

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

26 May 2015

Report of the Strategic Director – Economy, Transport and Environment

**PROPOSED AMENDMENT TO THE COUNTRYSIDE CAR PARK ORDER
(WILLINGTON PICNIC SITE) (HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval to begin the process of making an amendment to the off-street Parking Places Order covering the Authority's countryside car parks to allow for the levying of car park charges at Willington Picnic Site.

(2) **Information and Analysis** When the original Car Park Order for the Authority's countryside car park was made, the site at Willington was omitted from the final Order (2011). The issue was considered at the Cabinet Meeting on 15 February 2011 (Minute No. 52/11 refers), where, because of objections and concern that rail users, who are thought to be a significant proportion of users, would park elsewhere in the village (the station is next to the picnic site), it was agreed "*not to introduce car parking charges at the site although the situation was to be reviewed in the event of any material change in the existing situation*".

Since 2011, East Midland Trains has introduced car parking charges at all of its stations which now leaves Willington as an anomaly with other station car parks in the County.

A survey of car park users for a week in December 2014, which was repeated in January 2015, indicated that 450 (December 2014) and 433 (January 2015) vehicles parked in the car park over the week. Of these, 53% (December 2014) and 52% (January 2015) were parked for the full day. If these figures can be interpolated for the whole year and assuming current levels of charges were in force, this would have generated an income of between £60,000 and £65,000.

The situation at Willington is different from other countryside sites due to the large number of repeat all day users; no doubt because of the proximity of the station. As a result, the availability of a season ticket radically affects the potential income. If the current season ticket had been available at the current rate of £66 per annum, and assuming everyone parking all day bought one, the income would fall to between £23,000 and £28,000.

Given the particular situation at Willington, it could be argued that a separate 'Willington Only' season ticket should be made available. At station car parks operated by East Midland Trains, annual season tickets are available. The cost varies depending on the station and for Derbyshire stations is between £260 per annum (Whatstandwell) and £1,249 (Derby). Willington is probably closer to Whatstandwell in nature so a similar price £260 per annum is suggested. At this rate, it would still be attractive to all users who parked more than once a week (80 vehicles), whilst the remainder would be better off paying the full daily rate, currently £4.00 per day. This would increase the income to between £43,000 and £48,000.

Experience with pay and display at other countryside sites has shown that the machines can be subject to thefts that often damage the machine beyond repair. The worst sites for these attacks are those which are quiet and unobserved at night. The site at Willington is in the village centre, lit and next to a busy public house, so whilst it would be unrealistic to say it is in a safe area, it is thought that the danger of damage is lower than at other sites.

Concern has been expressed that by charging for parking at the car park, it will have the effect of encouraging users to park in adjoining streets and cause a nuisance. However, it is anticipated that, the security of parking in a well-lit convenient car park and by making charges realistic, this would not be a major problem.

The management of the scheme, should it proceed, would be through the Authority's existing systems for enforcement, processing of penalty notices, cash collection and machine maintenance.

Income from pay and display at countryside sites has become a significant element in the revenue budget for the Countryside Service. It is critical in supporting the employment of staff to manage Countryside sites and wider Countryside assets, e.g the local rights of way network. The additional income from this site will help protect jobs undertaking such tasks and minimising cuts in service as a result of budget pressures.

(3) Financial Considerations The costs of implementing the scheme would fall into three categories. The cost of making the Legal Order, primarily the advertising costs which are expected to be approximately £400, the cost of installing the machine and signing required for collecting the charge, which is £7,222, and the cost bringing the car park into good repair, which is £9,294.03. This gives a total outlay of £16,916 at April 2015 prices. Actual costs may have increased by the time the scheme is ready to proceed. The cost of advertising and implementing the Order will be met from within existing Countryside Service budgets.

The cost of managing the scheme, including enforcement, cash collection and maintenance, is expected to be £7,500 per year. Should an attack on the machine result in it having to be completely replaced, this can cost in the

region of £4,000. All maintenance costs would be met from within the budget estimates for operating countryside car parks.

(4) **Legal Considerations** The procedure to be followed for amending the Order will be the same as for making the original Car Park Order. The procedure is laid down in sections 32 and 35 of the Road Traffic Regulation Act 1984 and the Local Authority Traffic Orders (Procedure) Regulations 1996.

The Council is obliged to advertise the proposed Amendment Order and consult with various parties as set out in the Regulations. The Council must consider all objections duly made and may modify the proposed Order in the light of objections or re-consult on the Order if the objections are substantial. Alternatively, parts of the Order may be made whilst a decision on the remainder is deferred.

If the Council decides to make the proposed Order, details must then be published in the local press, and any objectors advised of the reasons given where the Council has not fully acceded to their objections.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Chris Coombs, extension 39821.

(8) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 8.1 Approves that a consultation and other procedures for making the off-street Parking Places Order, under sections 32 and 35 of the Road Traffic Act 1984 for Willington Picnic Site, be commenced.
- 8.2 Notes that a report with the results of the consultation be brought to a future Cabinet Meeting

Mike Ashworth
Strategic Director – Economy, Transport and Environment