

DERBY CITY CENTRE PARKING STUDY BASELINE REPORT



SYSTRA

DERBY CITY CENTRE PARKING STUDY

BASELINE REPORT

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TABLE OF CONTENTS

1.	INTRODUCTION	6
1.1	OVERVIEW	6
1.2	STUDY OVERVIEW	6
1.3	STUDY RATIONALE	6
1.4	REPORT STRUCTURE	7
2.	POLICY, STRATEGY & GUIDANCE REVIEW	9
2.1	OVERVIEW	9
2.2	NATIONAL POLICY	9
2.3	REGIONAL POLICY	10
2.4	LOCAL POLICY	11
2.5	TECHNICAL GUIDANCE	13
3.	BASELINE REVIEW	15
3.1	OVERVIEW	15
3.2	DERBY LOCATION	15
3.3	LOCAL CONTEXT	16
3.4	TRANSPORT NETWORK	17
3.5	ON-STREET PARKING	20
3.6	OFF-STREET PARKING	20
3.7	CAR PARK ACCESSIBILITY	25
4.	CAR PARK AUDITS	29
4.1	OVERVIEW	29
4.2	COUNCIL CAR PARK AUDITS	30
5.	CAR PARKING DEMAND	37
5.1	OVERVIEW	37
5.2	CURRENT PARKING DEMAND	37
5.3	FUTURE PARKING DEMAND	38
5.4	CAR PARK TICKET SALES DATA	39

6.	STAKEHOLDER ENGAGEMENT	42
7.	ISSUES & OPPORTUNITIES	45
7.1	OVERVIEW	45
8.	FINDINGS & NEXT STEPS	47
APPENDIX A: AUDITS OF PRIVATELY OPERATED CAR PARKS		49

LIST OF FIGURES

Figure 1.	Location of Derby	15
Figure 2.	Study Area (Derby City Centre)	16
Figure 3.	Trip Attractors	17
Figure 4.	Derby City Centre Road Network	18
Figure 5.	National Cycle Route 54	18
Figure 6.	Bus Network	19
Figure 7.	Car Parks	21
Figure 8.	Car Park Capacity	21
Figure 9.	Council & Private Car Parks	22
Figure 10.	Car Park Operators	23
Figure 11.	Car Park Accessibility	26
Figure 12.	Car Park Accessibility	27
Figure 13.	Car Park Accessibility	28
Figure 14.	Car Park Locations	30
Figure 15.	Abbey Street Car Park Overview	31
Figure 16.	Abbey Street East Car Park Overview	32
Figure 17.	Bold Lane Car Park Overview	33
Figure 18.	Chapel Street Car Park Overview	33
Figure 19.	Darwin Place Car Park Overview	34
Figure 20.	Ford Street Car Park Overview	35
Figure 21.	Little City Car Park Overview	36
Figure 22.	Wilmot Street Car Park Overview	36
Figure 23.	Current Parking Demand	37
Figure 24.	Forecast Future Parking Demand	38
Figure 25.	Chapel Street Weekday Occupancy (Ticket Sales Data)	39
Figure 26.	Chapel Street Weekend Occupancy (Ticket Sales Data)	40
Figure 27.	Bold Lane Weekday Occupancy (Ticket Sales Data)	40
Figure 28.	Bold Lane Weekend Occupancy (Ticket Sales Data)	41
Figure 29.	Summary of the Baseline Report	47
Figure 30.	Study Themes	48

LIST OF TABLES

Table 1.	Reviewed Policies & Guidance	9
Table 2.	Development Opportunities	12
Table 3.	On-Street Parking Charges (Pay & Display)	20
Table 4.	Car Park Operators	23
Table 5.	Council Car Parks	24
Table 6.	Car Park Audit Criteria	29
Table 7.	Stakeholder Workshops Key Feedback	42

1. INTRODUCTION

1.1 Overview

1.1.1 Derby City Council (the Council) has commissioned SYSTRA Ltd (SYSTRA) to carry out a parking study for Derby, focusing on the city centre. The study seeks to identify options that enhance car parking provision and management across the city centre. It provides the Council with an informed evidence base to consider and choose options that are most appropriate to align with wider objectives and goals, including within the Emerging Local Plan for Derby.

1.1.2 Parking management is essential to ensure the wider environmental, social, transport and economic objectives of the Council are met. Transport and parking are vital public amenities contributing towards the local economy, communities, environment, and quality of life. This parking study will assist in maximising opportunities for employment, business, leisure, and tourism, whilst aligning with the Council's key priorities.

1.2 Study Overview

1.2.1 A detailed assessment of existing publicly accessible parking provision across the city centre formed the first stage of this study. This included a review of the physical condition of car parks, management and enforcement, and levels of use. An assessment of the potential impact of projected housing and employment growth on future parking demand has been undertaken. This work is contained within this **Baseline Report**.

1.2.2 The Baseline Report serves as the foundation and evidence base for the parking study. Drawing on the findings of this Baseline Report, the second phase of the study identifies a set of key objectives that aim to help optimise future car parking provision and management and options to meet these objectives set out across a series of themes. These are brought together to provide recommendations across the short-, medium- and long-term.

1.3 Study Rationale

1.3.1 There are competing demands which concern parking. The Council has an ambition to reduce private car demand, whilst recognising the role of parking in supporting the local economy and that a level of reliance on private car use will also remain.

1.3.2 The Council's 'Towards a New Vision for Derby City Centre' ambition document, published in 2022, sets out ways in which the city centre can be transformed. It recognises that parking provision influences travel patterns across Derby and notes a need to rethink how people travel to and around the city centre, particularly given ambitions to deliver a changing city centre dynamic and new trip attractors.

1.3.3 The Emerging Local Plan for Derby (LPD) identifies need for considerable housing growth within the city centre. A large proportion of this will need to come forward on sites that currently accommodate parking. Consideration towards future parking demand and development opportunities are therefore essential and it is within this context that the parking study has been undertaken.

1.3.4 The study will guide the actions of the Council with regards to parking. As well as providing a holistic approach to parking, it supports the Council's approach to parking set out within the LPD. It details evidence-led spatial recommendations concerning parking, including **where** future provision should be located and **how much** parking may be suitable. This will help inform the Council's future decision-making.

1.3.5 The study sets out recommendations that are evidence-based and informed by appropriate levels of data. There are often competing demands in terms of implementing parking measures. In considering options, a balance must be found to identify those that best meet the overall goals of the study whilst also offering value for money and aligning with the Council's wider aims and objectives.

1.3.6 It seeks to support the overarching objectives of the LPD, including:

OBJ1: To enhance Derby as an attractive, vibrant and compact liveable City, fully accessible by active travel, which has a strong City Centre of regional importance, regenerated urban areas and locally distinct neighbourhoods.

OBJ13: To enhance transport links and accessibility between key land uses including housing, employment, shopping, education, and leisure ensuring that walkability and public transport accessibility are central. Priority will be given to delivering practical and attractive active travel routes, while reducing the necessity for private car use, particularly for commuting.

1.3.7 The study is informed by primary research and data collection undertaken by SYSTRA, data and information provided by the Council, feedback from stakeholder engagement, and data provided by private car park operators.

1.3.8 A preliminary Parking Study was prepared by Urban Initiatives Studio in 2022. It assessed parking conditions and quality and serves as a useful basis for this commission. Since this study was completed, the Assembly Rooms and Riverside multi-storey car parks have closed, and there have been changes to private car parking provision. These are likely to have impacted the wider transport network and parking patterns.

1.4 Report Structure

1.4.1 This report provides a comprehensive analysis of existing conditions within Derby City Centre and serves as the foundation for the later study stages. It encompasses:

- An overview of relevant current and emerging national, regional and local policies and strategies that need to be considered when developing parking policy, noting the changing environment within Derby, including within the emerging Local Plan.
- A review of current transport conditions, with consideration given to the highway network, parking provision and locations, and public transport provision.
- An in-depth overview of the findings of desktop-based and on-site audits of off-street car parks within the city centre.
- A development review of current and emerging local policy documents to identify any changes to parking demand or supply of parking which might take place in upcoming years.

- A review of current and forecast future demand for off-street parking within the city centre.
- An overview of management and enforcement practices.

1.4.2 The Baseline Report is structured as follows:

- **Section 2: Policy, Strategy & Guidance Review** – Undertakes a review of overarching policies and guidance.
- **Section 3: Baseline Review** – Undertakes an analysis of the baseline conditions, including sociodemographic indicators, trip attractors, transport networks and parking facilities.
- **Section 4: Car Park Audits** – Presents an on-site audit of Council car parks.
- **Section 5: Car Park Occupancy** – Assesses off-street parking occupancy using spot counts and ticket sales data.
- **Section 6: Stakeholder Engagement** – Presents an overview of stakeholder feedback.
- **Section 7: Conclusion** – Summarises the Baseline findings and presents next steps for the parking study.

1.4.3 Audit findings for privately operated car parks within the city centre are contained at **Appendix A**.

2. POLICY, STRATEGY & GUIDANCE REVIEW

2.1 Overview

2.1.1 This section provides an in-depth review of overarching policies and guidance in the context of the parking study. This includes a review of national, regional and local transport policies, and a review of technical guidance relevant to this study.

Table 1. Reviewed Policies & Guidance

National Policy National Planning Policy Framework (2025)
Regional Policy East Midlands Combined County Authority – A Vision for Growth (2023) East Midlands Combined County Authority – Inclusive Growth Commission (2025)
Local Policy Council Plan 2025-2028 Derby City Local Plan (2017) Masterplan 2030 (2016-2030) Local Transport Plan 3 (2011-2026) Emerging Local Plan for Derby
Technical Guidance Inclusive mobility: making transport accessible for passengers and pedestrians Cycle Infrastructure Design

2.2 National Policy

National Planning Policy Framework (2025)

2.2.1 The National Planning Policy Framework (revised in February 2025) outlines the government’s planning policies for England and how these are expected to be applied.

2.2.2 Paragraphs 109 to 114 of the NPPF focus on sustainable transport, emphasising the importance of prioritising walking, cycling, and public transport to reduce car dependency and environmental impact. Key points include:

- Integrating sustainable transport considerations from the outset of plan-making and development, using a vision-led approach to create well-designed and attractive places (par. 109a).
- Making movement patterns, streets, parking, and other transport aspects central to scheme design, to support high-quality environments (par. 109b).
- Concentrating significant development in locations that are, or can be made, sustainable by minimising the need to travel and providing real choices in transport modes (par. 110).
- Ensuring parking in town centres is convenient, safe, and secure, while also supporting access for pedestrians and cyclists (par. 113).

- Providing sufficient overnight lorry parking to support logistics and minimise nuisance, with new or expanded distribution centres required to include adequate lorry parking (par. 114).

2.3 Regional Policy

2.3.1 Derby City Council is one of the founding members of the East Midlands Combined County Authority (EMCCA). EMCCA was formed in March 2024 to act as the strategic authority for the East Midlands area and brings together four upper-tier local authorities in the region, specifically:

- Derby City Council
- Nottingham City Council
- Derbyshire County Council
- Nottinghamshire County Council

East Midlands Combined County Authority – A Vision for Growth (2023)

2.3.2 EMCCA’s [Vision for Growth](#) report presents the Trent Arc, a major regional initiative aimed at strengthening connections between Derby and Nottingham while driving economic growth.

2.3.3 The Trent Arc project, which connects Derby and Nottingham, aims to deliver more than 30,000 new homes, 40,000 jobs, and 2.7 million square metres of commercial space. Major elements include improvements to the M1, enhancements to public transport, and support for industries such as clean energy and advanced manufacturing, as well as environmental initiatives like upgrading the Attenborough Nature Reserve. The Trent Arc is projected to boost the regional economy by £2.4 billion annually.

2.3.4 For Derby, the Trent Arc project is expected to shape travel behaviour by promoting the use of public and active transport, which may decrease demand for parking in the city centre while increasing the need for parking at transport hubs and new employment sites.

East Midlands Combined County Authority – Inclusive Growth Commission (2025)

2.3.5 The Inclusive Growth Commission unveiled its final [report](#) in September 2025. It sets out the current picture of the East Midlands’ strengths, challenges and investment opportunities in the region.

2.3.6 The EMCCA report notes that an inclusive growth plan needs to address the social factors that make it harder to enter and progress in work. The following key public transport connections are needed to “achieve the potential for inclusive (and cleaner) growth in the region include” (page 38):

- “Better connections across the Trent Arc, around and between Nottingham and Derby, including to major industrial sites.
- Faster public transport links between Mansfield, Ashfield and surrounding areas into Nottingham and other sites in the Trent Arc to widen the span of opportunities provided by site in the Arc.

- Better connections west and south from the three ‘clean energy supercluster’ sites in West Burton, High Marnam and Cottam for the planned construction phase of the STEP nuclear facility and wider plans to be realised.”

2.4 Local Policy

Council Plan 2025-2028

- 2.4.1 The [2025-2028 Council Plan](#) presents Derby City Council’s latest missions and priorities, focusing on inclusivity, sustainability, economic growth, culture, and collaboration. While it does not outline specific transport or parking objectives, it commits to supporting regional transport improvements through the East Midlands Combined County Authority.

Derby City Local Plan (2017)

- 2.4.2 The Local Plan consists of two main documents: the Core Strategy (2017) and the saved policies of the City of Derby Local Plan Review (2006). The [Core Strategy](#) sets the overall strategic direction for planning the administrative area of Derby over the period from 2011 to 2028.
- 2.4.3 With regards to transport, it states that Derby should provide “appropriate levels of parking for cars, motorcycles and bicycles. In highly accessible locations, a lower level of parking will be encouraged.” The Council recognises that parking is an essential facility for many developments and, particularly for commercial development, is an important factor in making the proposal attractive to end users. It is important, however, that the level of parking provided does not undermine the Council’s commitment to sustainable transport.

Masterplan 2030 (2016-2030)

- 2.4.4 Derby City Centre published its [Masterplan 2030](#) in July 2016. The overarching vision is to develop a city of leisure, cultural and retail destinations, a business city, a living city and a connected city. The aim is to create 4,000 jobs, leverage £3.5 billion of investment and develop 1,900 new homes in the city centre by 2030.
- 2.4.5 The Masterplan will align with the Transport Vision for Derby [outlined in the Local Transport Plan 3], improving accessibility and facilities for walking, cycling, public transport and cars (including a reviewed car parking strategy)”.

Local Transport Plan 3 (2011-2026)

- 2.4.6 The [LTP3](#) (2011 to 2026) covers all of Derby's transport-related policies and delivery plans. The LTP3 was guided by findings from [the Strategy Option Results Paper](#) (2010) which summarised modelling carried out with the Derby Area Transport Model (DATM) to help develop a preferred long-term transport strategy for the Derby LTP area.
- 2.4.7 Modelling indicated that reducing long-stay parking spaces and converting them to short-stay spaces has very little impact on the economy, on safety, on accessibility and on the environment overall. Modelling also concluded that increasing parking charges decreases the attractiveness of long stay parking.
- 2.4.8 LTP3 local challenges include:

- Measures to reduce motorised travel, especially by car;
- Measures to increase of alternatives to the car; and
- Measures to make best use of the available road capacity.

