

Derby Parking Study

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DERBY PARKING STUDY STUDY REPORT



SYSTRA

DERBY PARKING STUDY

STUDY REPORT

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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.

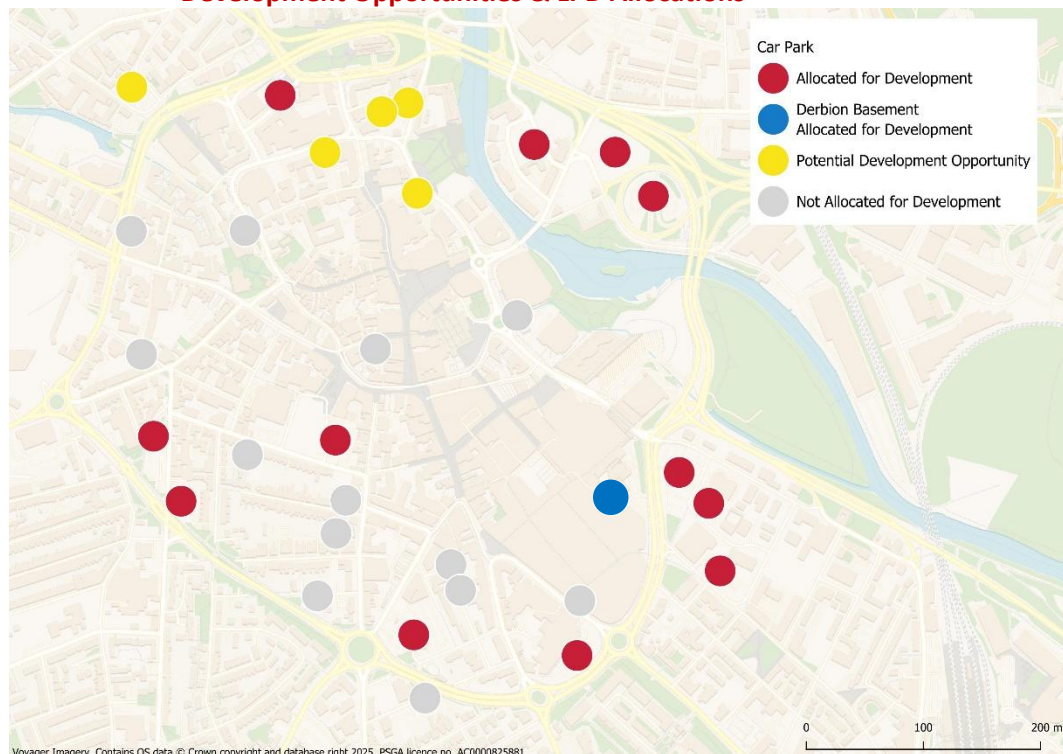
Evidence Base

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.

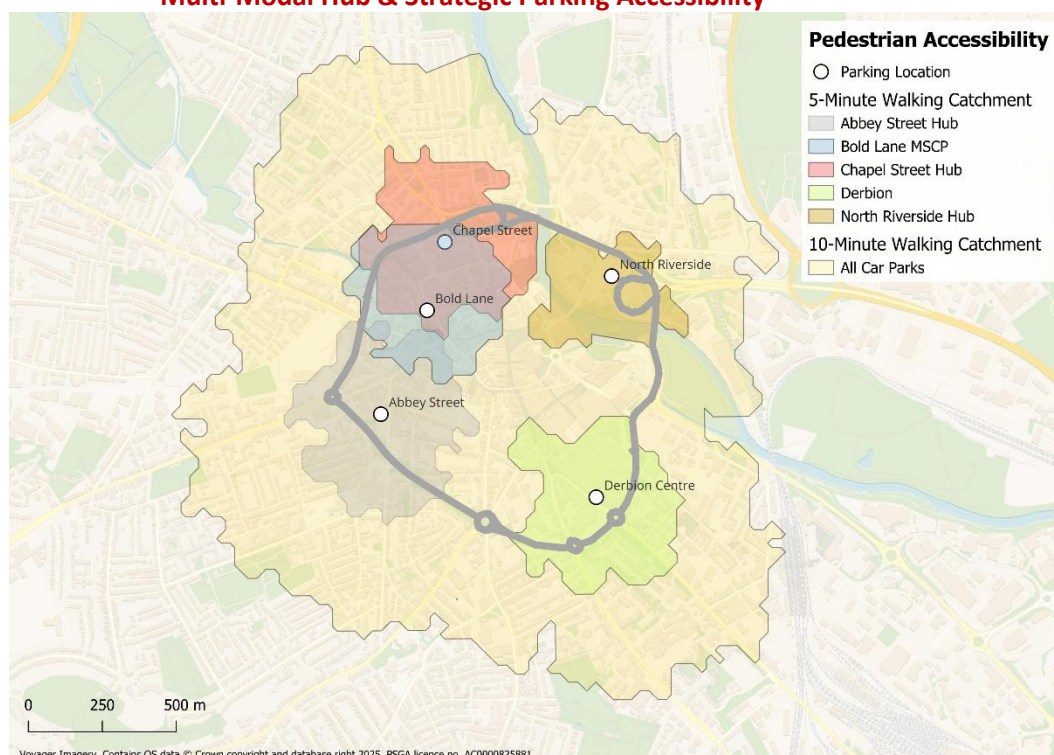
Recommendations

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.

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 Rationale & Objectives

1.2.1 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.

1.2.2 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.

1.2.3 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 study has been undertaken.

1.2.4 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.

1.2.5 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.

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

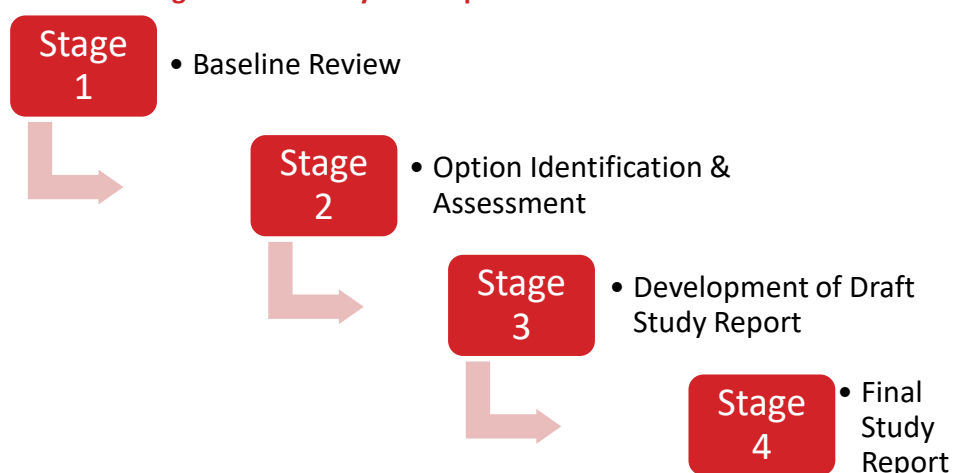
OBJ1: To enhance Derby as an attractive, vibrant and compact liveable City, fully accessible by active travel, which has a strong City Centre of regional importance, regenerated urban areas and locally distinct neighbourhoods.

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 Study Process

- 1.3.1 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, as well as increased visits to Derby as a leisure destination, on future parking demand has been undertaken.
- 1.3.2 A set of key objectives has been identified that aim to help optimise future car parking provision and management. Options to meet these objectives are set out across a series of themes and are brought together to provide recommendations across the short-, medium- and long-term.
- 1.3.3 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.
- 1.3.4 Steps followed to inform this study are set out in [Figure 1](#).

Figure 1. Study Development Process



1.4 Report Structure

- 1.4.1 Following this introductory section, the remainder of this report is structured as follows:

- **Section 2: Evidence Base** – Provides a high-level summary of the outputs from the baseline review that has informed the study.
- **Section 3: Study Development Process** – Sets out the key issues and opportunities identified for parking, alongside the study’s objectives.
- **Section 4: Parking Supply & Spatial Strategy** – Details the approach to parking provision within the city centre, including the introduction of new multi-modal hubs.
- **Section 5: Supporting Themes** – Sets out the range of actions across a series of supporting themes to complement the spatial strategy.
- **Section 6: Action Plan** – Outlines the Action Plan for implementation of the study’s recommendations.

2. EVIDENCE BASE

2.1 Overview

2.1.1 This section provides an overview of the main outcomes of the baseline assessment work and summarises the key issues and opportunities that have been identified. These have been utilised to formulate the overarching study objectives.

2.2 Baseline Review

2.2.1 A detailed baseline assessment of the current supply of parking, associated demand, and the potential future impact of development proposals has been completed. This work encompassed:

- An overview of relevant current and emerging national, regional and local policies and strategies that need to be considered when developing parking recommendations, 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, including the LPD, 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.

2.3 Local Context

2.3.1 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. The city is known for its strong industrial heritage, particularly in rail and engineering.

Public Transport Provision

2.3.2 There are numerous bus stops and services within and around Derby city centre. Derby Bus Station is in the city centre near all major city centre destinations.

2.3.3 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.

