owned by the District Council.

3. Background

- 3.1 South Derbyshire District Council owns nineteen car parks, all of which offer free parking to residents and visitors to South Derbyshire.
- 3.2 Because of the high levels of demand for some of these car parks we have needed to introduce rules to control the behaviour of vehicle owners who use them. The general rules for all car parks were introduced in the form of the South Derbyshire District Council (Off-Street parking)(Civil Enforcement and Consolidation) Order 2008. A number of the car parks in the Swadlincote urban core and the car park on High Street Melbourne have also been designated with local rules relating to disabled parking, limited waiting, etc.
- 3.3 The Order was introduced at the same time that off-street car parking enforcement transferred from the Police to Councils. The consequence of this change was that Traffic Wardens were no longer employed to enforce parking rules. Since 2008 enforcement in the District Councils car parks has been managed by Derbyshire County Council. The County Council contract out the work to a provider who employs Civil Enforcement Officers (CEOs).

- 3.4 Following recent complaints about two of the Councils car parks, we have taken the opportunity to review the current controls in these two car parks and have been through a consultation process to determine what changes to make.
- 3.5 The consultation process was undertaken in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In summary, it consisted of seeking consultation responses from all of the statutory consultees stated in the Regulations (including the Police, County Council, Fire Authority, Road Haulage Association, local bus operators, etc.). We also consulted with the Swadlincote Chamber of Commerce, Members and Alpha Cabs (High Street, Swadlincote). A public consultation notice went into the Burton Mail, we issued a notification via Facebook and published a page on our website. We also put up consultation notices in the two car parks affected.

4. The Proposals

- 4.1 In the **East End car park, Civic Way, Swadlincote** we propose to vary the existing Order to allocate 5 of the parking bays specifically for the use of private hire vehicle occupancy. We propose to prohibit occupancy of any of the other bays by private hire vehicles.
- 4.2 The car park has a relatively high churn of vehicles. Over the past eight months we have received 10 complaints from members of the public that this car park is full and that drivers employed by a local private hire firm are filling up significant numbers of bays. We have been given anecdotal evidence that this is restricting shopper access into the High Street and therefore may be inhibiting the economic welfare of businesses on the High Street. We have been informed that there have been altercations between shoppers and private hire drivers, and between Civil Enforcement Officers and private hire drivers when the car park is full. However, we are also aware that the car park is used by private hire vehicles in order to pick up elderly and disabled shoppers who want to shop on High Street.
- 4.3 A private hire company has right of access over the car park land and the company has previously been requested to limit the number of private hire vehicles occupying bays in the car park to no more than five at any given time.
- 4.4 The purpose of the variation is therefore to provide a reasonable balance in the use of the car park between shoppers, local business operators and private hire vehicles.
- 4.5 The proposed variation will also provide clarity about the permitted uses of the bays in order to prevent disputes, and will enable Civil Enforcement Officers to regulate private hire occupancy to those previously agreed.
- 4.6 In the **Station Road car park, Hatton** we propose to retain 16 bays for long stay use and impose limited (2 hour) waiting for the remaining 5 bays.
- 4.7 From our observations, commuters using the Hatton railway station are the predominant users of this car park. The churn of vehicles in the car park appears to be very low.
- 4.8 We have received complaints that the low churn is limiting customer numbers at retail establishments in Hatton. There are no other public car parks in Hatton. However, there are short stay car parks serving the Co-op, the local butchers shop and the Nisa within 120m, 160m and 190m of the Station Road car park respectively.

- 4.9 There is an SDDC private car park (7 bays) serving housing on the opposite side of Station Road. There are no existing parking restrictions along Station Road or any of the surrounding residential streets. There is no commuter parking at the railway station.
- 4.10 The purpose of the variation is to provide a reasonable balance between the needs of rail commuters and the needs of the local retail establishments.

5. Consultation Responses

- 5.1 The responses to the consultation were exceptionally low. There was one response to the proposed changes to the East End car park. This was from Derbyshire County Council who considered that there may be a case for increasing the proposed provision of five dedicated spaces for private hire vehicles. There were two responses in favour of the proposed change to the Station Road car park and one against. The response opposing the change stated that this car park is also used by staff who work at Nestle and the nursery opposite, as well as by local residents who don't have their own off-road parking. It also stated that the existing retail outlets in the town have plenty of short-term parking of their own.

6. Financial Implications

- 6.1 Minor. The main costs associated with the proposed changes will be the need to introduce new or altered signage within the two car parks and the need to apply new markings to distinguish between bays. The estimated total cost is £1,200.
- 6.2 The District Council currently pays for a total of 12 hours CEO enforcement time per week. CEOs currently focus their time on the Swadlincote urban core car parks and the Melbourne car park. The addition of the Station Road, Hatton car park will slightly reduce the amount of time that the CEOs will spend in Swadlincote and Melbourne.
- 6.3 We do not require the CEOs to issue a target number of Penalty Charge Notices (PCNs). We do not anticipate that the proposals will make any significant difference to the number of PCNs issued in the Councils car parks.

7. Corporate Implications

- 7.1 The proposals align with the "safe and secure" Corporate Plan Theme.

8. Community Implications

- 8.1 None

9. Conclusion

- 9.1 The proposals set out changes to the parking rules in two of the Councils car parks. The proposals have been brought forward following complaints from members of the public. Given that there was a very small response to a public consultation on the proposals we are satisfied that the proposals are appropriate to the needs of these communities.