2.4.9 The LTP3 sets Derby's 5 overarching goals for local transport. Goal 4 is:

To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users.

Emerging Local Plan for Derby (LPD)

2.4.10 A new Local Plan for Derby is currently under development. The LPD sets out a significant requirement for new housing within the city centre, much allocated on sites currently used for parking.

2.4.11 **Table 2** details the car parks allocated as potential development sites.

Table 2. Development Opportunities

NAME	OPERATOR	PARKING CAPACITY
Chapel Street	Derby City Council	524
Phoenix Street	Phoenix Properties	210
Exeter Street	Group Nexus	210
Darwin Place	Derby City Council	231
Abbey Street	Derby City Council	131
Abbey Street East	Derby City Council	59
St Peters Courtyard	NCP	60
Babbington Lane	NCP	293
Derbion Bradshaw Way	Derbion	105
Derbion Basement	Derbion	647
Siddals Road	NCP	223
Copeland Street	Excel Parking Services	140
Buzz Bingo	CP Plus	130
Total Parking Capacity		2,963

- 2.4.12 The LPD also envisages the redevelopment / replacement of car parking associated with Derby railway station; however, this sits outside of the spatial scope of the parking study and so is not considered further.
- 2.4.13 The study will therefore examine how parking provision can remain adequate while becoming more integrated within the city centre, acknowledging that a degree of mode shift is also required.

Towards a New Vision for Derby City Centre – Ambition (2022)

- 2.4.14 The Council’s ‘Towards a New Vision for Derby City Centre’ ambition document, published in 2022, sets out ways in which the city centre can be transformed. It recognises that parking provision influences travel patterns across Derby and notes a need to rethink how people travel to and around the city centre, particularly given ambitions to deliver a changing city centre dynamic and new trip attractors.
- 2.4.15 It recognises that ‘too many trips into the city centre’ are made by private vehicle, resulting in congestion and air quality impacts, as well as negatively impacting people’s perception of the city centre’s environmental quality. It also recognises the imbalance in footfall between the south and northern ends of the city centre.
- 2.4.16 Regarding accessibility and connectivity, it notes the Council’s wish to:

We want to create a greener and calmer city centre that people want to spend time in ... We will seek to reduce this [reliance on travel by car] over time by removing the barriers preventing people from moving to more sustainable / active travel options.

- 2.4.17 It introduces the concept of multi-modal hubs for Derby, integrating different modes and travel options within one location alongside car parking. It notes further work is needed to understand the most suitable locations for future car parking provision, which this parking study seeks to achieve.

2.5 Technical Guidance

- 2.5.1 Further technical guidance is relevant to this parking study:
 - [Inclusive Mobility: Making Transport Accessible for Passengers and Pedestrians](#) (Department for Transport, 2022 update): This guidance sets out recommendations for improving the accessibility and inclusivity of public transport and pedestrian infrastructure. It is especially pertinent to pedestrian routes within, to, and from car parks, which require careful consideration. Paragraph 8.1 states that “car parking should be accessible and straightforward to use, with dedicated accessible spaces situated as close as possible to the primary entrances of the facilities served (for off-street parking), or to shops and services (for on-street parking)”.
 - [Cycle Infrastructure Design](#) (Local Transport Note 1/20, Department for Transport, 2022) outlines best practices for cycle infrastructure, ensuring that changes to parking provision continue to support safe and accessible active travel.

- [National Design Guide](#) (Ministry of Housing, Communities and Local Government, revised in 2021): The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

3. BASELINE REVIEW

3.1 Overview

3.1.1 This section provides a detailed baseline review of:

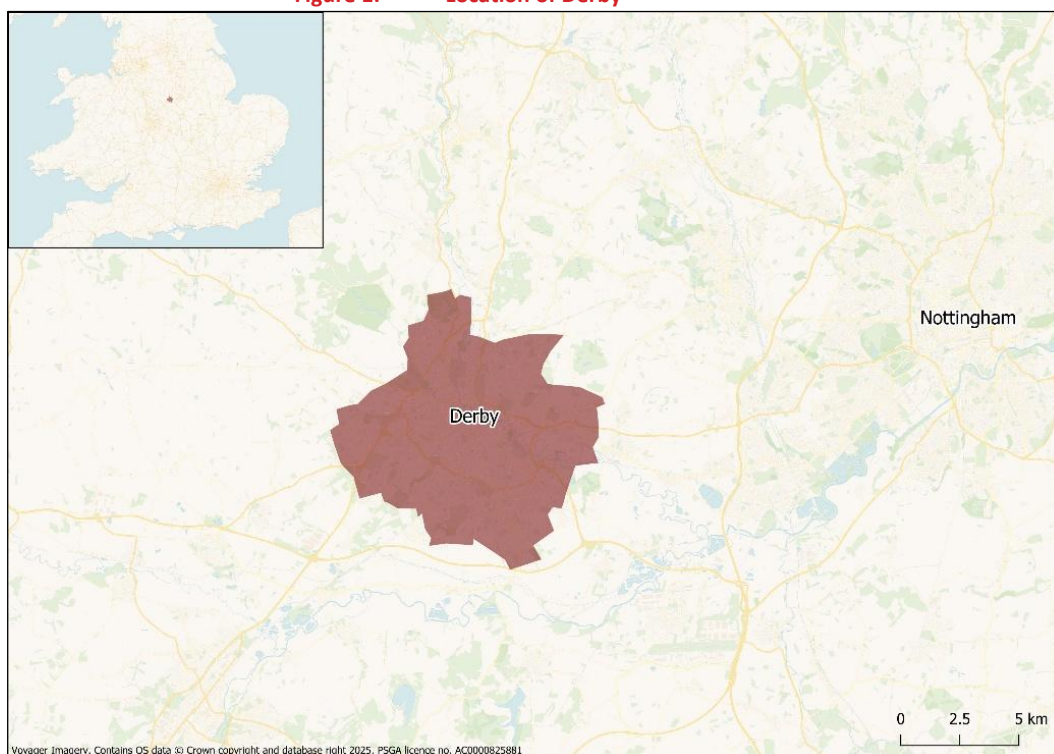
- The local context, including an overview of sociodemographic data and local trip attractors;
- The local transport network within and around Derby; and
- Current transport conditions within Derby City Centre, with consideration given to the highway network, parking provision and locations, and public transport infrastructure. This encompasses an overview of pricing structures, management and enforcement practices.

3.1.2 On-site audits of each car park within the city centre, as detailed in **Section 4**, complement this section.

3.2 Derby Location

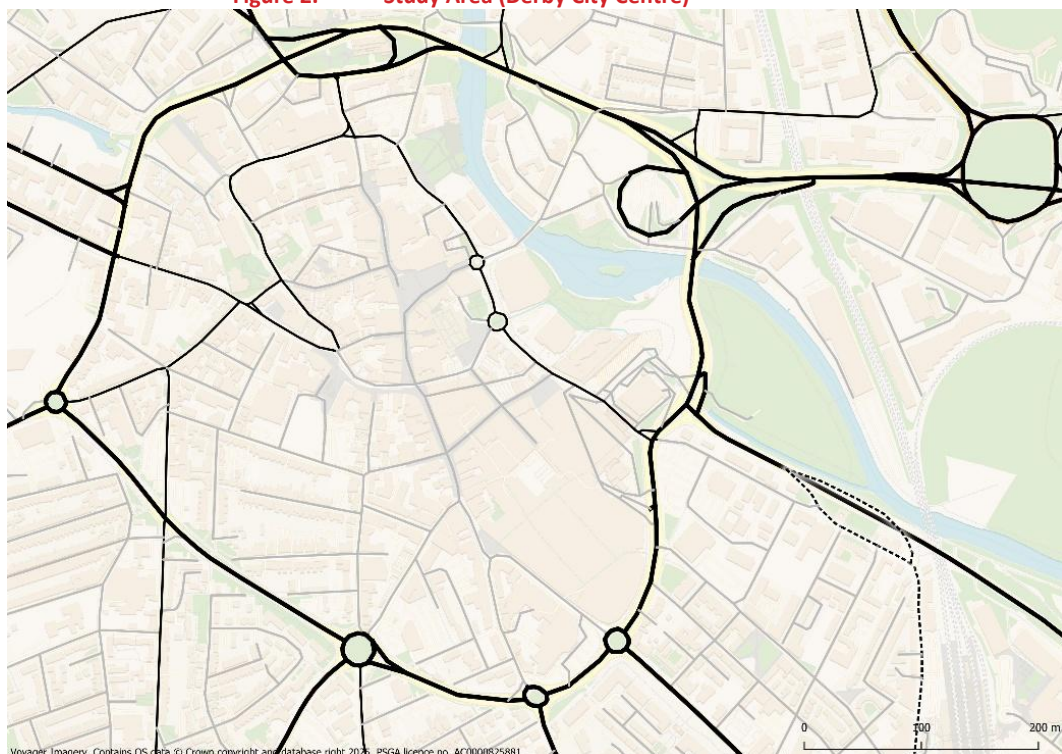
3.2.1 Derby is located in the East Midlands (**Figure 1**). Strategically situated on key transport corridors and serving as a hub for national rail and road connections, including the Midland Main Line and the A6/A52 trunk roads, Derby is located approximately 13 miles west of Nottingham, 45 miles northeast of Birmingham, and 120 miles north of London.

Figure 1. Location of Derby



- 3.2.2 The Central Business District (CBD) has generally been used as a working assumption for the boundary, but the current adopted Local Plan does not specifically identify the extent of the city centre.
- 3.2.3 The LPD sets a boundary for the city centre; however, this covers a larger area than the area considered within the parking study, which focuses on the area within and around the Inner Ring Road.
- 3.2.4 The focus of this Baseline Report is limited to the area within and immediately surrounding the ring road shown in **Figure 2**. This is to ensure that the analysis remains directly relevant to the city centre, where most parking demand, transport activity, and commercial and pedestrian flows are concentrated. Focusing on this core area allows us to provide targeted recommendations for the city centre's specific challenges.

Figure 2. Study Area (Derby City Centre)



3.3 Local Context

- 3.3.1 Derby is the third-most densely populated local authority area in the East Midlands, following Leicester and Nottingham. Between the 2011 and 2021 censuses, Derby's population grew by 5.1%, rising from approximately 248,800 to around 261,400 residents. This growth rate was lower than that of the East Midlands overall (+7.7%) and England as a whole (+6.6%).
- 3.3.2 According to ONS 2021 census data, average travel time in Derby to employment centres is 7.5 minutes by car (just under the British median of 7.6 minutes), 9.3 minutes by bicycle (slightly quicker than the median of 9.9 minutes), and 10.6 minutes by public transport and walking (better than the median of 11.5 minutes). Derby provides 71 public electric vehicle charging devices per 100,000 residents, which is below the national average of

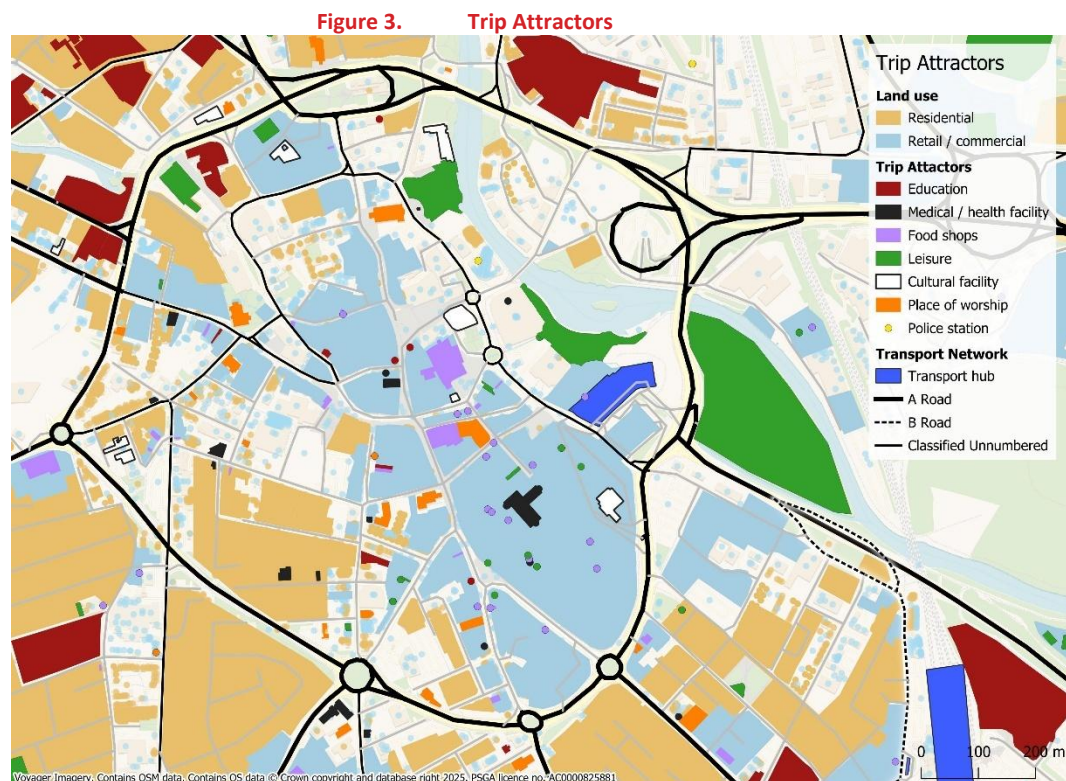
84.5. Additionally, 37% of Derby's population live within a 30-minute walk of their nearest railway station, compared to 51% nationally.

3.3.3 Almost three quarters (74%) of households in Derby own at least one car.

3.3.4 Derby is known for its strong industrial heritage, particularly in railways and engineering.

Trip Attractors

3.3.5 **Figure 3** presents trip attractors in the city centre. The centre and east of the city centre is predominantly occupied by retail and commercial properties. The neighbourhoods to the south and west of the city centre are mostly residential.