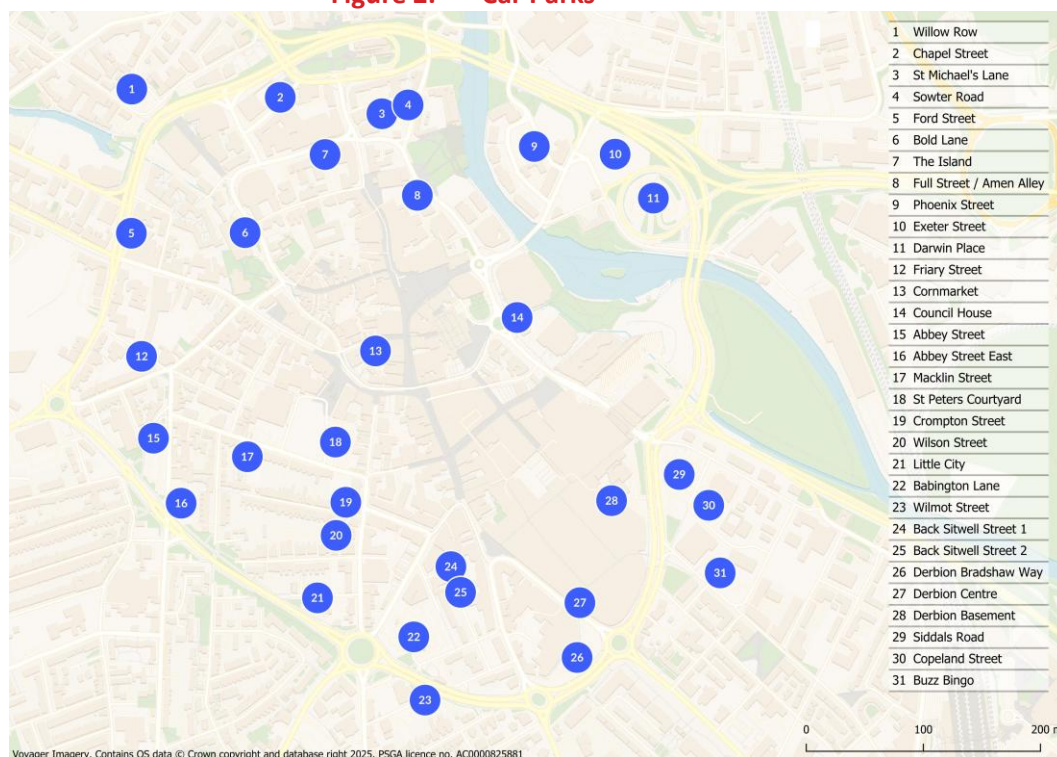
Parking Overview

2.3.4 Derby offers several types of on-street parking, including Pay & Display, limited waiting bays, and disabled-only parking. A Pay & Display system operates in the city centre, with

charges applicable on most streets every day, including Bank Holidays. Maximum stays of two hours are permitted in the city centre and four hours on the outskirts, with the option to purchase an additional ticket after the initial one expires.

- 2.3.5 Approximately 30 car parks, both Council-operated and privately managed, are located within the study area, broadly defined as within or just beyond the inner ring road. These are shown in **Figure 2**.

Figure 2. Car Parks

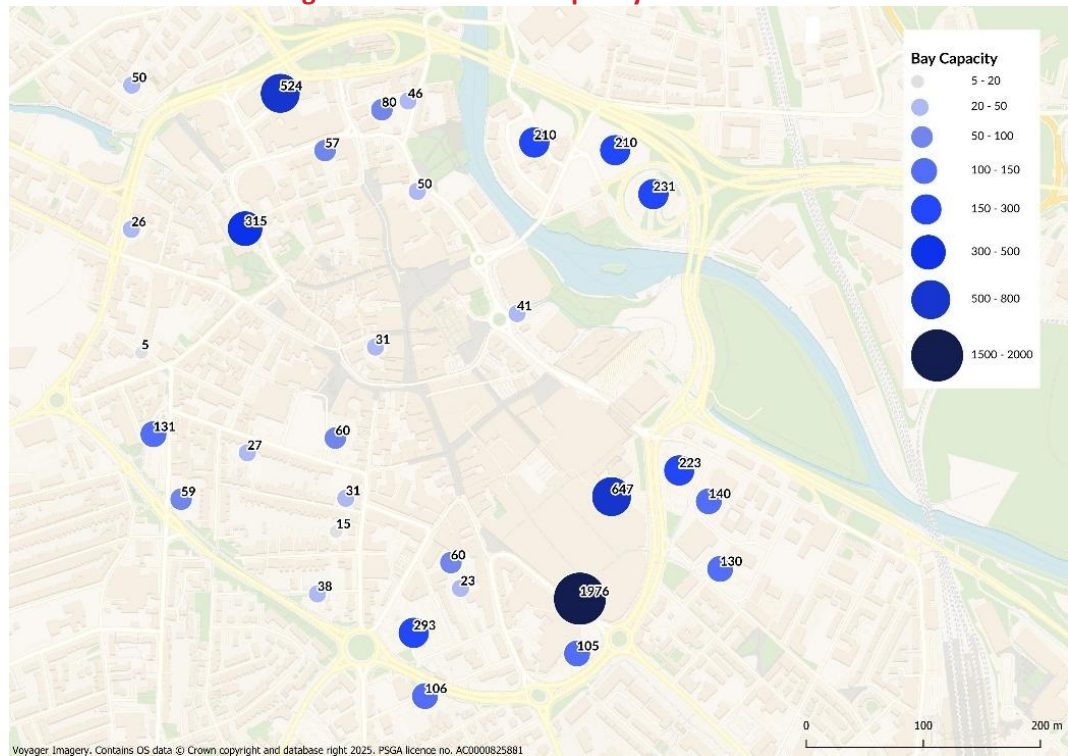


(as at October 2025)

- 2.3.6 These provide a combined total of 5,940 spaces, almost one third of which is located at Derby (1,976 spaces). These figures do not include the Assembly Rooms (c. 200 spaces) and Derby Riverside (c. 800 spaces) multi-storey car parks which have closed in recent years.

- 2.3.7 The capacity of each car park is identified in **Figure 3** overleaf.

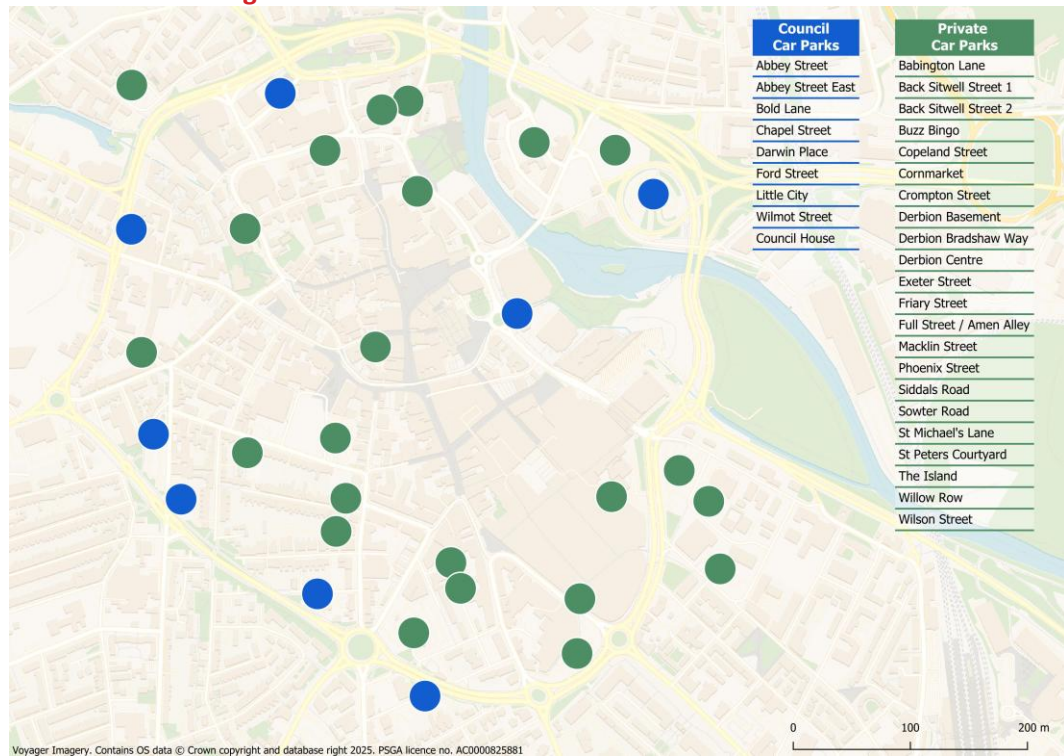
Figure 3. Car Park Capacity



2.3.8

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, whilst 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 4**.

