

EXECUTIVE SUMMARY

Derby City Council commissioned SYSTRA to undertake a parking study that provides an evidence-led basis for future decision-making on parking provision and management in Derby city centre. The study responds to a changing city centre context, including the Council's aspirations for regeneration, delivery of the Emerging Local Plan for Derby (LDP), and wider objectives relating to sustainability, accessibility, economic vitality and placemaking.

Parking plays a key role in supporting the local economy, communities and wider transport system. Simultaneously, the Council has clear ambitions to reduce reliance on private car use, encourage active travel and public transport, and ensure city centre land is used efficiently. Within this context, the study considers both the current role of parking and how provision may need to change over time. It addresses the challenge that a significant proportion of existing parking is located on sites allocated for future development, while also recognising that Chapel Street multi-storey car park is nearing the end of its practical lifespan.

Recommendations concerning parking supply and spatial provision that balance the need to support access to the city centre with the need to enable regeneration, improve quality, reduce congestion and align parking provision with the Council's longer-term ambitions have therefore been developed.

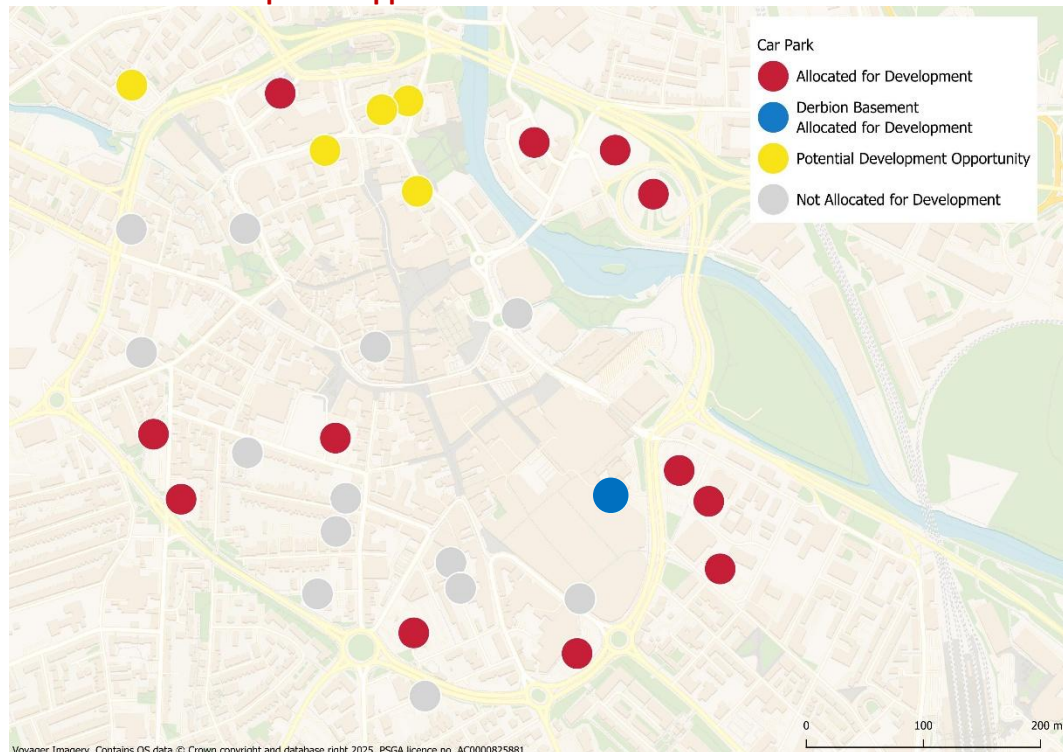
Evidence Base

Derby city centre currently contains a substantial amount of publicly accessible parking within a relatively small geographical area. Around 30 car parks operate within or just beyond the inner ring road, providing a total of approximately 5,940 spaces (as of October 2025). Almost one third of this capacity is located at Derbion. Eight car parks are operated directly by the Council, with Bold Lane managed on the Council's behalf, while a wide range of private operators are active across the city centre.

Most city centre car parks accommodate spare capacity on an average weekday, even following the closure of the Assembly Rooms and Derbion Riverside multi-storey car parks. Some car parks operate close to capacity and others are substantially underused, meaning parking supply across the city centre as a whole exceeds average weekday demand. Whilst demand is expected to increase as housing, employment, retail and leisure growth comes forward, including through the LPD, capacity across the city centre is cumulatively expected to accommodate future average demand.

Derby's principal challenge therefore relates to the **location** and **quality** of parking provision. Without change, following the removal of parking sites allocated within the LPD (c.2,300 spaces across thirteen car parks) and smaller sites suitable for development (c.300 spaces), provision and spare capacity would be concentrated towards the south of the city centre. Simultaneously, Chapel Street multi-storey car park is nearing the end of its operational lifespan. Without short-term remedial works, it is likely to become unsuitable for continued use. This presents an immediate delivery challenge, particularly given Chapel Street's importance in serving the Cathedral Quarter and the northern part of the city centre.

Development Opportunities & LPD Allocations



An assessment of the best approach to take forward that ensures an equitable provision of car parking across the city centre, reflecting potential parking loss through delivery of the LPD and the remaining lifespan of the existing Chapel Street multi-storey car park, has been undertaken.