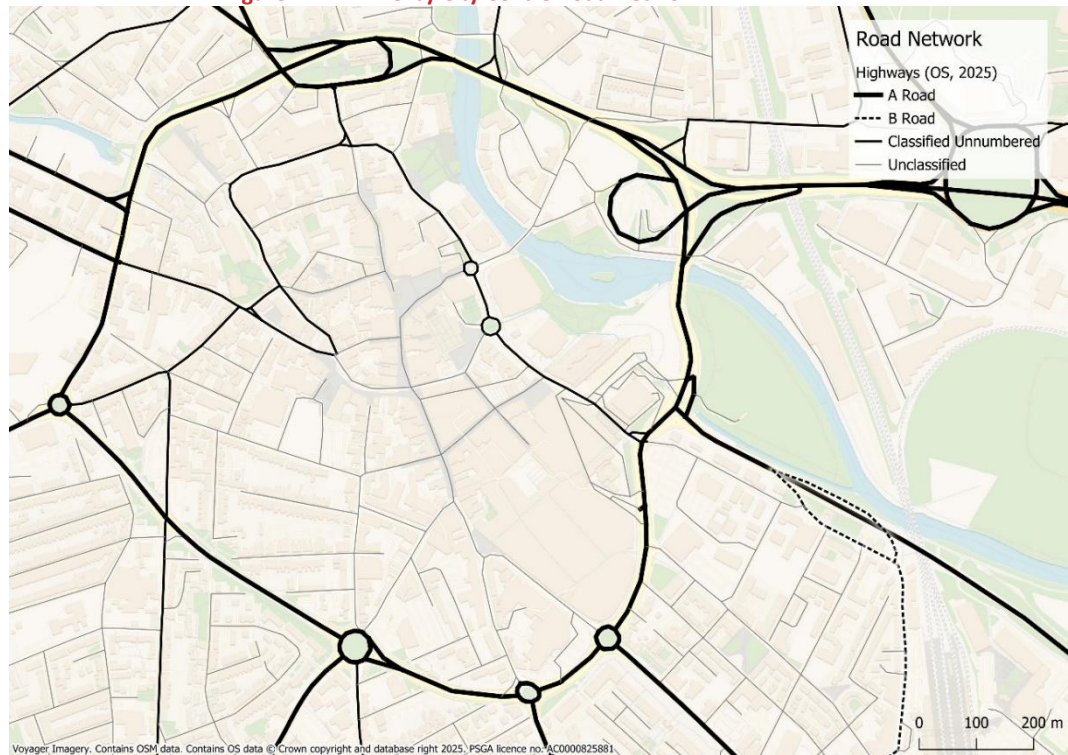
3.4 Transport Network

Road Connections

3.4.1 The M1, ten miles to the east of Derby, carries national freight traffic and is a key north-south route through the country. The A38 is a strategic route from Birmingham and the West Midlands to Derby, and the M1 at Junction 28. The A50 provides a nationally important east-west link between the M1 near Derby and Stoke and the M6. The A52 provides a regionally important link from Derby to Nottingham in the east.

3.4.2 The A601 is the ring road around Derby city centre.

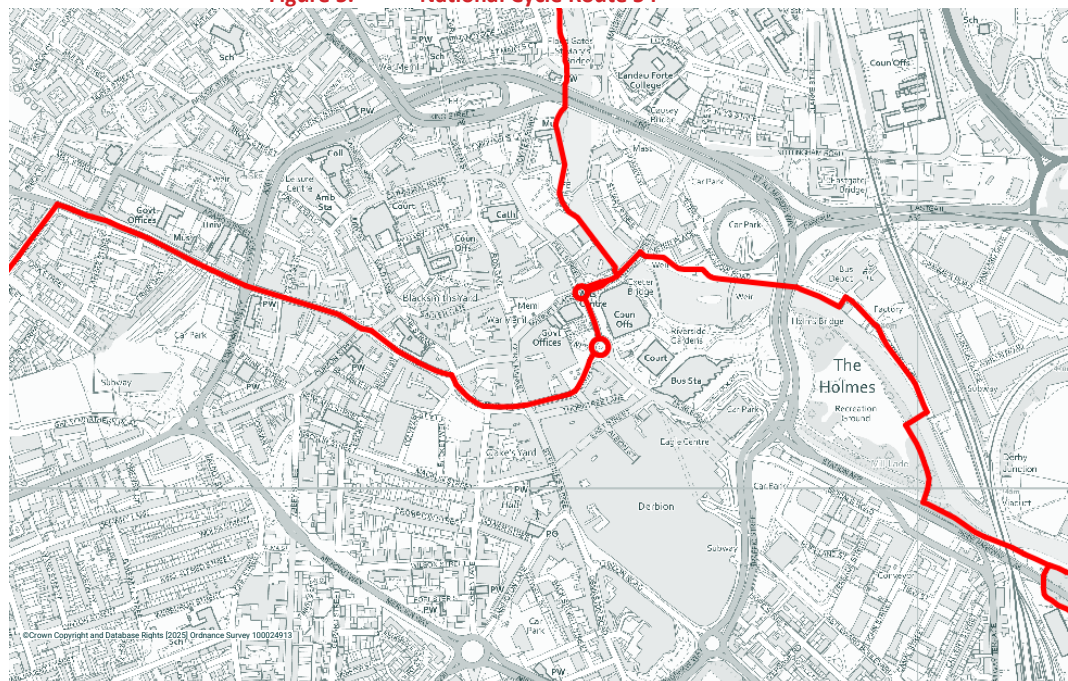
Figure 4. Derby City Centre Road Network



Cycle Network

3.4.3 **Figure 5** notes the route of National Cycle Route 54. Additional cycling facilities are provided on the Inner Ring Road, Curzon Street, Bramble Street, Cheapside, and in the gardens along the River Derwent.

Figure 5. National Cycle Route 54



Source: [Derby City Council](#)

Bus Network

- 3.4.4 There are numerous bus stops and services within and around Derby city centre. **Figure 6** presents the bus network in Derby City Centre. Derby Bus Station is located in the city centre and within an accessible walk distance of many major city centre destinations.



- 3.4.5 Derby's sole Park & Ride site is at Derby Pride Park and is served by Arriva 1A, 1C, and Wyvern bus services. Parking and bus fare costs (combined) £3 per day, with a £12 weekly ticket available. Gold Card holders travel free after 09:30; however, parking charges still apply.

Rail Connections

- 3.4.6 Derby Station caters for domestic and freight traffic. Many major cities can be accessed from Derby by direct rail links, including London, Birmingham, Leeds, Bristol, Cardiff and Edinburgh. There are also direct local links to Nottingham, Leicester, Matlock, Lincoln and Sheffield.

Air Connections

- 3.4.7 East Midlands Airport is 12.5 miles south-east of Derby on the border of South Derbyshire just off Junction 24 of the M1. In 2022, the airport was the fourteenth busiest airport in the United Kingdom by passenger traffic. It is also a significant freight hub.

3.5 On-Street Parking

- 3.5.1 There is on-street and off-street (i.e., car park) parking in Derby. Derby offers several types of on-street parking, including Pay & Display bays, limited waiting bays, and disabled parking bays.
- 3.5.2 The Council is currently developing a **Public Realm Strategy** which will, complemented by more detailed design work, consider the future allocation of road and kerbside space for car parking. This is within the Council's objective to make streets within the city centre more pedestrian and cycle friendly.
- 3.5.3 A Pay & Display system operates in the city centre with charges applicable on most streets every day, including Bank Holidays. A maximum stay of two hours is permitted in the city centre, extending to four hours outside the city centre, with the option to purchase an additional ticket after the initial one expires.
- 3.5.4 City centre on-street parking charges are outlined in **Table 3**. Charges are applicable between 08:00 and 20:00, Monday to Saturday, and between 10:00 and 16:00 on Sundays.

Table 3. On-Street Parking Charges (Pay & Display)

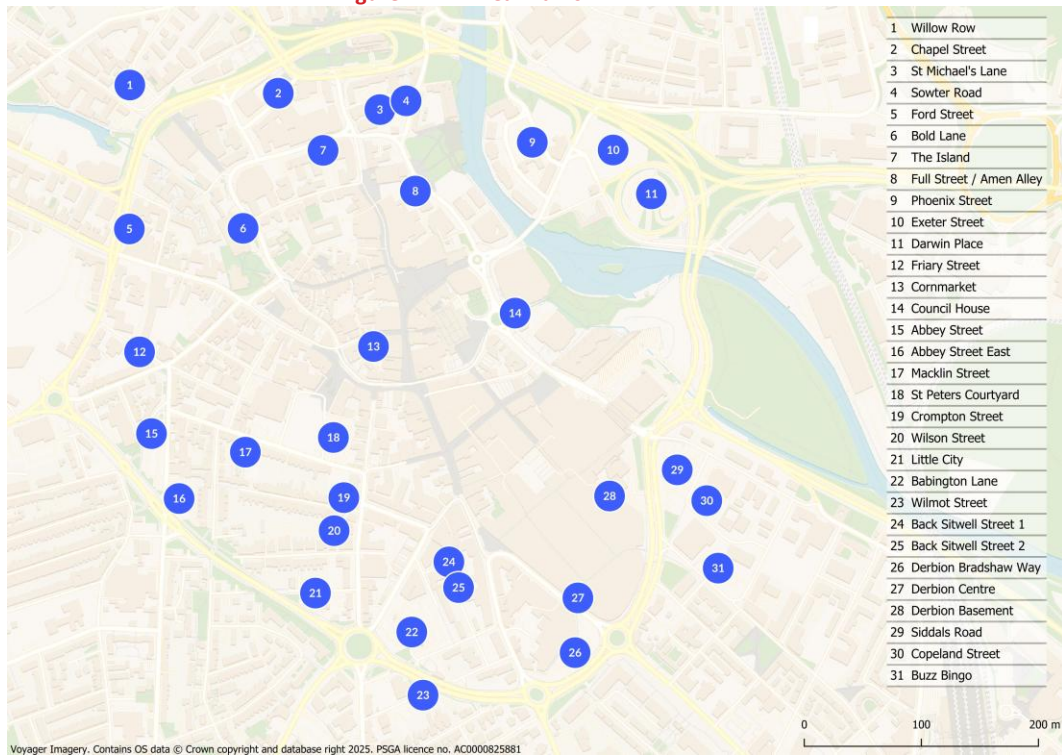
DURATION	CHARGES
Up to 30 minutes	£1.40
Up to 1 hour	£2.30
Up to 1 hour 30 minutes	£3.00
Up to 2 hours	£3.60

- 3.5.5 Motorcycles may park free for the maximum stay in marked bays, and residents who live on affected streets may be eligible for a parking permit.
- 3.5.6 Civil Enforcement Officers regularly patrol to assist, improve security, and enforce parking regulations. Ticket machines require exact change and do not provide refunds, so drivers should always check local signs and markings to ensure compliance with current restrictions.

3.6 Off-Street Parking

- 3.6.1 Approximately 30 car parks, both Council-operated and privately managed, are located within the city centre, broadly defined as within or just beyond the inner ring road. These are shown in **Figure 1**.

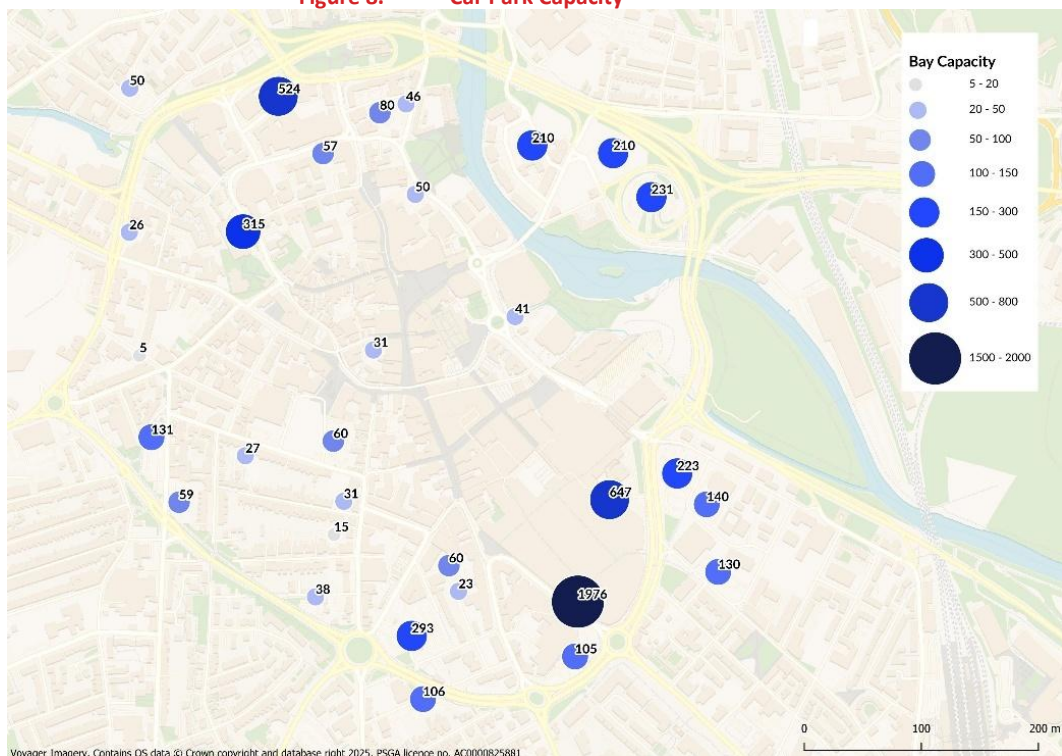
Figure 7. Car Parks



(as at October 2025)

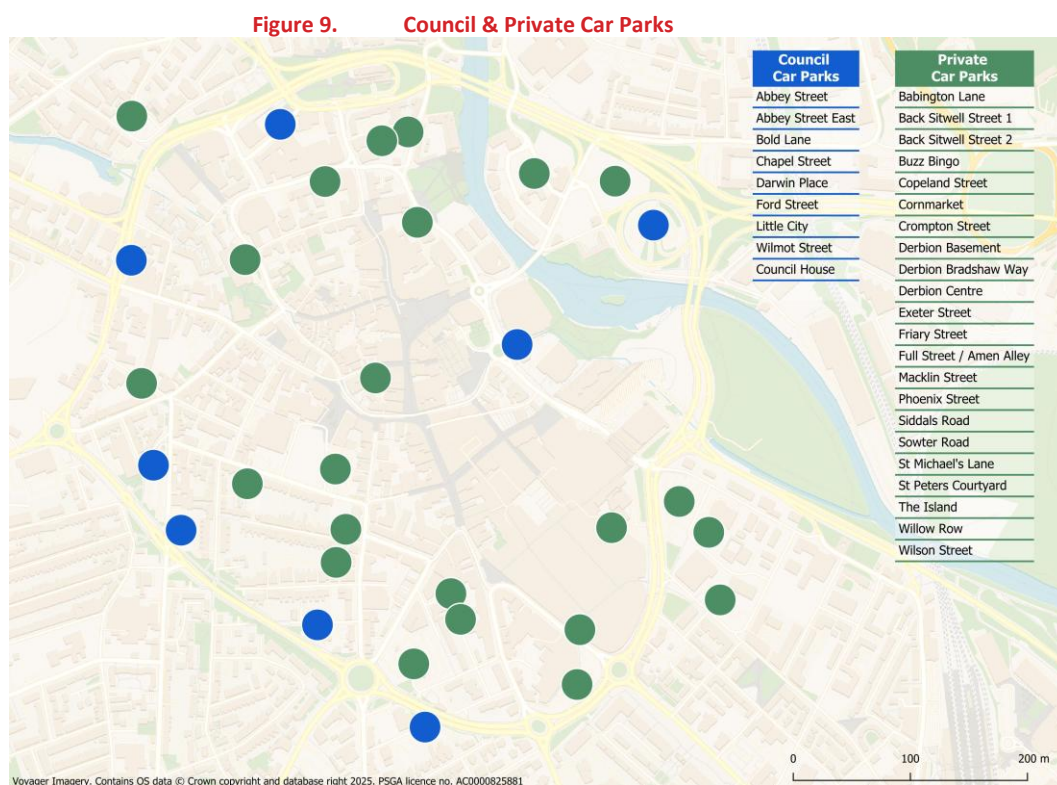
3.6.2 These provide a combined total of 5,940 spaces. Almost one third of total provision is located at Derbyon (1,976 spaces). The capacity of each car park is identified in **Figure 2** overleaf.