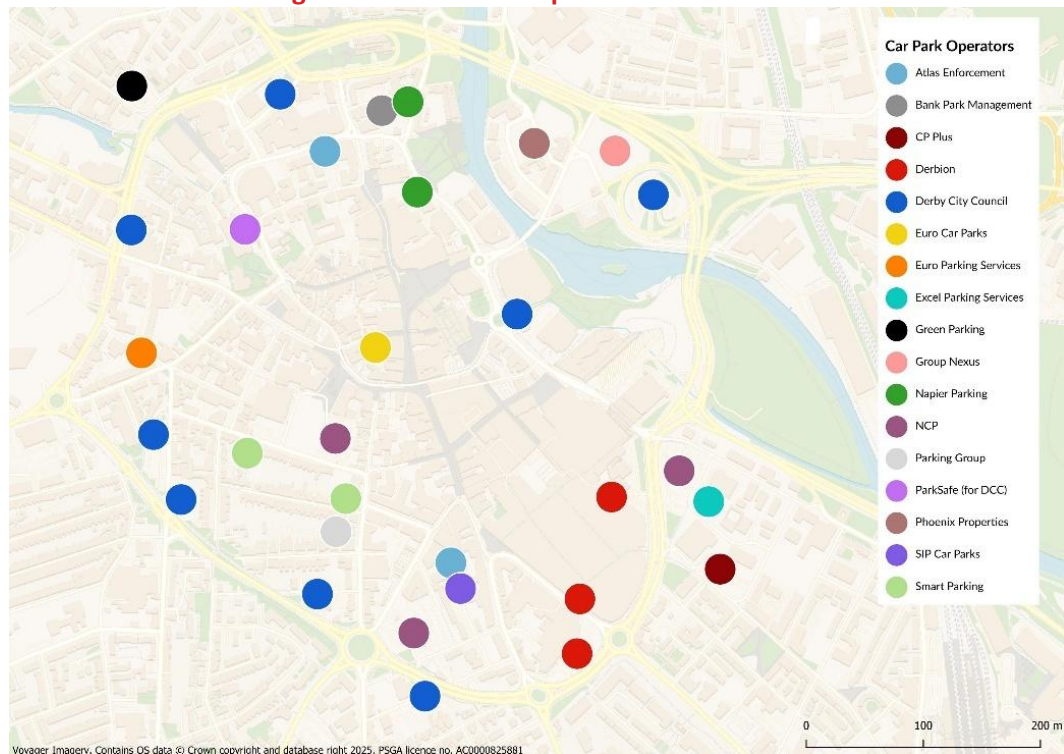
Figure 4. Council & Private Car Parks



(as at October 2025)

2.3.9 There are multiple private operators present within the city centre, as identified in Figure 5.

Figure 5. Car Park Operators



(as at October 2025)

2.3.10 Parking facilities for disabled motorists and electric vehicles are provided most within Council-operated car parks. EVCPs are provided at Abbey Street, Bold Lane, Chapel Street, Council House, Darwin Place, Little City and Wilmot Street car parks and are managed by BP Pulse. The Council is continuing to invest in EVCP provision across Derby, both in its car parks and on-street.

2.3.11 Such facilities are lacking in many privately operated car parks, particularly those situated on brownfield sites.

Parking Demand

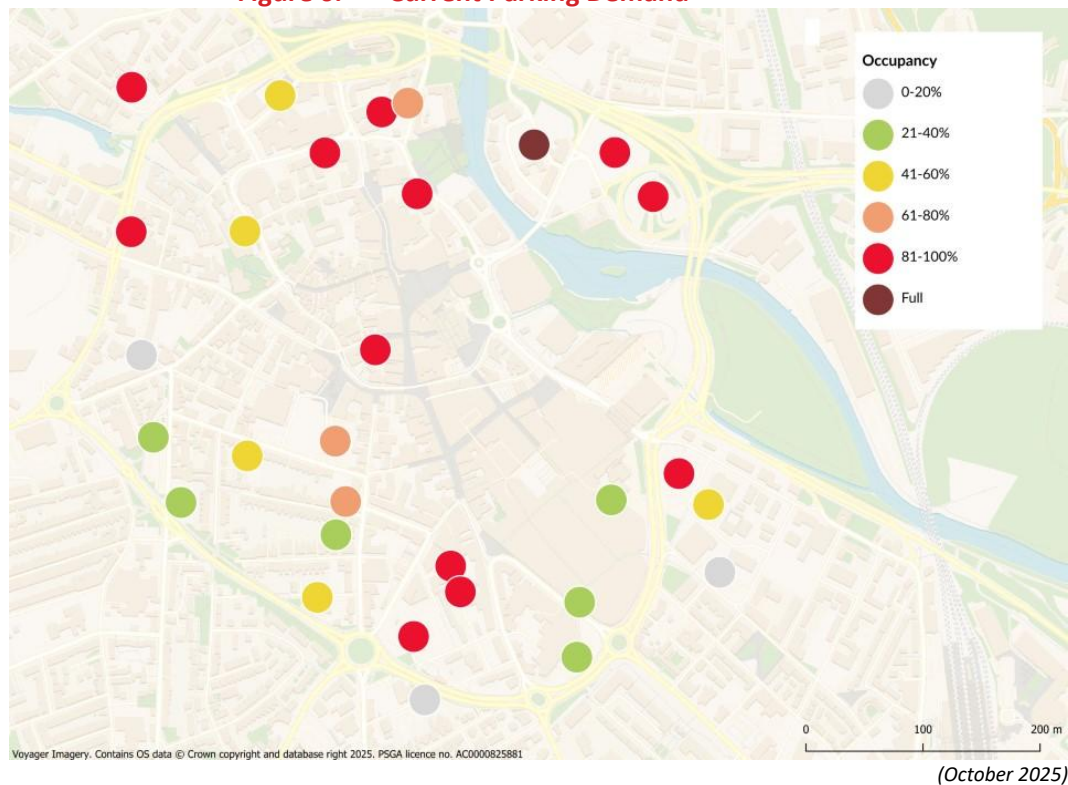
2.3.12 Parking demand has been assessed using a range of sources, including weekday spot count occupancy surveys undertaken by SYSTRA; ticket sales and season ticket data provided by the Council; and data provided by some private parking operators. This has been supplemented by anecdotal commentary on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

2.3.13 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.

2.3.14 **Figure 6** sets out recorded weekday daytime parking occupancy. Demand is banded into six categories:

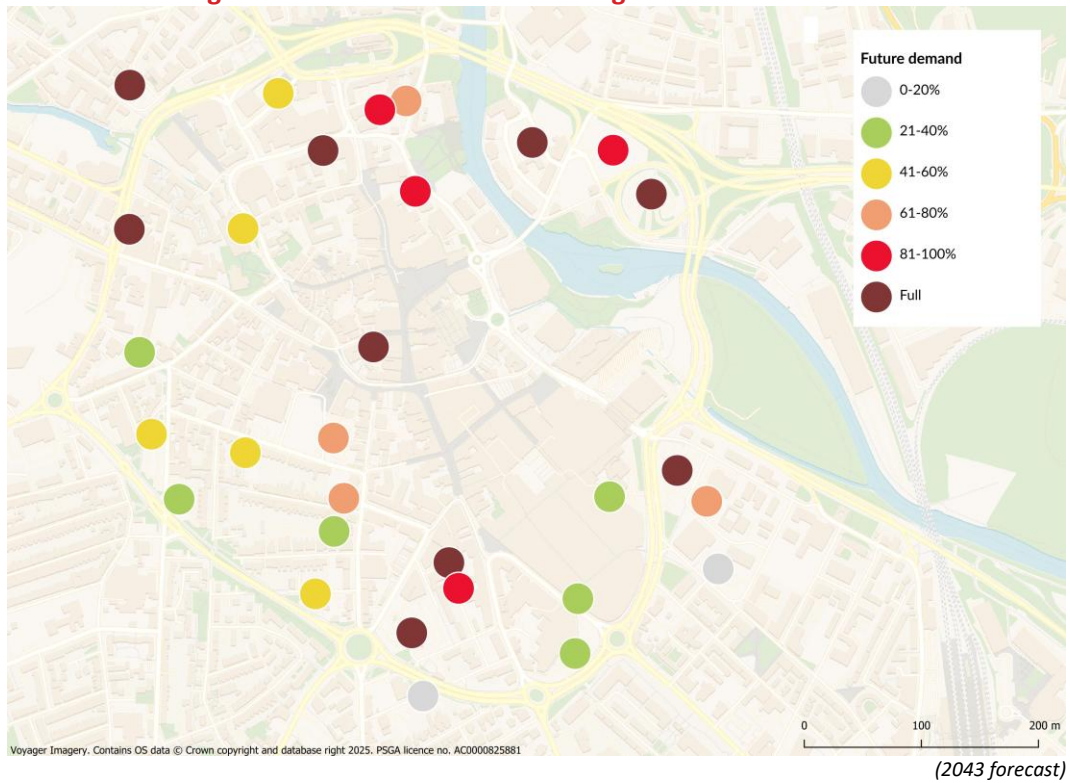
- 0% - 20% occupancy.
- 21% - 40% occupancy.
- 41% - 60% occupancy.
- 61% - 80% occupancy.
- 81% - 100% occupancy.
- Full.

Figure 6. Current Parking Demand



- 2.3.15 The closure of the Assembly Rooms and Derbion Riverside car parks precede the data collection that informs occupancy calculations detailed in [Figure 6](#). This data confirms that most car parks within the city centre have surplus capacity on an average weekday, following the closure of these facilities.
- 2.3.16 Demand for parking will likely change as development across various land uses comes forward in Derby. Policy CC3 of the LPD 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. It is noted that the city centre defined within the LPD is a bigger area than the area covered by this parking study.
- 2.3.17 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. Future parking demand is shown in [Figure 7](#) using the same six occupancy bandings detailed above.