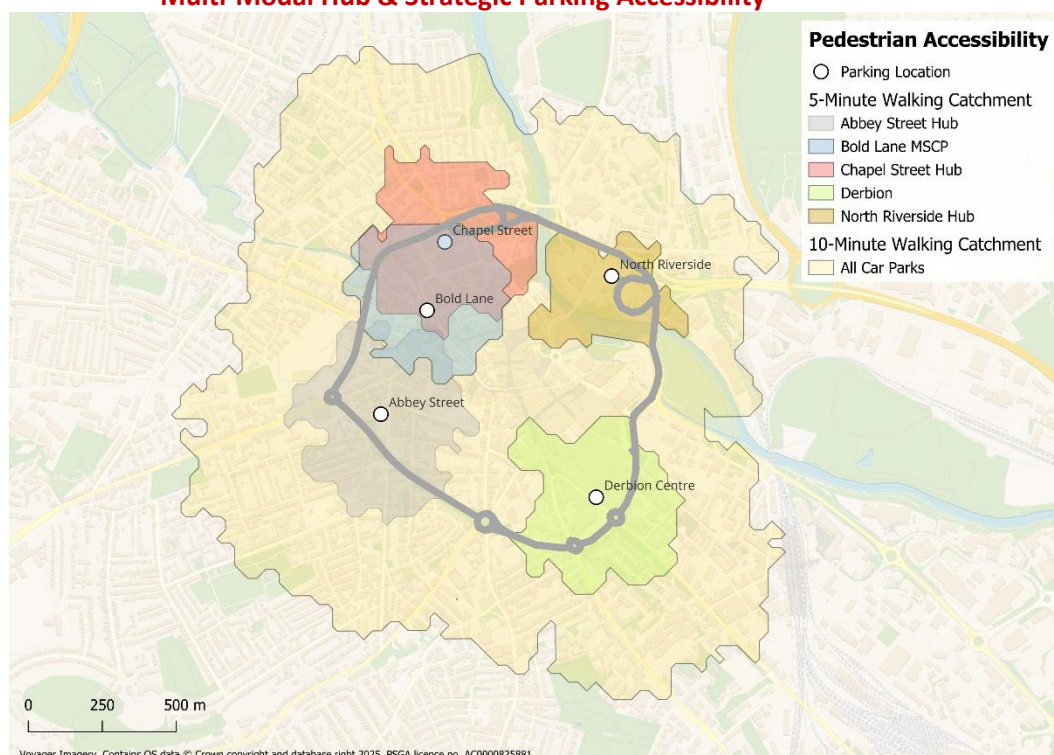
Recommendations

The study recommends that future approaches to parking should focus on rationalisation, reprovision in appropriate locations, and improvements to user experience, rather than seeking a like-for-like retention of all existing parking. Reprovision is driven primarily by a **placemaking** need rather than a pure **capacity** need: the Council needs to ensure that the remaining and replacement provision is in the right places, supports footfall across the whole city centre, and integrates with wider transport objectives.

Within the above context, it recommends that parking is consolidated into a smaller number of higher-quality locations through the development of three **multi-modal hubs** (at Abbey Street, Chapel Street, and North Riverside). This would be supported by continued use of strategic provision at Bold Lane and Derbion. This is considered the most appropriate means of enabling LPD delivery while maintaining an effective and geographically balanced parking offer.

The three identified locations offer coverage across the city centre, good vehicular access from the inner ring road, and avoid parking provision and resultant footfall becoming overly concentrated in the south. They also sit within Council ownership, offering greater control over delivery and management.

Multi-Modal Hub & Strategic Parking Accessibility



A multi-modal hub provides more than just parking; it includes integration with other modes and services, such as cycle parking, shared mobility, car club spaces, electric vehicle charging and links to public transport. Such hubs provide seamless onward access to final destinations by walking, wheeling, cycling or public transport, while still accommodating those who need to access the city centre by car.

The precise location and capacity of multi-modal hubs is subject to future design work, and the approach requires full delivery of the LPD. A range of possible capacity outcomes are put forward, with **advantages** and **disadvantages** of each set out.

Delivery & Supporting Measures

Implementation will require careful phasing, ensuring a balanced parking offer remains to avoid negatively impacting users (or dissuading future trips to Derby). Additionally, with Chapel Street reaching the end of its practical lifespan in the short-term, an interim arrangement that minimises impacts of loss of capacity and maintains parking provision in the north of the city centre while replacement infrastructure is brought forward may be needed. Two broad phasing options are identified: a temporary approach involving decking at Abbey Street before redevelopment of Chapel Street, and a permanent approach involving earlier delivery of the new Abbey Street hub prior to the closure of Chapel Street.

A broad package of supporting measures is also identified to enhance Derby's parking offer. These include improved wayfinding and signage on key approach routes and at car park exits; trialled use of smart parking technology and occupancy sensors; continued expansion and enforcement of electric vehicle charging infrastructure; targeted review of blue badge provision and accessibility; increased secure cycle parking and active travel

information; rationalisation of parking tariffs; and a strong marketing and communications approach to support behavioural change and user awareness. Consideration towards coach parking and Council staff parking arrangements is also recommended.