Figure 8. Car Park Capacity



(as at October 2025)

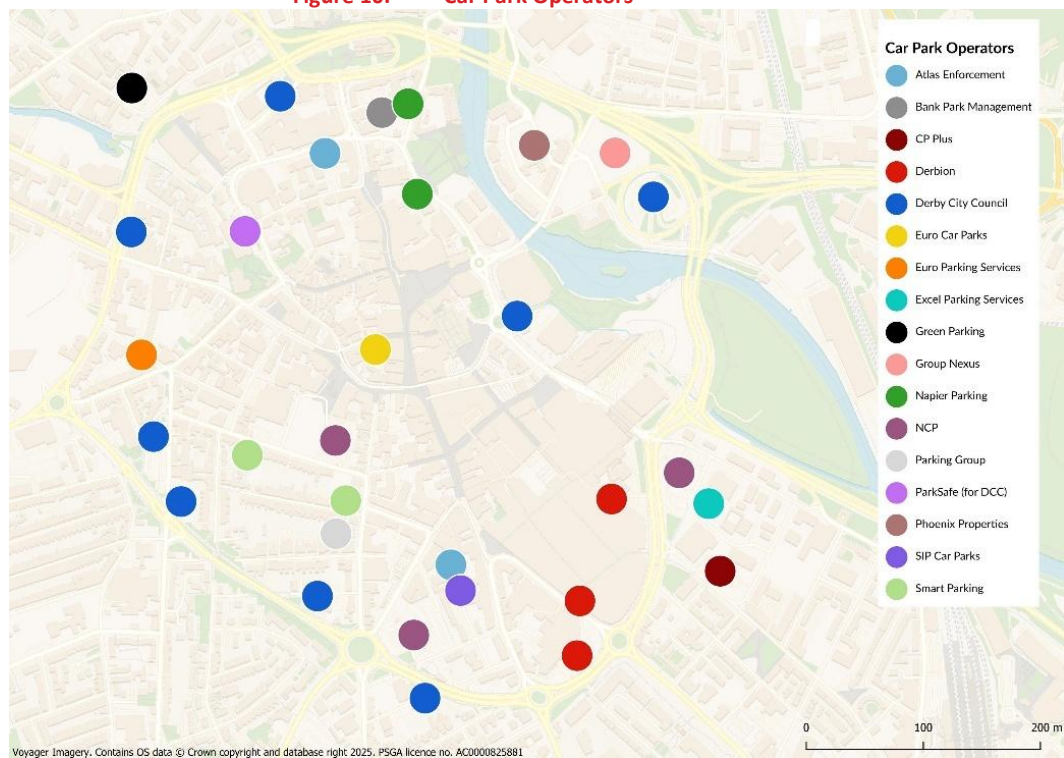
- 3.6.3 Eight car parks (Abbey Street, Abbey Street East, Chapel Street, Council House, Darwin Place, Ford Street, Little City and Wilmot Street) are operated by the Council. Bold Lane is managed by ParkSafe on behalf of the Council. The split between Council-operated and privately managed car parks is shown in **Figure 3**.



(as at October 2025)

- 3.6.4 There are multiple private operators present within the city centre, as identified in **Figure 4** and **Table 4** overleaf.

Figure 10. Car Park Operators



(as at October 2025)

Table 4. Car Park Operators

OPERATOR	CAR PARK
Derby City Council	Chapel Street; Ford Street; Darwin Place; Council House; Abbey Street; Abbey Street; Little City; Wilmot Street
Derbion	Derbion Bradshaw Way; Derbion Centre; Derbion Basement
NCP	St Peters Courtyard; Babington Lane; Siddals Road
Napier Parking	Sowter Road; Full Street / Amen Alley
Atlas Enforcement	The Island; Back Sitwell Street 1
Smart Parking	Macklin Street; Crompton Street
Excel Parking Services	Copeland Street
CP Plus	Buzz Bingo
Green Parking	Willow Row
Parking Group	Wilson Street
SIP Car Parks	Back Sitwell Street 2
Phoenix Properties	Phoenix Street

OPERATOR	CAR PARK
Group Nexus	Exeter Street
Euro Parking Services	Friary Street
Euro Car Parks	Cornmarket (St James Street)
ParkSafe (for DCC)	Bold Lane
Bank Park Management	St Michael's Lane

3.6.5 Parking facilities for disabled motorists and electric vehicles within Council-operated car parks. Such facilities are lacking in many privately operated car parks, particularly those situated on brownfield sites.

Council-Operated Car Parks

3.6.6 Details of car parks managed by Derby City Council, including type and capacity, are shown at [Table 5](#).

Table 5. Council Car Parks

TYPE	CAR PARK	CAPACITY	WITHIN CITY CENTRE
Surface	Wilmot Street	106	Yes
Surface	Little City	38	Yes
Surface	Abbey Street East	59	Yes
Surface	Abbey Street	131	Yes
Surface	Ford Street	26	Yes
Multi-Storey	Bold Lane	315	Yes
Multi-Storey	Chapel Street	524	Yes
Surface	Council House	41	Yes
Surface	Darwin Place	231	Yes
Surface	Grove Street	88	No
Surface	Derby Arena and Park & Ride	1100	No
Surface	Markeaton Park	370	No
Surface	Mundy Play Centre	270	No

- 3.6.7 Surface-level car parks managed by the Council are open between 08:00 and 20:00, Monday to Saturday, and between 10:00 and 16:00 on Sundays and Bank Holidays.
- 3.6.8 Multi-storey car parks are open 24 hours a day, Monday to Sunday. The Council House car park is open to the public between 17:30 and 07:00, Monday to Friday, and between 07:00 and 19:00 on Saturdays, Sundays and Bank Holidays.
- 3.6.9 Charges apply in all council-operated car parks. Charges incur during operational hours, with some exemptions in individual car parks particularly on Sundays and Bank Holidays. A car park season ticket allows unlimited parking at one of the Council-operated car parks (except Council House and Ford Street).
- Payments in surface-level car parks can be made at machines or via MiPermit cashless parking. A 10p service fee applies for using MiPermit.
 - Payments in multi-storey car parks can be made by credit/debit card and cash.
- 3.6.10 The following car parks provide blue badge holder bays:
- Bold Lane: 11 bays.
 - Chapel Street: 8 bays.
 - Council House: 7 bays.
- 3.6.11 The following council-operated car parks provide Electric Vehicle Charging Bays:
- Abbey Street.
 - Bold Lane.
 - Chapel Street.
 - Council House.
 - Darwin Place.
 - Little City.
 - Wilmot Street.
- 3.6.12 Further information regarding the characteristics of each council-operated car park can be found at **Section 4** of this report.

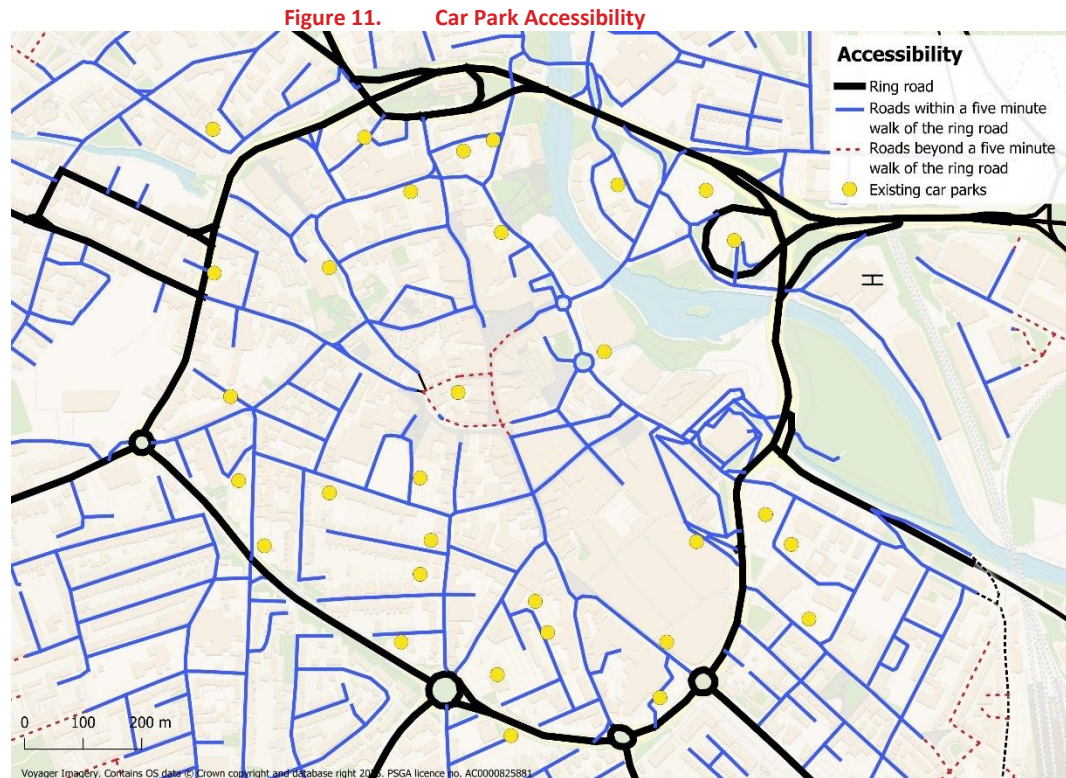
Private Car Parks

- 3.6.13 There are 23 privately-operated car parks within the city centre (as of October 2025). With various private operators present in the city centre, car parks offer a variety of opening hours, parking charges, and payment methods. Further information regarding the characteristics of each car park is set out at **Section 4.1**.

3.7 Car Park Accessibility

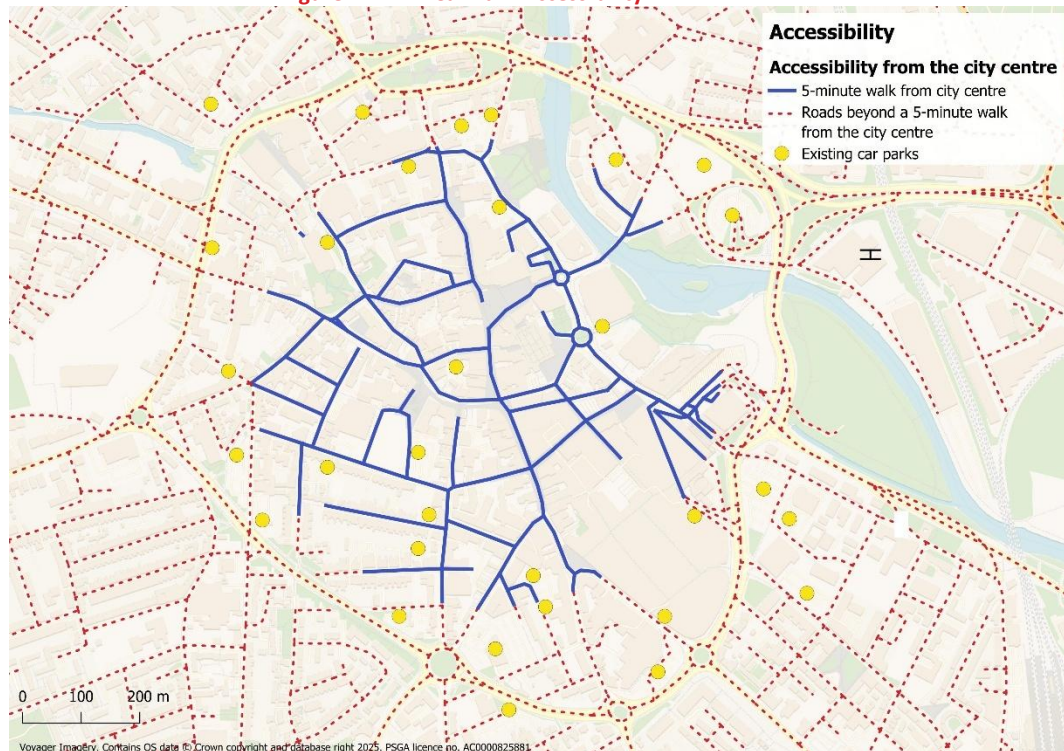
- 3.7.1 Car park accessibility to and from the ring road and the city centre has been assessed from a highways network perspective; this analysis considers pedestrian connectivity and distance but does not take into account factors such as path gradient or surface quality.
- 3.7.2 To assess which roads and streets can be reached on foot from the ring road within a typical five-minute walk (400 metres), the ring road was divided into points spaced 200 metres apart, and a 400-metre buffer was generated around each point and clipped to

the highways network. **Figure 11** shows that, with the exception of Cornmarket (St James Street), all car parks can be reached within a five-minute walk from any point on the Inner Ring Road. All car parks are within a ten-minute walking distance of the ring road.



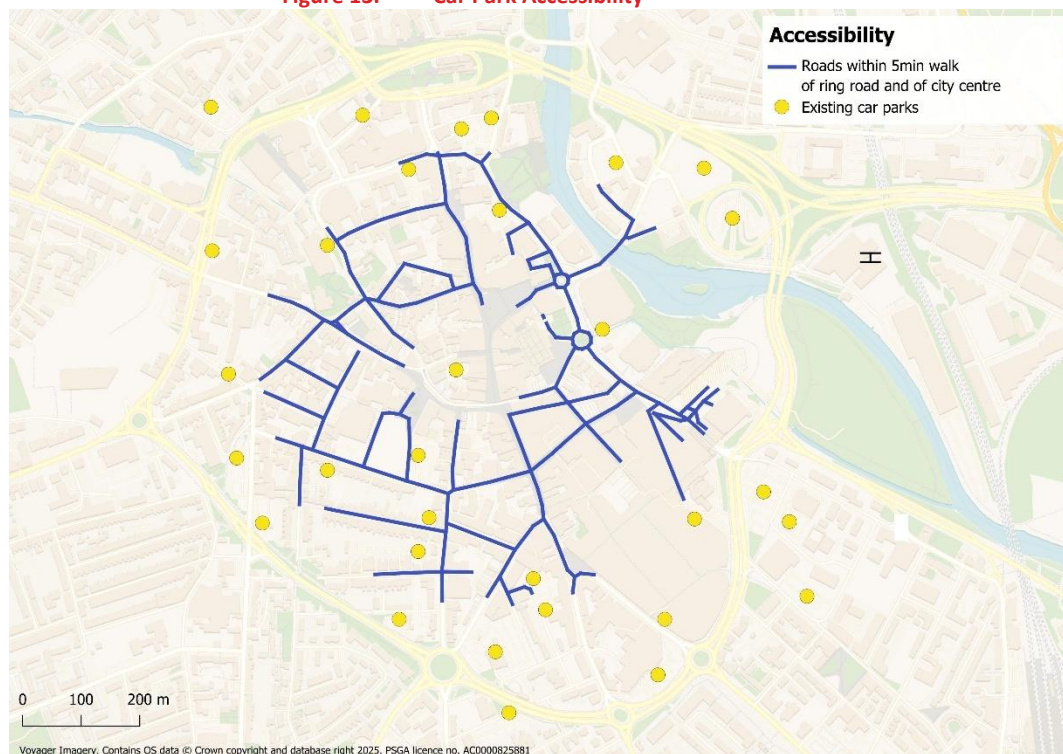
- 3.7.3 To assess which roads and streets can be reached from the city centre within a typical five-minute walk (400 metres), a 400-metre buffer was generated around the centroid within the ring road, which is specifically at Cornmarket (St James Street) in front of Café Nero. This buffer was then clipped to the highway network to identify the actual accessible area on foot. **Figure 12** shows eleven car parks are located within this five-minute walking distance.
- 3.7.4 All car parks are within a ten-minute walk of the city centre.