Figure 7. Forecast Future Parking Demand



3. STUDY DEVELOPMENT PROCESS

3.1 Key Issues & Opportunities

- 3.1.1 Several key issues and opportunities have been identified during the baseline assessment process. These are detailed in turn below.
- 3.1.2 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.
- 3.1.3 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.
- 3.1.4 There is sufficient parking capacity within the city centre to meet current levels of demand; however, there are variances in occupancy between car parks ([Figure 6](#)). 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.
- 3.1.5 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.
- 3.1.6 Projected residential, leisure and employment growth is likely to increase parking demand. In addition, as detailed in [Section 4](#), many car parks are allocated within the LPD as development sites (and as such are subject to closure).
- 3.1.7 The Assembly Rooms (c. 200 spaces) and Derbion Riverside (c. 800 spaces) multi-storey car parks have closed in recent years. Occupancy data of current car parks confirms their closure has not resulted in parking demand exceeding supply across the city centre as a whole.
- 3.1.8 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.
- 3.1.9 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.

- 3.1.10 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.
- 3.1.11 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.
- 3.1.12 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.
- 3.1.13 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.
- 3.1.14 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.
- 3.1.15 Appropriate provision for disabled blue badge parking is important, in terms of location, quality and access, as well as quantity.
- 3.1.16 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.

3.2 SWOT Analysis

- 3.2.1 The overall strengths, weaknesses, opportunities, and threats for parking is summarised in [Table 1](#) and has been used to inform the goals and objectives of the study.

Table 1. Parking SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
• Current total supply sufficient for current and forecast future demand • Multiple opportunities for new development within the city centre • Distribution of car parks means generally possible to park near destination • Award winning parking team • Council is engaged and proactive with key parking providers e.g. Derbion • Parking is cheaper than comparable locations • Parking Strategy aligns with emerging Public Realm Strategy and LPD	• Some car parks are of low quality. • Under occupancy of some car parks compared to others. • Limited use of technology (e.g. real-time information) • Information / wayfinding provision for users lacking • Parking tariffs are not uniform across car parks • Parking is cheaper than comparable locations	• Consolidated parking could free up centrally located sites for development • Changes to city centre offer and LPD aspirations present opportunity to review and consolidate parking offer to ensure it is fit for future growth • Opportunities to make better use of the city centre land supply given large number of surface level car parks • Use of technology to improve management, enforcement and user behaviour • Parking management integrated with active travel and public transport promotion through multi-modal hubs • Optimised parking provision to support residential, business and retail growth • Improved wayfinding to enhance customer experience • Improved vehicle circulation • Chapel Street nearing end of life in short-term	• Reduction of off-street parking may lead to an increase in demand for on-street parking • Removal of parking without reprovision would result in remaining provision heavily skewed towards the south of the city centre, away from the Cathedral Quarter and city centre's historic core • Competing retail destinations may attract users from Derby • Risk of negative impacts on supporting evening offer and city centre vitality via parking removal • Parking within brownfield sites, some without planning permission

3.3 Study Objectives

3.3.1 To guide the development of the study, the following objectives for parking within Derby have been established:

1. Manage and optimise car parking provision to best support the needs of the local community and local economy, maximising efficiency of city centre land use in the context of the LPD.

2. Ensure parking plays a role in helping to reduce transport-related climate change contributions and supports multi-modality and the promotion of travel by sustainable means.
3. Ensure parking provision is suitably positioned to serve all areas of the city centre, supporting a rebalance of footfall and expenditure.
4. Ensure adequate quality, safety, and security of all Council-operated parking provision.
5. Ensure effective enforcement of parking to maximise available supply and minimise traffic disruption and congestion.
6. Improve signage and wayfinding infrastructure (both physical and online) to facilitate efficient movement of vehicles and people to and from car parking.
7. Embrace new and emerging technology in the parking sphere.

3.3.2 These objectives have been taken forward and act as the principles for developing and evaluating potential options and measures that are set out within the remaining sections of this Parking Study Report.

3.4 Themes & Option Development

3.4.1 Potential options have been identified around a series of themes, detailed in **Figure 8**. These have been 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 8. Study Themes



3.4.2 There are important questions that require consideration which may influence the direction of travel regarding the future of parking and it is important that a clear direction

for the role of parking is identified and agreeable to all within the Council from the outset. There are a range of both direct and indirect economic, environmental, social impacts that need to be taken into consideration in the decision-making process regarding parking.

4. PARKING SUPPLY & SPATIAL STRATEGY

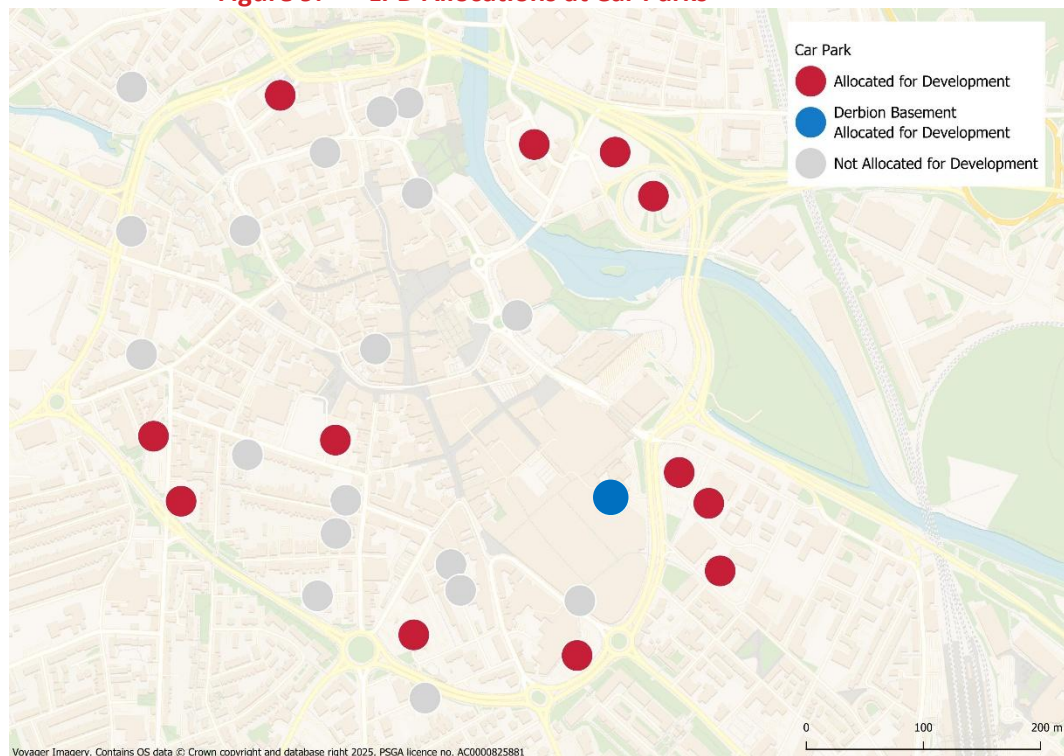
4.1 Overview & Rationale for Inclusion

- 4.1.1 Many measures and tools can be used to either change the overall quantity and quality of parking provision. If employed in an appropriate manner, such measures help to provide parking supply that is safe, secure, and suitable to meet current parking demand. Furthermore, it can be made resilient against future growth in employment, housing, and travel demand, as well as changes in travel patterns and ambitions to grow tourist activity. The location of parking can also be used to encourage footfall into particular areas of the city centre.
- 4.1.2 Derby is served by considerable parking supply, with a large proportion of city centre footprint given over to surface level parking. This represents an inefficient use of space in 'prime' locations suitable for future development.
- 4.1.3 An assessment of average current occupancy confirms that parking capacity exceeds demand. Capacity, across the city centre as a whole, is expected to be able to serve forecast future demand.
- 4.1.4 **Current and future demand confirms a rationalisation of parking, both in terms of number of spaces and number of car parks, is suitable to help support delivery of the LPD.** Spare capacity in remaining car parks can accommodate a level of displacement should certain car parks be closed for development. However, it is important that provision (and resultant footfall) is not skewed towards to the south of the city centre, where the greatest levels of remaining provision and current spare capacity sit.
- 4.1.5 An element of reprovision within the city centre is therefore likely to be required. A key consideration therefore is the **location** of parking, alongside the **quantity**, ensuring provision is suitably positioned to serve all areas of the city centre, supporting a rebalance of footfall and expenditure.