Figure 12. Car Park Accessibility



- 3.7.5 To assess which car parks are accessible within a typical five-minute walk (400 metres) of both the city centre and the ring road, **Figures 11 and 12** are overlaid and the intersection of both buffers retained.
- 3.7.6 Nine car parks are within a five-minute walk of both the city centre and the ring road; all car parks are located within a five-minute walk of either the city centre or the ring road. This is shown in **Figure 13**.

Figure 13. Car Park Accessibility



Accessibility Findings

- With the exception of Cornmarket (St James Street), all car parks can be reached within a five-minute walk from any point on the Inner Ring Road. All car parks are within a ten-minute walking distance of the Inner Ring Road.
- Eleven car parks are located within a five-minute walking distance of the city centre. All car parks are within a ten-minute walk of the city centre.
- Nine car parks are within a five-minute walk of both the city centre and the Inner Ring Road. All car parks are located within a five-minute walk of either the city centre or the Inner Ring Road.

4. CAR PARK AUDITS

4.1 Overview

- 4.1.1 This section provides an in-depth overview of the findings of on-site audits undertaken of all car parks within the city centre. On-site audits were carried out by SYSTRA in September and October 2025.
- 4.1.2 All members of staff undertaking the on-site audits received a comprehensive briefing session (including health and safety) before undertaking the audits.
- 4.1.3 The criteria considered within the car parking audits is set out in [Table 6](#), alongside a description of each.

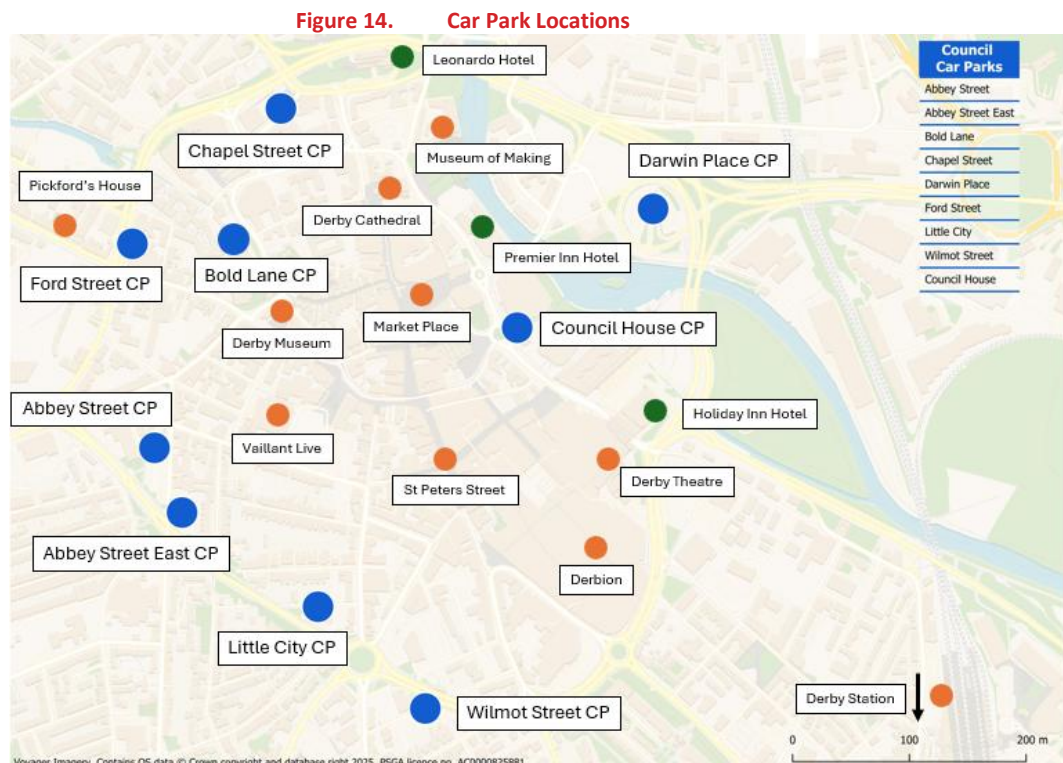
Table 6. Car Park Audit Criteria

CRITERIA	DESCRIPTION
Size	Car park capacity, including provision for disabled users, motorcycles and bicycles
Parking Type	Type of car parking provided: short-stay, long stay or both. Also consider hours of operation where relevant, and permit use availability
Tariffs	Cost to use car park
Physical Condition	Incorporates elements such as surface quality, bay markings, bay width, wayfinding and signage quality
Safety & Security	Provision of infrastructure and/or systems that promote safety and security within the car park, such as lighting, CCTV and natural surveillance
Vehicular Access	Location of vehicular access and egress points
Pedestrian Access	Location of pedestrian access and egress points
Occupancy	Car park occupancy during audit
Wider Network	Considers trip attractors in the vicinity of the car park and the surrounding transport network

- 4.1.4 A summary of audit findings for each Council-operated car park is presented below, ordered alphabetically. Detailed audit findings, including for privately operated car parks within the city centre, are contained at **Appendix A**.

4.2 Council Car Park Audits

- 4.2.1 The audits confirmed that, whilst the general condition of most Council-operated car parks is fair, there are some where small-scale improvements could be made to provide a better quality, safe and secure environment.
- 4.2.2 An overview of the location of each Council-operated car park in the city centre and key trip attractors and destinations within the vicinity is shown in **Figure 14**.



Abbey Street

- 4.2.3 Abbey Street car park is a pay-and-display car park located between Mercian Way to the south, Abbey Street to the east, and Monk Street to the northwest. The car park offers 131 bays, including four dual outlets for electric vehicle provision, two car club bays and several mixed-use bays.
- 4.2.4 Bay markings and surfacing are in good condition. There are bollards along the entire footway located to the west and north of the car park, through which informal pedestrian access/egress is possible, although there are no dropped kerbs. There are also desire lines to the south of the car park, where vegetation and grass form a natural barrier between the footway on the A601 and the car park.

Figure 15. Abbey Street Car Park Overview



Abbey Street East

- 4.2.5 Abbey Street East car park is a pay-and-display car park located between Mercian Way to the south and Abbey Street to the west. The car park provided 59 bays. There are no disabled bays or electric vehicle bays.
- 4.2.6 The ticket machine is situated in the northern section of the car park, against the Baby Planet Derby building. It is located on a pedestrian island, off the carriageway. The displayed operational hours and charges are in very poor condition.
- 4.2.7 Marking and surfacing are in good condition. However, there are no markings depicting the direction in which vehicles should route. The car park is equipped with overhead street lights and CCTV coverage.

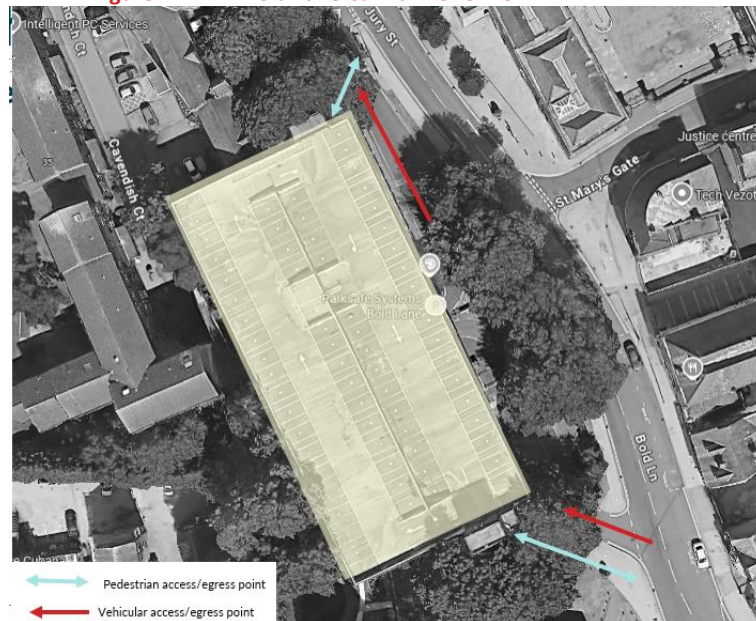
Figure 16. Abbey Street East Car Park Overview



Bold Lane

- 4.2.8 Bold Lane ParkSafe is a pay-on-foot multi-storey car park located on Bold Lane within the city centre. The car park is open Monday to Sunday, 24 hours a day. There are 315 bays, including 11 blue-badge holder bays.
- 4.2.9 The entrance displays information regarding operational hours, charges, secure cycle facilities which can be found at Level 1 inside the car park. Pedestrian access/egress is made using a card or ticket via:
- **Jury Lane:** dropped kerbs with tactile paving allow for pedestrian movements across the carriageway that leads vehicles out of the car park onto Jury Lane.
 - **Bold Lane:** a footway to the left of the vehicular access point on Bold Lane leads pedestrians to the car park.
- 4.2.10 Inside the car park, surfacing and markings are in good condition. Footways on the ramps between parking levels allow for safe pedestrian movements.
- 4.2.11 The car park is equipped with lighting and CCTV coverage. The facility is manned and advertised as “the safest car park in the world”.

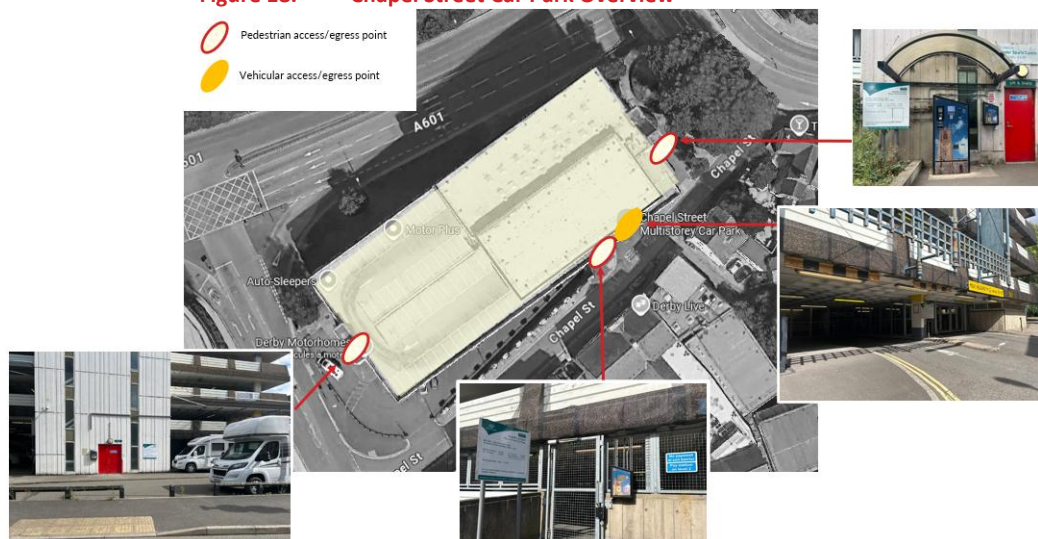
Figure 17. Bold Lane Car Park Overview



Chapel Street

- 4.2.12 Chapel Street car park is a ten-storey pay-on-foot car park located between St Alkmund's Way (A601) to the north, Cathedral Street to the west, Chapel Street to the west and King Street to the east. The car park operates Monday to Sunday, 24 hours a day.
- 4.2.13 There are 524 bays within Chapel Street, including eight disabled bays. Vehicular access and egress is made via Chapel Street. There is a 2m-height restriction in place. Within the car park, a lift and stairs provide access to the above-ground floors.
- 4.2.14 Within the car park, bay markings and signage are of very good quality. On some floors, colour-marked bays ensure a clear distinction between bays and the carriageway. Some floors have marked lines indicating footways. Ramps provide pedestrian movements between floors.

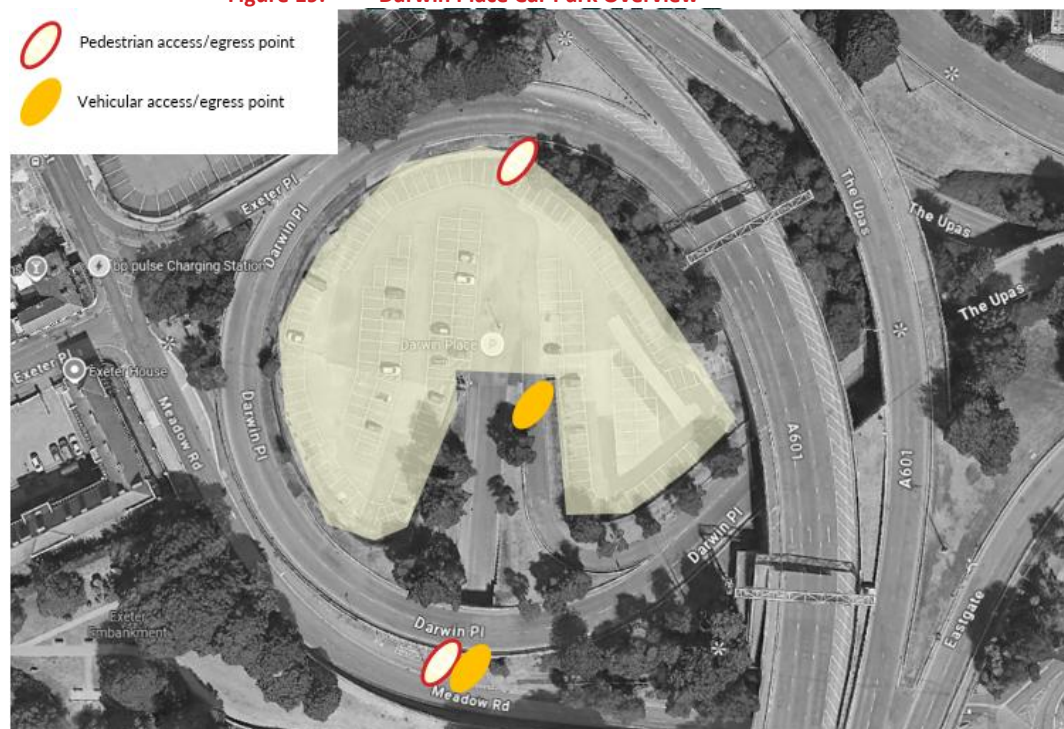
Figure 18. Chapel Street Car Park Overview



Darwin Place

- 4.2.15 Darwin Place is a pay-and-display car park situated to the north-east of Derby city centre, just north of the River Derwent. It is located between the A601, which runs along its northern and eastern sides, Meadow Road to the south, and the Exeter Street car park to the north-west. Darwin Place itself is an off slip from the A601 and can be accessed via both the A601 and Meadow Road.
- 4.2.16 There are 231 bays in Darwin Place car park, including some red permit-holder bays and four dual outlets serving mixed-use and electric vehicle only bays. There are no disabled parking bays. The red-permit holder bays, mixed-use and electric vehicle bays are located in the south-west section of the car park.
- 4.2.17 The bay markings are generally well maintained; however, the surface is uneven in places, leading to rainwater pooling in some areas. The car park is enclosed by fencing and equipped with overhead street lights and CCTV surveillance. There is no on-site staff presence.

Figure 19. Darwin Place Car Park Overview



Ford Street

- 4.2.18 Ford Street is a surface-level car park located on Ford Street, which is on the western corridor on the Inner Ring Road. The car park has 26 bays, with no disabled bays or other user-specific bays. There is one “FSG only” bay. Cycle facilities are located on the footway between the car park and Friar Gate studios.
- 4.2.19 Surfacing and bay markings are in good condition. Whilst no inappropriate parking practices were observed during the audits, the presence of objects (skips and cones) were noted in some parking bays.

- 4.2.20 The car park is equipped with overhead street lights and CCTV coverage. The facility is not manned.

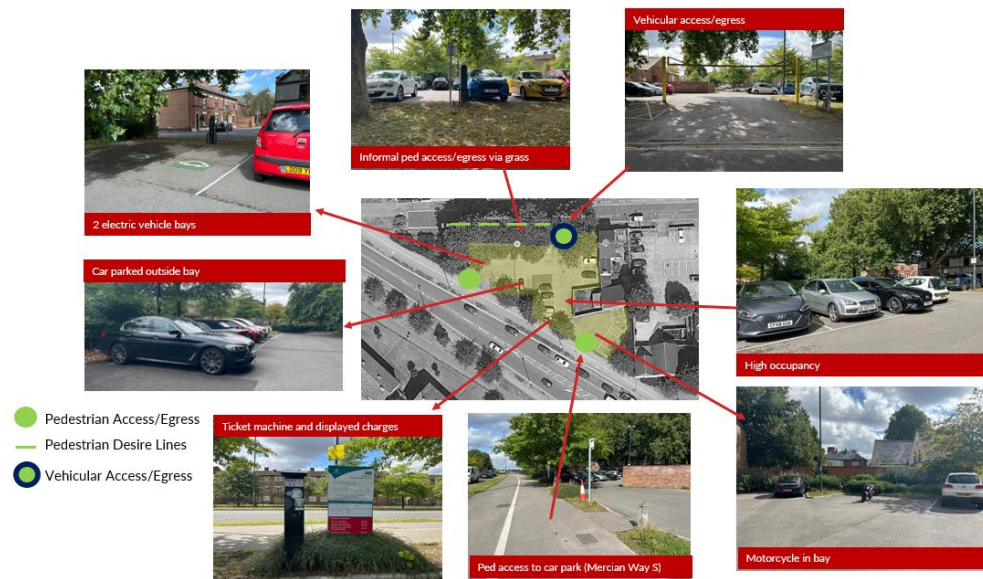
Figure 20. Ford Street Car Park Overview



Little City

- 4.2.21 Little City is located to the north-east of Mercian Way and to the south of Forester Way. It provides capacity for 38 vehicles. Four dual outlets serve two electric vehicle charging bays and two mixed-use bays. There are no specific bays for blue badge holders.
- 4.2.22 Throughout the car park, there is good surfacing and clear markings. Coloured markings at the electric vehicle and mixed-use bays are quite faint.
- 4.2.23 The car park is equipped with overhead street lights and CCTV coverage.

Figure 21. Little City Car Park Overview



Wilmot Street

- 4.2.24 Wilmot Street is located between Wilmot Street to the north, Lara Croft Way to the east, and Normanton Road to the west. It offers 106 spaces, including two bays equipped with electric vehicle charging infrastructure. No dedicated disabled bays are provided.
- 4.2.25 Surfacing is in good condition; however, some bay markings and direction markings are faint. The car park is equipped with overhead street lights and CCTV coverage.

Figure 22. Wilmot Street Car Park Overview



5. CAR PARKING DEMAND

5.1 Overview

5.1.1 Parking demand has been assessed using a range of sources, including weekday spot count occupancy surveys undertaken by SYSTRA; ticket sales and season ticket data provided by the Council; and data provided by some private parking operators. This has been supplemented by anecdotal commentary on demand from stakeholders.

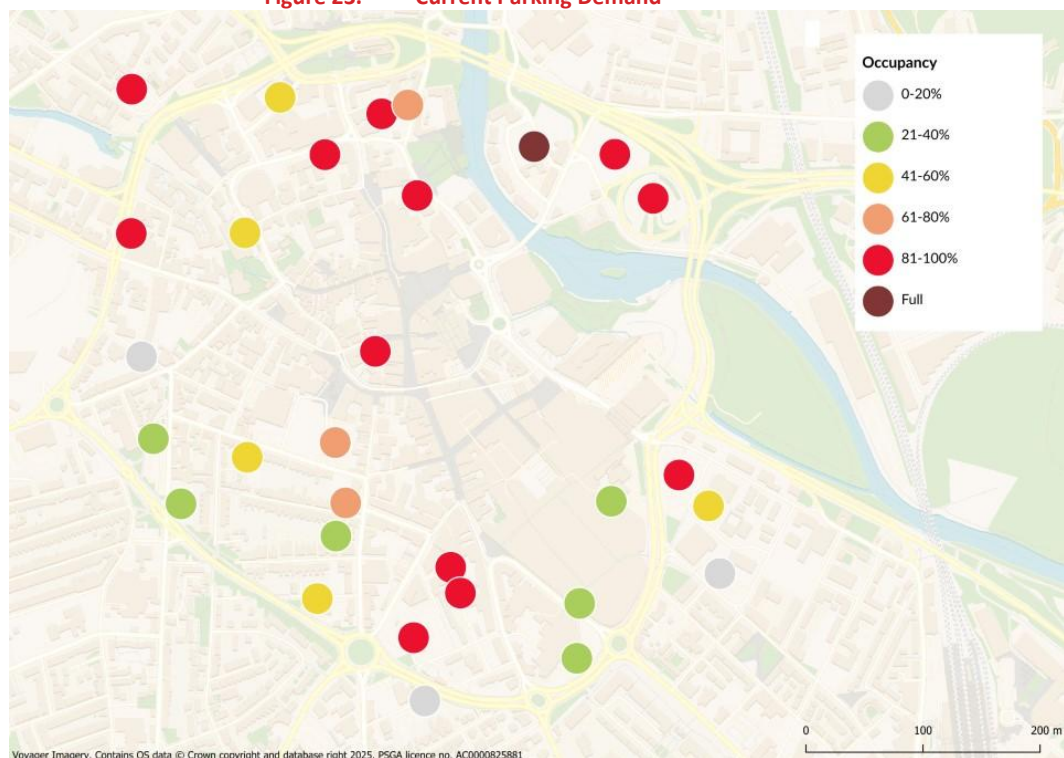
5.1.2 Spot count data, validated against ticket sales data for car parks where available, is the primary data source used for the demand assessment. Information presented below considers weekday and daytime parking demand.

5.2 Current Parking Demand

5.2.1 **Figure 23** sets out recorded weekday daytime parking occupancy. Demand is banded into six categories:

- 0% - 20% occupancy.
- 21% - 40% occupancy.
- 41% - 60% occupancy.
- 61% - 80% occupancy.
- 81% - 100% occupancy.
- Full.

Figure 23. Current Parking Demand



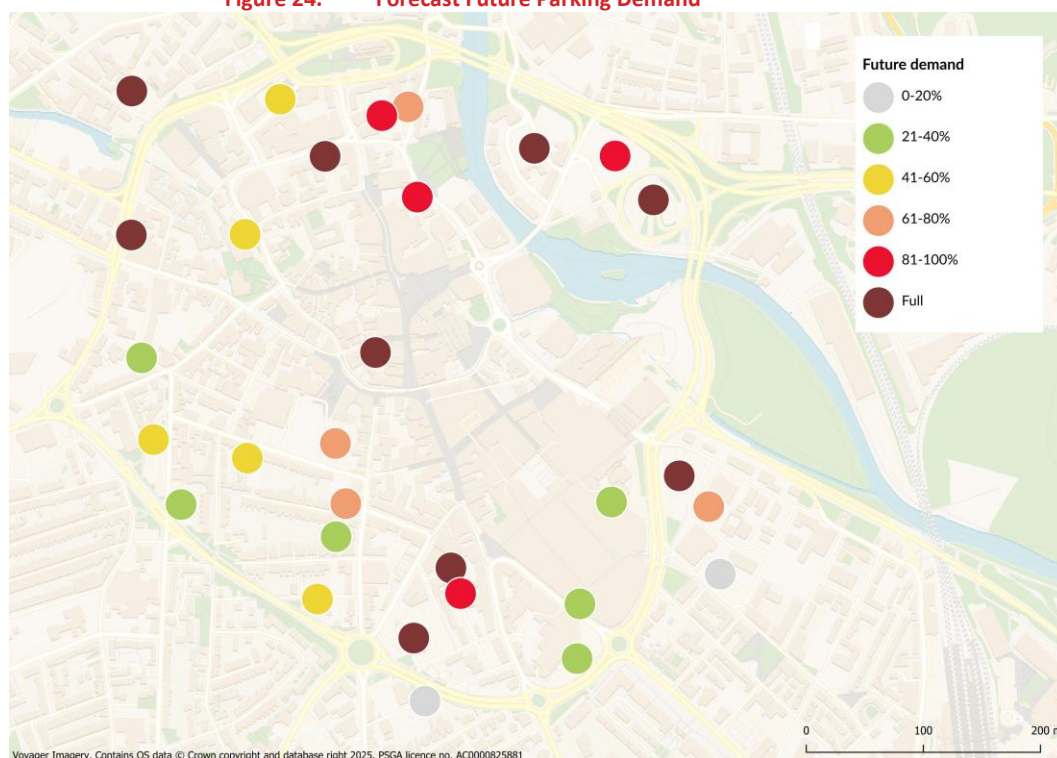
(October 2025)

- 5.2.2 Bays in Friary Street, Wilmot Street and Buzz Bingo were 0-20% occupied. Bays in Abbey Street, Abbey Street, Wilson Street, and all three Derbion car parks were 21-40% occupied. Chapel Street MSCP, Bold Lane MSCP, Macklin Street, Little City and Copeland Street were 41-60% occupied. Sowter Road, St Peters Courtyard and Crompton Street were 61-80% occupied.
- 5.2.3 Willow Row, St Michael's Lane, Ford Street, The Island, Full Street / Amen Alley, Exeter Street, Darwin Place, Cornmarket (St James Street), Babington Lane, Back Sitwell Street 1, Back Sitwell Street 2 and Siddals Road were 81-100% occupied. Phoenix Street was full. There was outstanding capacity in all city centre Council car parks except Phoenix Street.
- 5.2.4 It is noted that, in the multistorey car parks, overall occupancy rates in the multistorey car parks ranged from 41-60%, with lower levels being much fuller than upper levels.

5.3 Future Parking Demand

- 5.3.1 Demand for parking will likely change as development across various land uses comes forward in Derby. Policy CC3 of the Emerging Local Plan for Derby commits to delivery of a minimum of 5,529 new homes within the city centre within the Local Plan period, including completions and sites with planning permission. This will be supported by wider commercial, retail and leisure growth ambitions. The city centre defined within the LPD is a bigger area than the focus area of the parking study.
- 5.3.2 Future parking demand has been forecasted for 2043, the end year of the LPD, using growth factors from TEMPro and the East Midlands Gateway Model. This is shown in [Figure 24](#) using the same bandings.

Figure 24. Forecast Future Parking Demand



(2043 forecast)

5.4 Car Park Ticket Sales Data

5.4.1 Ticket sales data has been analysed at both Chapel Street and Bold Lane multi-storey car parks to assess detailed occupancy levels. For both car parks, the following ticket sales data is shown:

- Occupancy levels on a typical weekday (Tuesday 10 June 2025)
- Occupancy levels on a weekend day (Saturday 14 June 2025)

5.4.2 These ensure analysis excludes school holiday periods (not considered neutral conditions), with Tuesday 10 June portraying the highest weekday occupancy levels in June 2025.

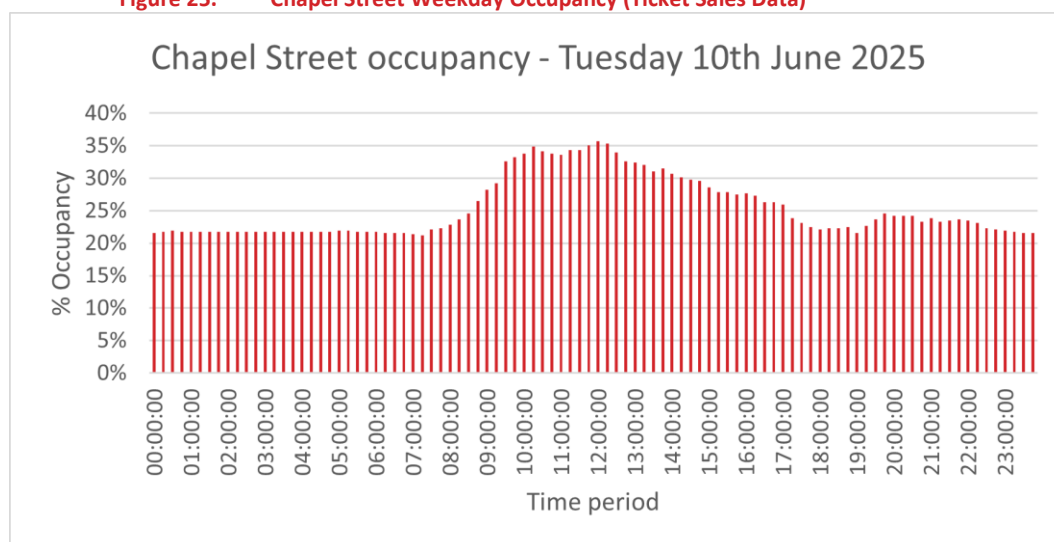
5.4.3 It is noted that ticket sales data does not provide a full representation of parking demand, as season ticket users are not captured. As such, it is expected that analysis presented below **underestimates** actual parking occupancy levels.

Chapel Street

5.4.4 As shown in **Figure 25**, occupancy on Tuesday 10 June at Chapel Street reached 36% occupancy (via ticket sales) at 10:15 and 12:00. Peak occupancy periods were between 10:00 and 14:00.

5.4.5 Notably, Chapel Street is used by Derby City Council staff for parking (via season ticket system, rather than an individual ticket purchase for each stay), meaning actual occupancy is expected to be higher than ticket sales data indicates.