4.2 Parking Quantity

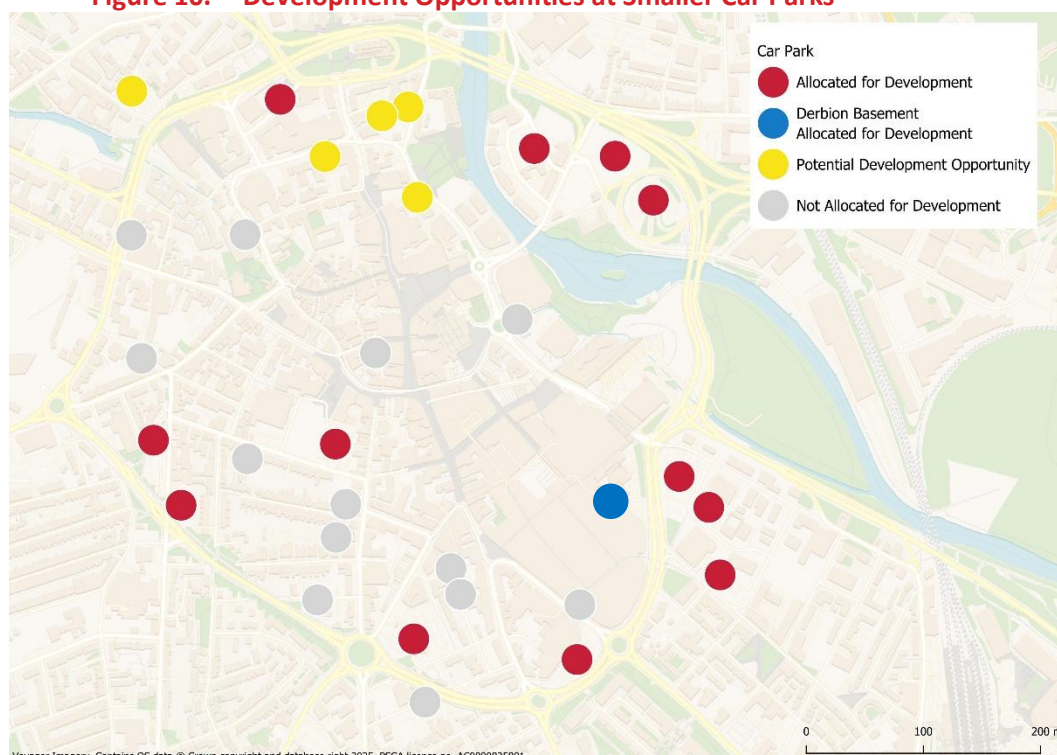
- 4.2.1 Policy CC3 of the LPD commits to delivery of a minimum of 5,529 new homes within the city centre within the Local Plan period, including completions and sites with planning permission. This will be supported by wider commercial, retail and leisure growth ambitions. It is noted that the city centre boundary, defined within the LPD, covers a larger area than that considered through the parking study.
- 4.2.2 Delivery of allocations set out in the LPD would remove thirteen car parks to facilitate development. These provide a total of approximately 2,300 spaces, equating to approximately 40% of total car parking provision within the city centre.
- 4.2.3 Impacted car parks are shown in red in **Figure 9**.

Figure 9. LPD Allocations at Car Parks



- 4.2.4 Allocated development opportunities at Derbion could impact upon parking provision at Derbion Basement (shown in blue on **Figure 9**); however, only a small proportion of total capacity is expected to be removed. As details are unknown at present, the car park has been excluded from calculations.
- 4.2.5 Several smaller surface-level car parks may provide further development opportunities. Due to their size and expected development yield, they are not included as allocations within the LPD. Predominantly located in the north of the city centre, these car parks are shown in yellow in **Figure 10**. Combined with allocated sites, these represent a potential total of 2,600 spaces lost.

Figure 10. Development Opportunities at Smaller Car Parks



- 4.2.6 Not all spaces within these car parks are occupied. An assessment of current and expected future demand has therefore been undertaken. This confirms approximately 1,800 spaces are occupied (on an average weekday); this figure is forecast to increase to approximately 2,100 by 2043.
- 4.2.7 Spare capacity in remaining car parks can accommodate a level of displacement, particularly those at Derbion. However, this approach is not able nor suitable to accommodate all displacement, as it would see parking capacity heavily skewed towards the southern end of the city centre. An element of reprovion is therefore likely to be required to ensure equitable across the city centre. This is primarily driven by a **placemaking** need rather than a **capacity** need.
- 4.2.8 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.
- 4.2.9 In considering the best approach for Derby, factors taken into consideration include:
- Current and future parking demand across the city centre as a whole and within individual car parks.
 - Location and nature of car parks to be lost through delivery of LPD allocations.
 - Future development demand, new trip attractors and anticipated changes in user behaviour.
 - Geographic spread of remaining parking provision and accessibility of these to the wider city centre, identifying gaps in spatial accessibility / coverage.

- Capacity, footprint and ease of access of remaining car parks, including connectivity to the wider highway network and pedestrian accessibility to key destinations.
- Land availability for new car parks, and footprint of remaining car parks to accommodate increased supply.
- Connectivity to public transport network.
- Deliverability (e.g. utilising sites within Council ownership).

4.2.10 Given the relatively small size of the city centre, there is limited 'spare' land available to accommodate new parking provision, particularly once allocations within the LPD are delivered. This includes land either within or out of the Council's ownership.

4.2.11 As such, existing car parks offer the most suitable land to accommodate changes to remaining parking supply. Many remaining car parks, shown in grey in **Figure 10**, are small both in terms of spatial footprint and capacity, and offer limited opportunity for change. This, combined with the desire for an equitable spread of capacity across the city centre, resulted in larger existing Council-operated car parks providing the most appropriate options for re-provision.

4.2.12 Furthermore, these larger car park sites sit within ownership of the Council, providing greater control to implement and manage change, and provide easy access to the surrounding highway network including the inner ring road.

Proposed Approach

4.2.13 The study's recommended approach sees parking consolidated into new **Multi-Modal Hubs** located close to the inner ring road. Users would then filter into the city centre by walking / wheeling.

4.2.14 A multi-modal hub is a shared facility that integrates various transport modes and services alongside car parking. These can include, but are not limited to, cycle parking facilities, access to shared mobility services, car sharing, and public transport integration. Such hubs seek to encourage use of alternative travel modes whilst providing access to car parking for those who need it. A multi-modal hub is defined as:

'A single, central facility that integrates various public, private, and active transport options, like parking, buses, shared bikes, and electric scooters, to create seamless, sustainable, and efficient journeys for people and goods. These hubs connect different modes of transport, simplifying modal shifts and providing services like EV charging and bike storage to encourage a move away from private car use and foster more connected, environmentally friendly urban environments'.

4.2.15 Rather than solely provide car parking, **although this remains a key element**, multi-modal hubs can accommodate additional services and facilities to maximise use and efficiency of the hub's footprint. These complementary services are primarily intended to allow easy onward movement to final destinations, such as access to shared cycles or e-scooters, cycle parking / repair facilities, public transport integration and car club facilities.

4.2.16 Although a relatively new concept, there are numerous examples of successful multi-modal hubs across the United Kingdom and Europe.

4.3 Spatial Strategy & Rationale

4.3.1 Based on the assessment considerations detailed above, coupled with Chapel Street nearing the end of its operational lifespan, the following locations have been identified as most suitable for accommodating multi-modal hubs.

- Abbey Street.
- Chapel Street.
- North Riverside.

4.3.2 These locations are shown in **Figure 11**. They allow for coverage across the city centre, ensuring that parking provision is not skewed towards the south, and providing easy access to the inner ring road and wider highway network. These locations sit within the ownership of the Council and accommodate existing parking capacity (and demand).

4.3.3 These would be complemented by existing provision at Bold Lane and Derbion.

4.3.4 An overview of each recommended location is set out below.

Chapel Street

4.3.5 Chapel Street multi-storey car park is nearing the end of its operational lifespan and, without remedial measures, would likely need to close in the short-term. It is recognised as an important parking option for the Cathedral Quarter, alongside Bold Lane, and is easily accessed from the inner ring road. A multi-modal hub in this location would serve the northern end of the city, including the Cathedral Quarter.

Abbey Street

4.3.6 Abbey Street would serve the south and western parts of the city centre. It is within walking distance of Valliant Live and the Becketwell development, with routes between these destinations and Abbey Street identified as priority for enhancement within the Council's emerging Public Realm Strategy. The role of Abbey Street will intensify in the short-term once Chapel Street reaches the end of its operational lifespan.