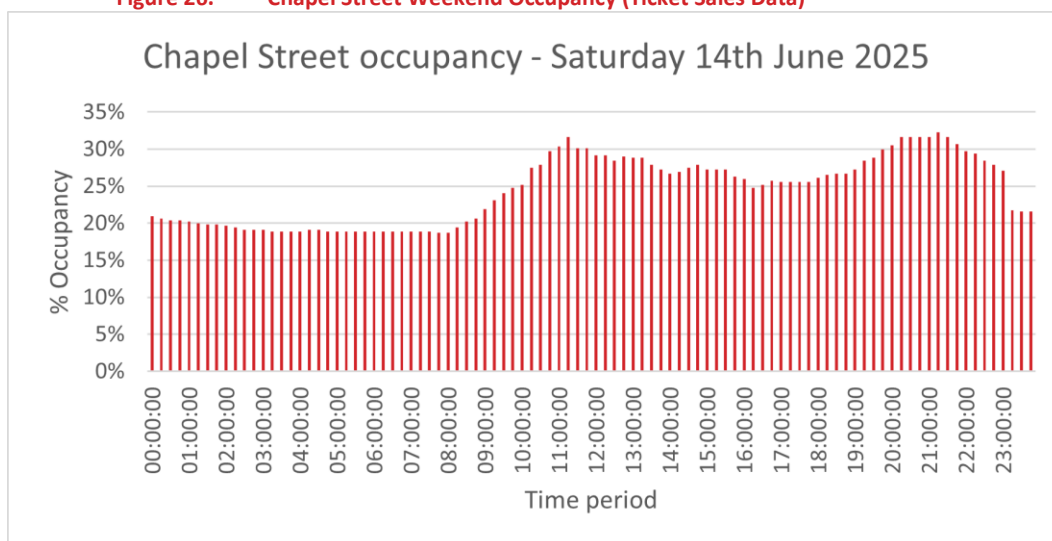
Figure 25. Chapel Street Weekday Occupancy (Ticket Sales Data)



Tuesday 10 June 2025

5.4.6 As shown in **Figure 26**, the highest occupancy rate on Saturday 14 June 2025 was 32%, which occurred at 11:15 and between 20:15 and 21:30. Peak times (via ticket sales) were between 10:00 and 12:00, and between 20:00 and 22:00.

Figure 26. Chapel Street Weekend Occupancy (Ticket Sales Data)

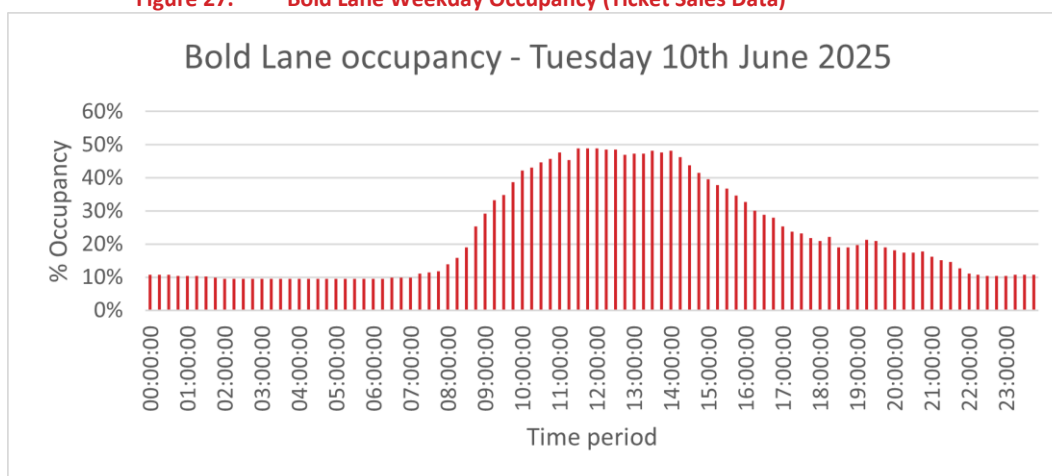


Saturday 14 June 2025

Bold Lane

5.4.7 **Figure 27** portrays occupancy levels on a typical weekday at Bold Lane. On Tuesday 10 June, occupancy (via ticket sales data) peaked at 49% between 11:30 and 12:30.

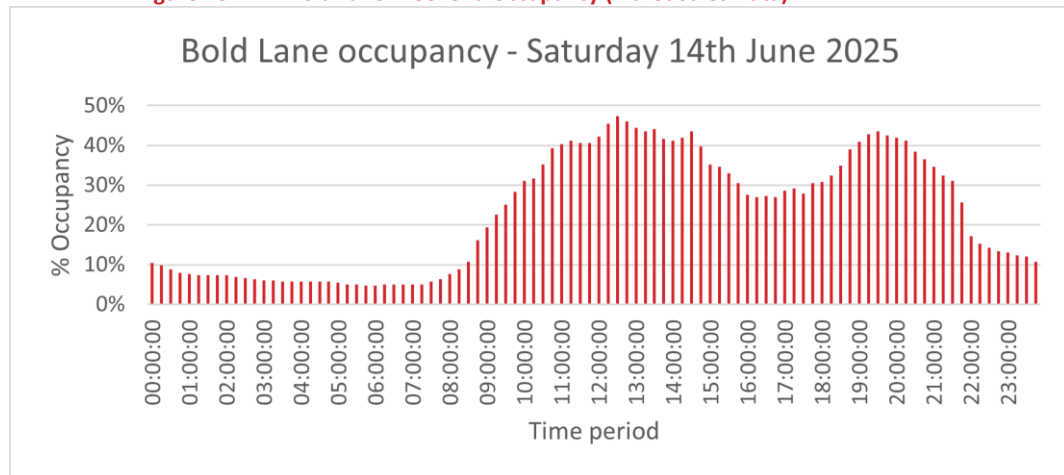
Figure 27. Bold Lane Weekday Occupancy (Ticket Sales Data)



Tuesday 10 June 2025

5.4.8 During the weekend, two distinct peak periods were observed. The first occurred from noon to 14:45, with occupancy fluctuating between 40% and 48% and reaching its highest point of 48% at 12:45. The second peak took place between 18:45 and 20:30, with occupancy levels ranging from 39% to 43%.

Figure 28. Bold Lane Weekend Occupancy (Ticket Sales Data)



Saturday 14 June 2025

- 5.4.9 Ticket sales data suggest that the busiest times in Bold Lane are generally between 11:00 and 14:00.

6. STAKEHOLDER ENGAGEMENT

6.1.1 Four stakeholder workshops were held online with Council staff and stakeholders in Derby. Key themes are shown in [Table 7](#), associated with a response informed by the evidence presented in this report.

Table 7. Stakeholder Workshops Key Feedback

THEME	STAKEHOLDERS - POINTS	EVIDENCE-BASED RESPONSE
Interconnected city-wide strategies	Stakeholder workshops underscored strong support for a comprehensive parking review aligned with ongoing public realm improvements in Derby. There is consensus that the study must not be separated from wider traffic management and circulation planning. Adequately managing event-related congestion (e.g., via dynamic signal control) and keeping the public informed about disruptions such as the A38 Toyota Islands work is also critical.	This Baseline Report offers a multi-modal approach to encompass wider transport network and public realm enhancements. Engagement with Council staff and consultants developing the Public Realm Strategy has been undertaken, to ensure that the parking study and Public Realm Strategy are complementary.
A multimodal network	While the driving culture is strong in Derby, stakeholders note that there is a discernible behavioural shift towards multi-modal alternatives, with fewer people learning to drive and a growing acceptance that parking directly outside destinations is not always feasible. However, many existing public transport options remain inadequate, especially for employees working in Derby, necessitating integration of public transport overlays rather than simply removing parking.	Improving amenity and safety on pedestrian routes between car parks and key destinations, through better lighting, maintenance, and public realms, is essential to enhance accessibility. This Baseline Report has recognised that all existing city centre car parks are within a five-minute walking distance of the ring road or of the city centre; many are within a five-minute walking distance of both the ring road and the city centre. The parking study will propose to retain parking in strategic, accessible, safe locations.
Parking provision	Stakeholders note that the focus must shift from the quantity of parking to the quality, accessibility, and strategic location of parking. However, stakeholders note that parking is essential: large office occupiers, entertainment venues, and hotels all require nearby parking to remain competitive and viable, especially as city centre residential redevelopment transforms usage dynamics.	Parking occupancy analysis presented in this report reveals that Derby's overall parking capacity is generally sufficient according to available occupancy data, challenging public perception of scarcity. It is noted that the issue is not the quantum of bay provision, but rather their location and quality. However, it is recognised that some parking will need to be retained.
Accessibility	Concerns persist around the loss of critical car parks such as Chapel Street, and the inadequacy of Abbey Street to serve as a replacement due to accessibility issues.	Analysis notes that Abbey Street car park is within a five-minute walk of the ring road, and within a ten-minute walk of the city centre.

THEME	STAKEHOLDERS - POINTS	EVIDENCE-BASED RESPONSE
	Stakeholders also note that positioning car parks on city outskirts undermines regeneration goals and pulls activity away from the Cathedral Quarter. Leveraging public realm improvements to anchor footfall is important, as is avoiding the expansion of parking into poorly maintained city edges. Stakeholders highlight the need for disabled bays, along with safe and accessible routes.	The quality of routes between Abbey Street and key destinations are generally poor, with Macklin Street identified as a priority location for improvement works within the emerging Public Realm Strategy. It is recognised that there will need to be a correlation between the public realm and parking locations to ensure the car parks are accessible, safe to reach, and enjoyable to get to. The study will align with technical guidance on the provision of accessible bays.
Supporting the local economy	Locating parking close to key destinations, including hotels, offices, and cultural venues, remains a priority for viability, particularly for the office sector whose primary concern is available, proximate parking. The lack of evening-oriented solutions fails to capture the true scope of demand, especially during events, putting pressure on central areas like the Cathedral and St Peter's Quarters.	Parking occupancy data revealed that there is outstanding capacity for evening and night parking, that all existing city centre car parks are within a five-minute walking distance of the ring road or of the city centre, and that many are within a five-minute walking distance of both the ring road and the city centre. Event-based and evening parking demand can overlap with daytime uses, requiring nuanced solutions to support the night-time economy and hotels.
Visitor experience	Stakeholders note that the first and last impression many visitors have of Derby is formed by their parking experience. Poorly managed or unattractive facilities, especially aged structures like Chapel Street MSCP, are detrimental to the city's image. Stakeholders emphasised the need for enhanced wayfinding, signposting, and the integration of real-time information (RTI) and dynamic signage to facilitate parking occupancy awareness.	Analysis reveals that the issue with parking within Derby is not associated with capacity; rather, the issue lies with inadequate conditions and locations of parking facilities. Enhanced wayfinding and signposting will be considered within the parking study.
Pricing strategies	Pricing strategies, such as short free parking periods or evening incentives, are seen as vital to increase footfall and competitiveness with other cities.	
User safety	User safety is a persistent concern, especially in older car parks, which are perceived as unsafe or unattractive at night. Stakeholders stressed the need for well-lit, well-maintained walking routes from car parks to city centre destinations and called for improvements in planting, paving, and seating to draw people into the centre.	It is recognised that addressing public realm needs, addressing anti-social behaviour remains crucial for both perceived and real safety.

THEME	STAKEHOLDERS - POINTS	EVIDENCE-BASED RESPONSE
Interim solutions	Stakeholders highlighted the particular needs of hotels for adjacent parking and raised questions about future arrangements for venues like the Leonardo Hotel if Chapel Street MSCP closes.	The study will provide a long list of options, encompassing issues such as phasing.
Future-proofing parking demand	Stakeholders called for more robust, consistent datasets and noted rising demand due to increasing city centre residency, leisure, and office development. Redevelopment trends underscore the need for ongoing, dynamic review of parking needs. A clear vision and implementable approach to parking, supported by ongoing analysis, will remain central to Derby's city centre regeneration and stakeholder confidence moving forward.	An assessment of forecast future parking demand to the end of the LPD period has been undertaken. Consideration has been given to future expected growth in residential development and other trip attractors.

7. ISSUES & OPPORTUNITIES

7.1 Overview

- 7.1.1 Several key issues and opportunities have been identified during the baseline assessment process. These are detailed in turn below.
- 7.1.2 Significant parking capacity is provided within the city centre and a relatively small geographic area. A comparatively large proportion of the city centre's footprint is given to parking, including many surface level car parks operating on a temporary basis. As the city centre develops, including through delivery of the LPD, it is important that better use of brownfield land – much of which is currently occupied by parking – is promoted. There is also a need to make better use of land to provide new residential homes, helping to boost the vitality and viability of the city centre.
- 7.1.3 Whilst the general condition of most Council-operated car parks is fair, there are some where small-scale improvements could be made to provide a better quality, safe and secure environment. Chapel Street multi-storey car park is nearing the end of its practical life and, without remedial works in the short-term, will become unsuitable for use.
- 7.1.4 There is sufficient parking capacity within the city centre to meet current levels of demand; however, there are variances in occupancy between car parks. Some currently operate close to or at capacity, others currently experience significant levels of spare capacity. Capacity across the city centre as a whole, is expected to be able to serve forecast future demand. However, it is important that provision is not skewed towards to the south of the city centre, where the greatest levels of provision and current spare capacity sit.
- 7.1.5 The large number of private car park operators present within the city centre limits the impact to which a holistic approach to parking can be taken. Many privately operated car parks are located on brownfield sites, both inside and outside the ring road. There generally offer cheaper tariffs and many are identified as potential development sites.
- 7.1.6 Projected residential, leisure and employment growth is likely to increase parking demand. In addition, many car parks are allocated within the LPD as development sites and will potentially be subject to closure or redevelopment within the LPD period (2023-2043).
- 7.1.7 Two multi-storey car parks, Assembly Rooms (c. 200 spaces) and Derbion Riverside (c. 800 spaces), have closed in recent years. Occupancy data of current car parks confirms their closure has not resulted in parking demand exceeding supply.
- 7.1.8 Issues of congestion can occur on the city centre's road network, including the ring road. Vehicle circulation, as drivers look for a parking space, as well as access / egress to and from car parks, can contribute to this and requires management. This may be exacerbated by increased trip generation from future development. Strong promotion and incentivisation of active travel and public transport use forms an important part of the LPD. The Council is exploring opportunities for change to the inner ring road.

- 7.1.9 Off-street car parking is complemented by limited on-street parking provision; this is predominantly intended for short-stay usage. It is important that neither on-street or off-street parking is considered in isolation, with the interplay between the two an important consideration. The two forms of supply will inevitably interact and an overall reduction in off-street car parking provision may result in changes in behaviour for on-street car parking.
- 7.1.10 There are different parking charges between car parks, and within Council-operated car parks depending on payment mechanism used. Parking charges are generally cheaper than in comparable locations. In Council-operated car parks, payment is available by both pay and display and pay-by-phone (MiPermit) mechanisms.
- 7.1.11 The Council declared a Climate Emergency in May 2019 and adopted its Climate Change Action Plan. Parking can play an important role in supporting the Council's objectives for net zero emissions. For example, the Council has installed electric vehicle charging infrastructure in many of its car parks.
- 7.1.12 The nature of parking provision is not currently linked to encouragement of either active travel or the use of public transport. However, parking management tools can be used to encourage mode shift away from the car for either part of, or whole journeys.
- 7.1.13 Wayfinding and signage infrastructure is limited at present. Improvements can help to improve navigation for visitors and help to identify the location of car parks, enhancing user experience and helping to minimise vehicle dwell times and potential congestion. This can be supported by enhanced and marketing communication practices to promote appropriate use of Council-operated parking. This is of particular importance given the aspiration for changes within the city centre that will deliver new anchor sites and trip attractors, bringing in a greater number of infrequent visitors.
- 7.1.14 Improved signage to available parking facilities will help to reduce driven car mileage as well as driver frustration when searching for parking provision, aiding with identified congestion issues.
- 7.1.15 Appropriate provision for disabled blue badge parking is important, in terms of location, quality and access, as well as quantity.
- 7.1.16 The Council won the Parking in Action award at the British Parking Awards, which recognises the Council's enforcement and front-line team. Effective enforcement helps to improve the efficiency and management of parking and minimises incidences of inappropriate parking.