North Riverside

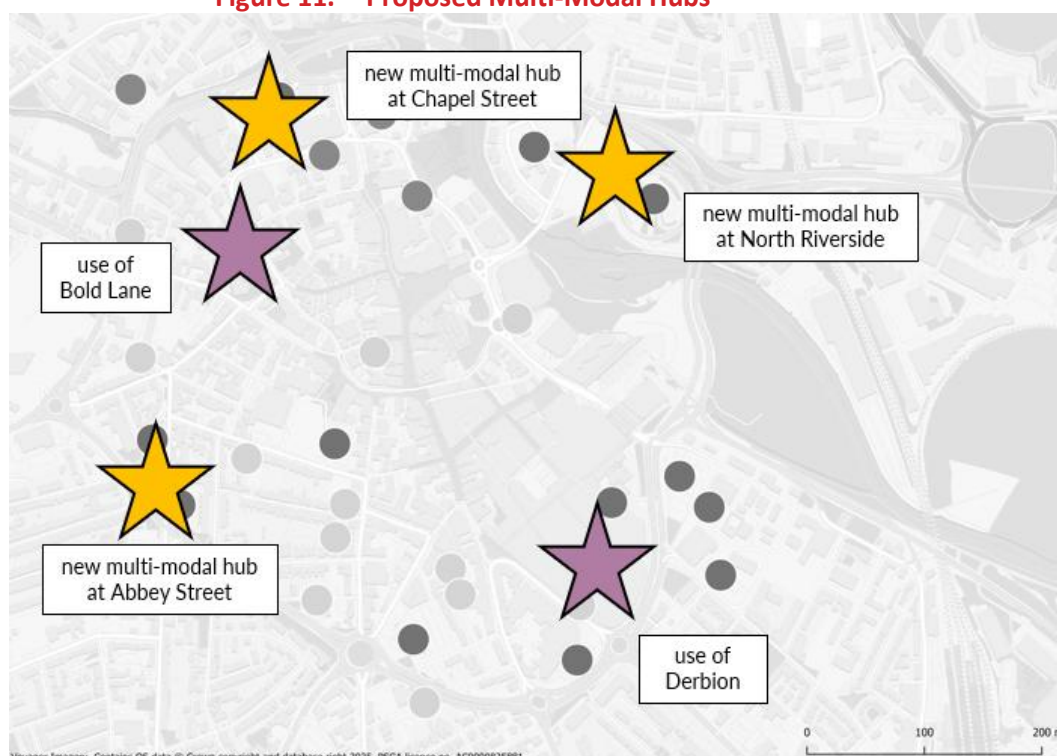
4.3.7 There is considerable surface-level parking provision to the north of the River Derwent that is allocated within the LPD to facilitate the North Riverside development. This includes the Darwin Place, Exeter Street and Phoenix Street surface-level car parks which provide combined capacity for approximately 650 vehicles. As well as serving uses to the north of the River Derwent, these provide parking for employment uses within the core city centre including the Council's offices.

4.3.8 A multi-modal hub in this location would serve both residents of the new North Riverside developments as well as surrounding areas to the north and east. It also has the ability to serve employment uses to the south of the River Derwent via existing pedestrian routes. Unlike Chapel Street and Abbey Street, where multi-modal hubs would be located within the footprint of existing car parks, the precise location of a hub at North Riverside would be confirmed through masterplanning works. For the purposes of **Figure 11**, it is indicatively shown at Exeter Street car park.

Bold Lane & Derbion Supporting Provision

- 4.3.9 The three proposed multi-modal hubs would be supported by an increased use of parking facilities at Derbion, which are currently underutilised for much of the year, and Bold Lane multi-storey car park.
- 4.3.10 Both will continue to play an important role in Derby city centre's parking offer, noting their capacity, location in proximity to a range of trip attractors and key destinations, and easy access from the highway network. Improvements to the external environment of Bold Lane car park should be considered to enhance its visual appearance, recognising differences between the quality of parking facilities provided and its external appearance.

Figure 11. Proposed Multi-Modal Hubs



- 4.3.11 The precise **capacity** and **location** of each multi-modal hub would be determined through future design feasibility work. In the context of ambitious development proposals at North Riverside, due consideration will need to be given to available space (and resultant parking capacity) during future masterplanning work.

Multi-Modal Hub Parking Capacity

- 4.3.12 The level of parking capacity within each multi-modal hub will be informed not only by design feasibility work but also by decisions made by the Council regarding reprovision. There is no one 'correct' answer in terms of the level of parking capacity that should be re-provided within multi-modal hubs.
- 4.3.13 The two ends of a scale can be defined as **Predict & Provide** and **Decide & Provide**. Predict & Provide incorporates the reprovision of all parking that is needed to meet predicted future demand.

- 4.3.14 At the other end of the scale is Decide & Provide. Should the Council look to align closer to sustainable travel priorities, displacement activity through a reduced parking capacity could be encouraged to push users towards sustainable modes, including active travel and public transport. This places larger focus on sustainability and the Climate Emergency, with parking provision used to reach a desired outcome (such as public transport promotion, increased active travel use within the city centre) through providing a reduced level of provision in favour of building infrastructure to meet forecast parking demand.
- 4.3.15 A **Balanced Approach** that incorporates elements of both strands detailed above may be most suitable, ensuring support is given towards an uptake in sustainable travel modes whilst also supporting city centre vitality.
- 4.3.16 An informed decision therefore needs to be made by the Council on the future provision that aligns with the Council's wider ambitions, objectives and visions. Potential capacity (across the three multi-modal hubs combined), depending on the approach taken, is shown in [Figure 12](#).

Figure 12. Multi-Modal Hub Capacity



- 4.3.17 [Table 2](#) overleaf provides an overview of advantages and disadvantages of each approach.

Table 2. Capacity Options

DECIDE & PROVIDE	BALANCED APPROACH	PREDICT & PROVIDE
500 spaces combined (hypothetical)	800 spaces combined (hypothetical)	1,100 spaces combined (hypothetical)
Scenario Overview: Reduction in parking provision that prioritises modal shift, sustainability objectives and alternative uses of land over full re-provision of displaced demand.	Scenario Overview: Partial re-provision of displaced demand, balancing sustainability objectives with continued parking provision for those who still need to drive.	Scenario Overview: Re-provision of forecast displaced parking demand, based on 2043 need rather than existing capacity.
Advantages: Strongly supports Council sustainability and Climate Emergency objectives. Encourages modal shift to active travel and public transport. Unlocks land for development and greater space in hubs for alternative uses.	Advantages: Allows appropriate balance between sustainability objectives and parking for those who need to drive. Encourages modal shift to active travel and public transport for some users. Reduces the risk of under-provision compared with Decide & Provide approach.	Advantages: Re-provides forecast displaced parking demand across the city centre. Affords the greatest level of accessibility for residents, workers, shoppers and visitors who rely on car travel. Minimises the risk of displaced parking pressure elsewhere.
Disadvantages: Requires change in user behaviour for some. May dissuade some visits to Derby.	Disadvantages: Potentially, all users may not be able to park in the city centre. May leave some forecast demand unmet.	Disadvantages: Does not actively encourage modal shift and is less aligned with the Council's wider sustainability targets and vision. Greatest cost for construction / delivery.

- 4.3.18 It is important that routes between multi-modal hubs and key destinations are of a good quality and easily accessible. Key routes, particularly to and from Abbey Street and Chapel Street, are identified as priority routes for improvement through the Council's emerging **Public Realm Strategy**.

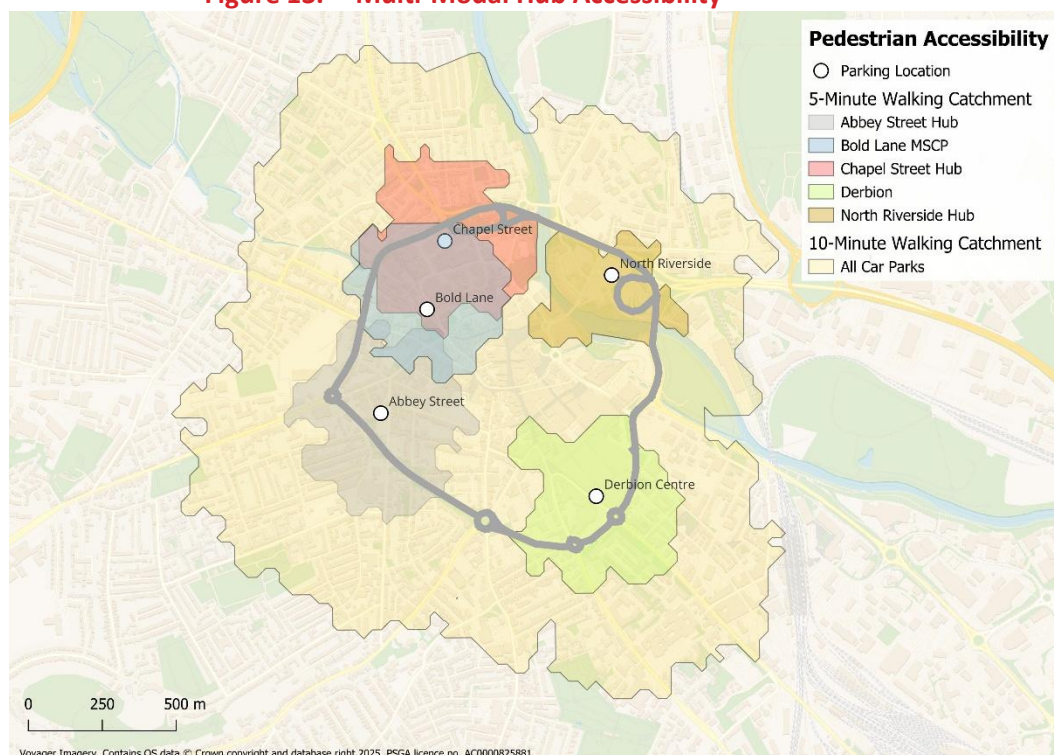
Multi-Modal Hub Accessibility

- 4.3.19 An assessment of the geographic extent located within a five- and ten-minute walk of the proposed multi-modal hub locations has been undertaken and is shown in **Figure 13**. Supporting existing provision at Bold Lane and Derbion is also shown. A five-minute walk time broadly equates to a 400m walk distance and a ten-minute walk time to 800m. The assessment confirms that all of the city centre (defined as within the inner ring road) is

located within a ten-minute walk of proposed three multi-modal hub locations, Bold Lane or Derbion.