8. FINDINGS & NEXT STEPS

8.1.1 **Figure 29** summarises the principal findings of this Baseline Report, which will inform the direction of the subsequent stages of the parking study.

Figure 29. Summary of the Baseline Report

Capacity & Occupancy:

- Parking forms an important part of Derby's existing mobility culture. 74% of households in Derby own at least one car. There is significant parking provision within a relatively small area, with surface parking occupying a large footprint.
- Parking demand and quality vary, and there are notable differences between long-stay (employment) and short-stay (leisure) usage. Occupancy analyses indicate that during the audit period, there was outstanding capacity in all city centre Council car parks except Phoenix Street. Analysis of year-round data shows that Derby's parking capacity is generally sufficient, with ample availability even during evenings and nights.
- Occupancy rates, location, and usage patterns vary between sites.
- The presence of multiple operators leads to a range of pricing, often making parking cheaper than in comparable towns.

Location & Accessibility:

- There is a mismatch between public perception, which often suggests scarcity, and evidence, which points to issues of location, quality, and information rather than capacity. The main challenge is not the number of spaces but their distribution, quality and ease of access.
- Accessibility assessment indicate that all city centre car parks are within a five-minute walk of either the ring road or city centre.
- The Parking Strategy will need to address connectivity and accessibility between car parks and key destinations.

Car Park Quality & Public Realm:

- Car park conditions vary significantly across the city, impacting user experience and perceived safety.
- Enhancing lighting, safety, maintenance, and the overall environment is vital to support multimodal travel options, ensure better integration of car parks within the broader transport network, and foster a more inviting public realm. Additionally, measures to improve both the actual and perceived safety of pedestrians as they travel between car parks and their destinations.

Integration & Strategy Development:

- Ongoing engagement with the Public Realm Strategy aims to ensure coordinated improvements.
- The Parking Strategy will focus on retaining parking in accessible and safe locations, and will include enhanced wayfinding, better signposting, and options for phased implementation.

8.1.2 This report establishes the evidence base for the Derby City Centre Parking Study. It offers a comprehensive review and assessment of car parking in Derby, encompassing the following core elements:

- A policy review covering national, regional, and local transport policies, as well as relevant technical guidance.
- An evaluation of the local context and transport networks, reflecting on both on-street and off-street parking arrangements and examining car park accessibility.
- Audits of public car parks, which consider facility conditions, management approaches, and occupancy rates.
- An analysis of car park occupancy, including spot counts and car park ticket sales data.

8.1.3 The next stage of this project will focus on option development and recommendations, which will provide an evidence base for the LPD. This process will include:

- Identifying key issues and opportunities to define the study's aims and objectives.
- Option development, outlining potential interventions, tools, and schemes to address future parking demand and enhance both the quality and quantity of provision.
- Action Plan, detailing the development and implementation process with a phased approach covering short-, medium-, and long-term initiatives.

8.1.4 Potential options will be grouped around a series of themes, detailed in **Figure 30**. These will be appraised against identified key issues and opportunities, as well as the study's objectives. **Parking supply** is the primary focus of the study, with a series of supporting themes subsequently detailed. Supporting themes are not ordered by priority.

Figure 30. Study Themes



APPENDIX A: AUDITS OF PRIVATELY OPERATED CAR PARKS

Overview

- 8.1.5 This section provides an in-depth overview of the findings of on-site audits undertaken of all privately managed car parks within the city centre, complementing the audits of Council-operated car parks set out within **Section 4** of the Baseline Report. On-site audits were carried out by SYSTRA in September and October 2025.

Babbington Lane

Operator: NCP

Babbington Lane is operated by NCP and, with 293 spaces, is one of the largest surface-level car parks located inside the Inner Ring Road. Vehicular and pedestrian access is gained via Babbington Lane. The car park has good surface quality and clear bay markings. Due to its large size, the car park receives relatively high levels of natural surveillance through parking bay turnover. However, its capacity as a surface-level car park requires a large footprint and is an inefficient use of space within the Inner Ring Road.

At the time of the audits, the car park was well utilised in the vicinity of the car park access, with occupancy levels reducing at the further end (towards Sacheverel Street and Sitwell Street).



Siddals Road

Operator: NCP

With over 220 spaces, Siddals Road is another large surface-level car park. It is located between Siddals Road, Copeland Street and the Inner Ring Road, with vehicular access from Copeland Street. All three roads provide pedestrian access, and the car park can be used as a cut through between the core city centre and the south. It is immediately to the south of Derbion.

Parts of the car park suffer from poor surfacing with potholes. Most bays are clearly marked, although some are within unsurfaced areas. No pedestrian infrastructure exists within the car park. There is sufficient lighting and natural surveillance.





Copeland Street

Operator: Excel Parking Services

Copeland Street is located immediately to the southeast of Siddals Road car park and is one of a cluster of car parks within a close geographic area. Pedestrian and vehicular access is gained via Copeland Street.

The car park is in a generally good condition; however, there is some poor surfacing and faded bay markings in places, particularly at the four disabled parking bays. The car park was well utilised at the time of the audit.



Buzz Bingo

Operator: CP Plus

The Buzz Bingo car park is located to the south of Siddals Road and Copeland Street car parks, and whilst available for public use is primarily associated with the bingo hall. The car park runs adjacent to Liversage Street.

It is generally of a good quality with clearly marked bays and a pedestrian route between rows of parking bays. Surface quality is good and limited lighting is provided.



Macklin Street

Operator: Smart Parking

Macklin Street is a smaller surface-level car park with vehicular and pedestrian access gained from Macklin Street. Additional pedestrian connection is provided into the residential private parking adjacent to the car park. It is located within close proximity of Vaillant Live. The car park is of poor quality, with a poor surface quality and an uninviting atmosphere. There is no CCTV coverage within the car park.

St Peter's Courtyard

Operator: NCP

St Peter's Courtyard is operated by NCP and is located adjacent to the Becketwell development and within walking distance of Vaillant Live. The car park is located on brownfield land with, for the majority, poor surfacing. In parts there are no clear bay markings. There is CCTV coverage within the car park.





Willow Row

Operator: Green Parking

Willow Row is located to the northwest of the city centre, on the northern boundary of the Inner Ring Road. It is adjacent to the recently closed Brook Street car park, in which all parking signage has been removed. Whilst well utilised, the car park is of a poor quality, with poor surfacing and potholes in places, and no clear bay markings. There is minimal lighting within the car park footprint.



Crompton Street

Operator: Smart Parking Services

Crompton Street is a smaller sized car park with 31 spaces. An ANPR camera is installed at the car park's entry point; however, it is unclear if CCTV coverage is also provided. Building works at the edge of the car park reduce the operational efficiency of the car park due to hoarding and piled up plastic barriers. At the time of the audit, a sofa had been abandoned in one parking space. The car park surface is generally good however some bay markings are faded.



Wilson Street

Operator: Parking Group

Wilson Street provides 15 parking spaces and is close to Crompton Street, St Peter's Courtyard and Macklin Street car parks. The car park has an automatic gate which is assumed to be closed when the car park is closed (19:00-07:00). The car park suffers from poor surface quality. However, there is good lighting provision and a CCTV camera within the car park.

Some parking spaces within the car park are marked as for resident use only, however it is unclear how this is monitored or enforced.



Back Sitwell Street 1

Operator: Atlas Enforcement

Two car parks are located adjacent to each other on Back Sitwell Street. The larger of the two is operated by Atlas Enforcement and provides 60 spaces. There is limited lighting within the car park and some bay markings are faded in places.

There is limited natural surveillance from passing footfall, but at the time of the audits there was high demand for turnover some waiting cars (although the car park was not full). Some spaces are noted as reserved for permit holders only; however, it is unclear how this is enforced.



Back Sitwell Street 2

Operator: SIP

A second and smaller car park, operated by SIP, is accessed from Back Sitwell Street. It has a poor surface quality and unclear bay markings, with limited lighting provision. There is CCTV coverage within the car park. At the time of the audit, one car parked was inappropriately parked resulting in four spaces effectively being empty.

An area of unallocated parking is located between the two car parks. Signage notes no unauthorised parking is permitted with wheel clamping in operation; however, a small number of cars were parked in this location alongside evidence of fly tipping.



The Island

Operator: Atlas Parking

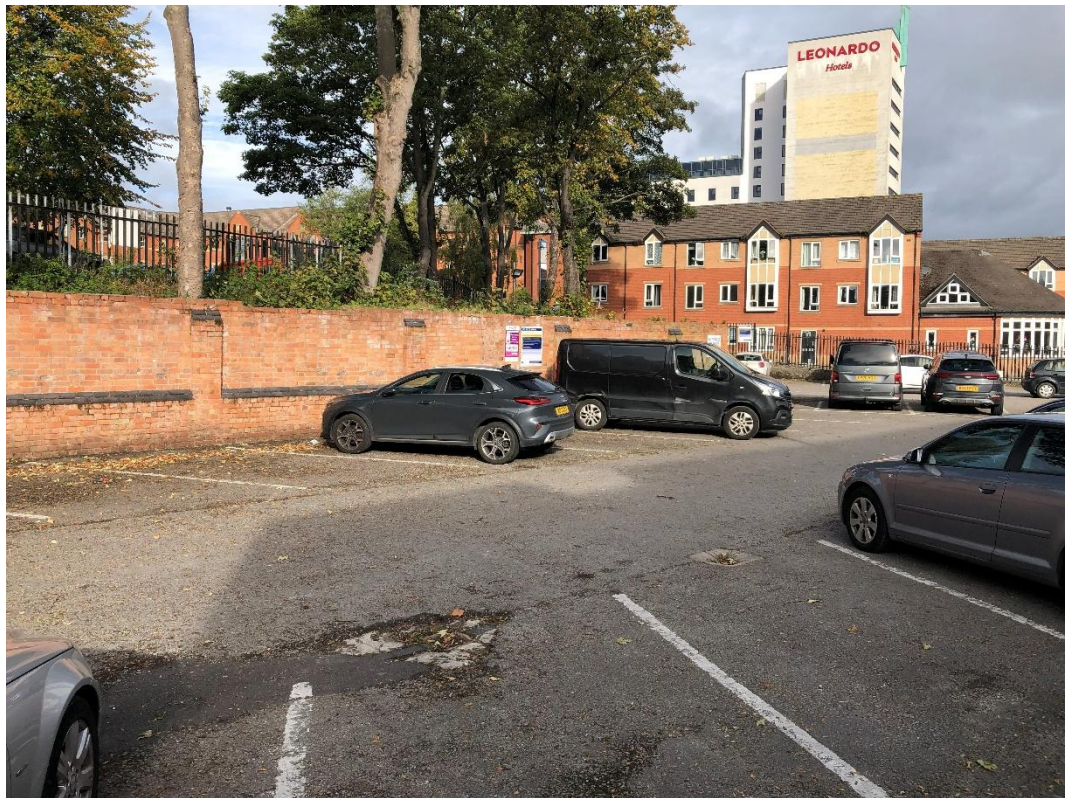
With just under 60 spaces, The Island is a smaller surface-level car park. It is located within the Cathedral Quarter and is accessed via Cathedral Road. The car park is generally of good quality, with clearly marked bays and a good surface quality. At the time of the audits the car park was well utilised, with turnover of spaces noted.



Sowter Road

Operator: Napier Parking

Sowter Road is a surface-level car park located close to the Museum of Making, Derby Cathedral and Cathedral Green. Vehicle and pedestrian access is provided via Sowter Road. Despite its location, the car park is not particularly well overlooked. It has poor surface quality with potholes in places and limited lighting provision.



St Michael's Lane

Operator: Bank Park Management

St Michael's Lane, also known as Derby Cathedral Car Park, provides 80 spaces and is adjacent to Derby Cathedral. It is immediately to the west of Sowter Road car park. The car park is generally of a good quality with some recent resurfacing works in places. At the time of the audits, was well utilised. However, cones block some parking spaces and the car park has a relatively steep gradient. There are no marked disabled bays.



Derbion

Operator: Derbion

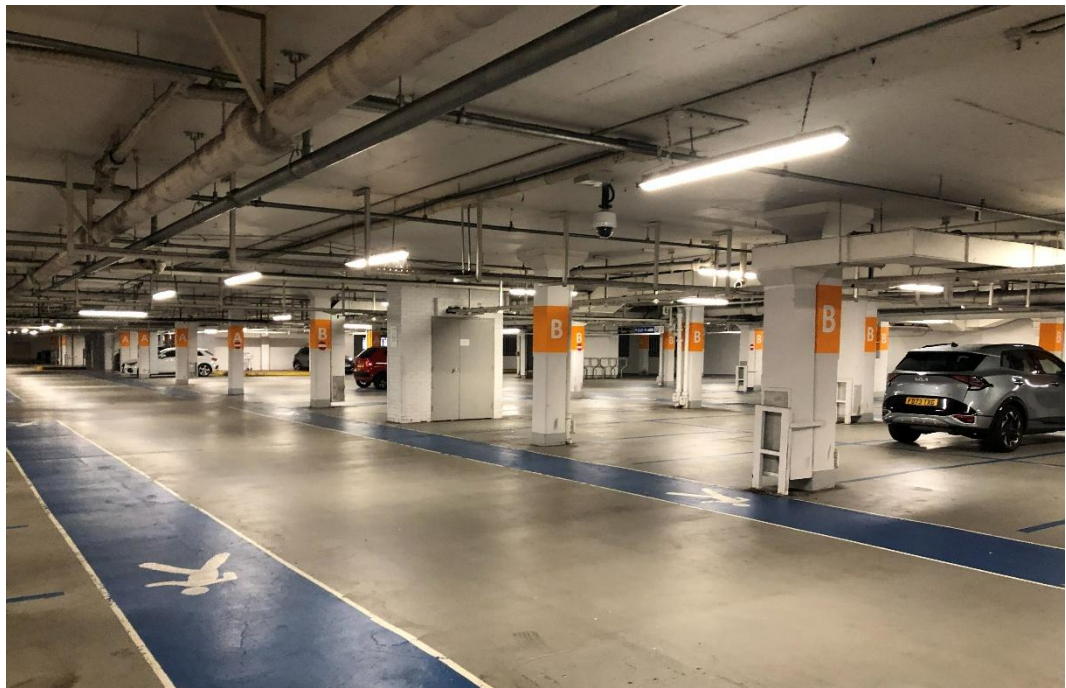
Almost one third of total parking provision within the city centre is located at Derbion (1,976 spaces). This is provided across three car parks; the main car park, basement car park and Derbion Bradshaw Way.

The main and basement car parks are of good quality, with bays clearly marked, a good surface quality and sufficient lighting and CCTV coverage. Low ceiling heights may be notable for some users within the basement car park.



The closure of some retail unit adjacent to the Bradshaw Way car park is assumed to have impacted upon usage of the car park. Upper floors of the main Derbion car park were not well utilised, reflecting the large capacity of the car park.





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