- 4.3.20 In **Figure 13**, five-minute walk catchments are shown for each of the five parking locations, with a combined ten-minute walk catchment shown in yellow.

Figure 13. Multi-Modal Hub Accessibility



- 4.3.21 The recommended approach, whereby parking is consolidated into a smaller number of locations within multi-modal hubs and existing facilities at Bold Lane and Derbion, reduces the proportion of vehicles travelling within the centre of the city, aligns with the parking study's objectives to:

- Optimise car parking provision and maximise efficiency of city centre land use (**Objective 1**).
- Help reduce transport-related climate change contributions through encouraging alternative travel modes and supporting multi-modality (**Objective 2**).
- Ensure a spread of parking facilities across the city centre (**Objective 3**).
- Enhance the quality of Council-operated parking (**Objective 4**).

4.4 Phasing

- 4.4.1 The phasing of any future parking removal, or changes to supply, will need careful consideration. The potential impacts and suitability of car park closures should be assessed and confirmed on an individual case-by-case basis. This should take into consideration factors including:

- Timing of removal / closure.
- Location.

- Proximity of other parking opportunities.
- Extent of provision to be removed.
- Parking demand.
- Public transport / active travel accessibility.

4.4.2 It is noted that, in the short-term, Chapel Street will reach the end of its usable life before remedial works are required to ensure its safe operation. Chapel Street is identified as a future multi-modal hub, enabling reprovision of parking capacity in this location. However, an interim solution will likely be required to accommodate displaced demand whilst the multi-modal hub is constructed and to ensure the Cathedral Quarter continues to be served by appropriate levels of parking.

4.4.3 Subject to undertaking an engineering-led feasibility assessment, and confirmation of timescales for delivery of recommendations put forward within this study, two options for phasing related to Chapel Street are recommended:

Option 1: Temporary Approach

- 1: Decking of Abbey Street car park to provide additional capacity.
- 2: Closure of Chapel Street.
- 3: Construction of new multi-modal hub at Chapel Street.
- 4: Removal of decking at Abbey Street to enable construction of new multi-modal.

Option 2: Permanent Approach

- 1: Construction of new multi-modal hub at Abbey Street.
- 2: Closure of Chapel Street.
- 3: Construction of new multi-modal hub at Chapel Street.

4.4.4 As far as possible, works should coincide with public realm improvement works as set out within the emerging Public Realm Strategy, particularly in the vicinity of Abbey Street, to improve the attractiveness of Abbey Street as a parking location.

4.5 Coach Parking

4.5.1 There is currently no dedicated coach parking provided within the city centre. Whilst dedicated coach parking in the city centre represents an inefficient use of space, it is recognised that provision of drop-off and pick-up facilities for coaches are an important consideration. This importance will heighten as the Council seeks to grow Derby's leisure and tourist offer. Locations that can accommodate coach parking, outside the city centre, should be identified that are suitable for use whilst visitors are in the centre.

4.5.2 It is recommended that a study is undertaken to identify possible locations for both drop-off facilities within the city centre and suitable locations for coach parking outside the city centre boundary.

Recommended Actions

Undertaking of coach parking feasibility study.

4.6 Council Staff Parking

- 4.6.1 At present, Council staff members can park in a number of Council-operated car parks when displaying a valid permit. This includes at both Chapel Street and Bold Lane multi-storey car parks and various surface-level car parks including Darwin Place. The number of permits issued to staff is set out in **Table 3**, showing October 2025 data. Not all staff park at the same time.

Table 3. Staff Parking Permits

CAR PARK	PERMIT COLOUR	NO. ALLOCATIONS
Abbey Street East	Orange	142
Bold Lane	Blue	93
Chapel Street	Purple	643
Council House	Blue	77
Darwin Place (RA)	Red	32
Darwin Place	Grey	285
Pride Park & Ride	Yellow	145

- 4.6.2 Staff parking can generate considerable parking demand, including in car parks allocated for redevelopment within the LPD or ending their practical lifespan (Chapel Street). It is recommended that the Council undertakes an assessment of current staff parking demand across each car park detailed in **Table 2**, and in the medium-term considers opportunities for change.

Recommended Actions

Undertake assessment of current staff parking demand in car parks; consider mechanisms for change reflecting proposed changes to parking supply in the city centre (e.g. in permit eligibility).

4.7 User Behaviour

- 4.7.1 Changes to parking supply / location may require a change in user behaviour for those who currently park in car parks that will be closed to facilitate development, or in those where demand is expected to reach capacity. The approach put forward within this study incorporates the consolidation of parking from multiple surface level car parks, many of which would be lost to facilitate development as allocated within the LPD, into multi-modal hubs. It is recognised that surface parking is often seen as a more attractive parking location compared to multi-storey car parks.
- 4.7.2 This can often be attributed to perceived negative opinions of multi-storey parking facilities. The study seeks to enable the delivery high-quality and safe parking facilities

within multi-modal hubs, with high passive and active surveillance through the integration of multiple services and transport modes. Whilst surface level parking will remain a preference for some users, this approach is essential to both ensure the LPD can be delivered and maximise the efficiency of land use within the city centre.

- 4.7.3 Without suitable changes to user behaviour, a risk of increased congestion, coupled with a lack of parking choice (both perceived and actual), could potentially deter trips to the city centre.
- 4.7.4 User behaviour can be influenced through a number of means, including provision of information concerning parking options and location in terms of access to key facilities and amenities, signage and real-time occupancy information, marketing and promotional activity that encourages travel by sustainable means, and provision of cycle parking and supporting infrastructure within car parks and the city centre.

Recommended Actions

Design feasibility study to confirm capacity of multi-modal hubs.

Case-by-case assessment for suitability of individual car park changes or closures against identified range of factors.

Implementation of supporting measures and promotions to influence travel behaviour and choice.

4.8 Parking Quality

- 4.8.1 Currently, off-street provision within the city centre incorporates a mixture of quality and quantity.
- 4.8.2 The Council should seek to meet the **Park Mark** standard for all car parks under its operation, including future multi-modal hubs. The Park Mark Safer Parking Scheme is a Police Crime Prevention Initiative that is aimed at reducing both crime and the fear of crime in parking facilities. Bold Lane has been awarded the standard.
- 4.8.3 Meeting this standard can subsequently help to improve user experience and promote usage whilst potentially reducing short-term maintenance costs associated with identified issues. The standard takes elements including lighting facilities, CCTV, management practice, access arrangements and signage provision into consideration.
- 4.8.4 A high level of service should be maintained within all car parks, with appropriate and relevant maintenance budgets allocated to facilitate this.

Recommended Actions

Meet the Park Mark standard in Council-operated car parks.

Assess feasibility of and secure funding for car park improvement works.

Secure appropriate maintenance budget for future car parking improvement works.

5. SUPPORTING THEMES

5.1 Overview

- 5.1.1 Whilst parking supply is the primary focus of this study, ensuring a viable approach that enables the delivery of the LPD, measures set against a series of supporting themes have been identified. These are detailed in turn below.

5.2 Wayfinding & Signage

- 5.2.1 Improved wayfinding and signage infrastructure can help users, particularly infrequent visitors, to identify the location of parking facilities and their final destination once parked. Good quality and easy-to-follow signage can play an important role for both local residents and visitors to a location, helping individuals to identify the location of parking opportunities.
- 5.2.2 Through improvements in signage, better awareness and information of all parking locations can be provided to the public, ensuring an improved journey experience for visitors. This in turn can potentially improve traffic circulation and reduce issues of congestion, driver frustration and inappropriate parking. This ties to the Council's sustainability and climate change objectives.
- 5.2.3 Some signage identifying the locations of car parks is provided on approach to and within the city centre. However, such signage is not easy to follow in all instances and does not identify all car park locations.
- 5.2.4 Signage detailing information such as hours of duration of stay limits, pricing and car park opening hours is provided both on-street and within car parks. However, several signs are faded and difficult to read.
- 5.2.5 The provision of information concerning the location and capacity of car parks could be incorporated into the Council's wider wayfinding strategy. Pedestrian signage can be improved at access and egress points of car parks, particularly helping those who do not visit often. Enhancements can also encourage greater use of locations subject to lower levels of pedestrian footfall and more active travel in general. This can be captured within the emerging Public Realm Strategy.
- 5.2.6 Once the spatial strategy for parking is approved (i.e. parking facilities to be retained, replaced (through multi-modal hubs) and removed), it is important that wayfinding is improved to ensure a positive user experience and enabling new and retained parking facilities to be utilised evenly.
- 5.2.7 Through improvements in signage, better awareness and information for parking opportunities can be supplied, enabling an improved journey experience. This in turn can potentially improve traffic circulation and reduce issues of congestion currently experienced.

Recommended Actions

Install (and upgrade existing) signage detailing car parks on key approach routes to the city centre, detailing capacity.

Review existing parking wayfinding information and identify locations where signposts are missing / required.

Improve signs currently not functioning correctly (e.g., poorly positioned, faded) and ensure all signage is clearly visible.

Install directional signing alerting users to specific car parks and key locations / attractions.

Install pedestrian directional signage at strategic car park exits, showing map with walking time isochrones as well as directional arrows to key landmarks.

Integrate parking wayfinding and signage into wider Public Realm Strategy.

5.3 Technology & Information Provision

5.3.1 There are a range of areas where existing technologies can be enhanced and utilised to improve the user experience of car parking whilst simultaneously improving management practices. The study seeks to maximise the potential for and take advantage of emerging and future technologies related to car parking. Technological advancements can improve customer experience, help manage parking demand and improve efficiency.

5.3.2 Enhancing and building upon existing systems and data collection processes can support improvements to parking management and potentially improve the experience of car parking users. It can also support and inform enforcement practices.

Smart Parking Technology & Parking Sensors

5.3.3 Real-time information concerning parking availability is not provided for Council-operated facilities. There are several platforms that provide real time information on parking availability through sensors located either within individual parking bays or at car park access and egress points.

5.3.4 Such platforms have the potential to increase the ease of finding a space for drivers and help reduce congestion as vehicles circulate looking for parking opportunities. They can also benefit parking management, including the ability to easily access live parking occupancy data in real-time (and provide this information online to users), and to determine trends in parking across time, which can be used to make informed decisions on parking matters.

5.3.5 Data provided by sensors within individual parking spaces regarding arrival / departure times and duration of stay can also be used for the purposes of enforcement, helping to identify hotspot areas for non-compliance, allowing Civil Enforcement Officers to be directed to locations and specific vehicles that have contravened restrictions.

- 5.3.6 However, there can be high costs associated with the installation and maintenance of such systems. Recognising the cost of such platforms, it is recommended that, in the first instance, consideration is given to introducing on a trial basis in a more strategic or 'popular' car park (such as Bold Lane), before being rolled out within the new multi-modal hubs.
- 5.3.7 Should the provision of sensors in car parks be taken forward, data collected could be relayed to users both online and potentially through physical signage, helping to encourage use of a wider range of parking locations.
- 5.3.8 Where smart parking technology is introduced in combination with enhanced data collection and improvements to back-office technology, this should be capable of integrating data from multiple sources and have the resilience to incorporate future developments such as vehicle to infrastructure connectivity and providing future accessibility for self-driving vehicles.

Information Provision

- 5.3.9 Real-time information concerning parking availability within individual car parks is not provided for Council-operated car parks. In the longer-term, the provision of sensors in car parks, either within individual bays or at car park entry and exit points, could be utilised to enable this information to be provided both through physical signage and online, helping to encourage use of a wider range of parking locations.
- 5.3.10 In the longer-term, and once the multi-modal hubs are operational, the introduction of Variable Message Signs that provide real-time information on the number of available spaces within each car park in the city centre should be considered. Information provided through these signs can encourage use of underutilised car parking provision and help to reduce congestion in certain locations.

Recommended Actions

Consider suitability of implementation of smart parking platform / sensors, initially on a trial basis at a strategic car park (e.g. Bold Lane) before incorporating in the design of the new multi-modal hubs.

- 5.3.11 Technology-based options set out above have the potential to support the goals of the study, particularly in terms of enhancing management and enforcement practices. Alongside this, technological advancements can improve the customer experience and help manage parking demand such that existing supply can be used more efficiently.

5.4 Future Mobility

- 5.4.1 It can be expected that the nature of the ownership and use of vehicles will change significantly in the medium- to long-term, with the roles of electric vehicles, automated vehicles and ride sharing expanding. Parking provision will not only need to react to these changes but can also help influence how they grow.

Electric Vehicles

- 5.4.2 Uptake of electric vehicles is expected to grow with an increased focus on the Climate Emergency. Adequate Electric Vehicle Charging Point (EVCP) provision is important to sustain growing use of electric vehicles. The availability of charging infrastructure can be a major limiting factor in the uptake of electric vehicles.
- 5.4.3 The Council has a continuing programme of investment in its network of EVCPs across Derby, both on-street and within Council-operated car parks. It has installed EVCPs in Abbey Street, Bold Lane, Chapel Street, Council House, Darwin Place, Little City (Figure 14) and Wilmot Street (Figure 15) car parks. EVCPs are managed by BP Pulse. According to 2021 Census data, there are 71 public electric vehicle charging devices per 100,000 residents. This is below the national average of 84.5.

Figure 14. Little City EVCPs



Figure 15. Wilmot Street Car Park – EVCPs



- 5.4.4 The Council is committed to monitoring demand for EVCPs and expanding such provision as necessary. Residents and stakeholders can suggest locations for new EVCPs to the Council.
- 5.4.5 The parking and vehicle charging requirements of residents and visitors are different, resulting in different EVCP requirements to meet the needs of both user types. The Council should continue to work collaboratively with service providers to ensure a connected and aligned approach to EVCP provision.
- 5.4.6 Suitable enforcement and regulation are required for vehicles using electric vehicle spaces.

Car Clubs

- 5.4.7 Car clubs offer an alternative to private car ownership and allow people to pay a subscription in order to be able to book and use a shared vehicle on a pay-as-you-go basis. The cars are locally parked and can be booked online, over the phone or via a mobile app. Car club vehicles are parked in designated spaces ensuring that users can be guaranteed a space to return their vehicle to within the designated time slot. This allows distribution of car club vehicles to be maintained across locations.
- 5.4.8 For those who only need a car occasionally (not for everyday commuting) using a car club can provide significant savings compared to private car ownership. Car club vehicles can also be used by businesses to provide their employees with access to a pool of cars for business trips as an alternative to the use of personal vehicles.
- 5.4.9 Spaces will be futureproofed for car club services as part of the multi-modal hubs.

Ride & Lift Sharing

- 5.4.10 Ride or lift sharing allows people to offer spaces in their vehicle for a specified trip, offering efficiencies in cost and traffic volumes. This can help to reduce both car ownership and the number unnecessary vehicle trips made, particularly in a workplace setting, where verifiable car sharing options are now readily available. Car parking policy can be utilised to encourage these activities.

Self-Driving Vehicles

- 5.4.11 Much uncertainty remains around the practicalities of self-driving vehicles, both legislatively and in terms of how they will work in complicated urban environments. However, it can be expected that they will become a form of transport supply in the longer-term.
- 5.4.12 How self-driving vehicles are stored, fuelled, and move around will be an issue to consider in the long-term. Within these considerations, parking supply will be an important factor.
- 5.4.13 It is recommended that the Council keeps abreast of progress and changes within the sector to fully understand any implications on parking policy and the ways in which self-driving vehicle technology can be harnessed.

Recommended Actions

Monitor demand for current provision of EVCPs and expand as necessary (in collaboration with service providers).

Ensure suitable enforcement, management, and regulation for use of EV spaces, (e.g., a requirement for vehicles to be charging whilst parked in such bays).

Maintain awareness of progress in the self-driving vehicle sector to understand implications on parking policy and the ways in which this technology can be harnessed in the long-term.

Designate spaces within multi-modal hubs for car club services.

5.5 Accessibility

- 5.5.1 The prioritisation of parking provision for specific user groups is an important tool where parking demand is high, or supply is restricted. Notwithstanding, it is important a balance is struck that supports the parking demands and needs of all users.
- 5.5.2 Blue Badge holders are able to park without charge for up to three hours in designated parking spaces (when displaying a valid Blue Badge). Additionally, holders can park without charge in on-street Pay & Display bays for an unlimited time period. Holders are charged at the usual rate in Council-operated car parks; however, a 20% discount is offered on season tickets for such car parks.

Accessible Parking

- 5.5.3 Appropriate provision of parking for disabled motorists (Blue Badge holders) is important. As average population age increases, there may be greater demand for such spaces and a requirement to increase the number of accessible parking spaces close to amenities and services, along direct routes.
- 5.5.4 Parking bays that are marked and signed for use by disabled motorists are provided in many car parks and on-street locations. However, not all car parks provide disabled parking (particularly smaller privately operated car parks).
- 5.5.5 Where possible, blue badge parking bays should be located in central areas and close to major services and trip attractors. Expanding provision across all car parks is unlikely to be an appropriate measure, as the location and quality of such spaces is more important than overall quantity in isolation. A targeted approach to increased accessible parking provision, informed by user feedback / requests and focused on the most accessible locations, may present the most appropriate solution compared to a blanket increase across all parking locations.
- 5.5.6 It is important to ensure that existing accessible spaces are indeed accessible and properly enforced such that they are used only by those who require them.
- 5.5.7 To ensure that appropriate levels of disabled parking are provided, the Council could consider undertaking a study of current usage of disabled parking provision, to determine whether current disabled parking supply meets demand and where issues of non-compliance exist.

Recommended Actions

Review quantity and location of all blue badge bays.

Implement improvements for blue badge holders, including provision of additional spaces where appropriate and ensuring these are in optimum locations in relation to access points.

Ensure pedestrian accesses are accessible.

Ensure appropriate enforcement, to deter misuse of blue badge bays.

5.6 Active Travel & Public Transport

- 5.6.1 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.
- 5.6.2 The LPD recognises the urgent need to shift towards alternative and sustainable transport modes, whilst recognising that the car will remain a vital travel mode for some.
- 5.6.3 Currently the nature of parking provision is not linked to encouragement of either active travel or the use of public transport. However, the nature and cost of car parking could

be used as an incentive to encourage mode shift away from the car for either part of, or whole journeys. This includes through the wider facilities and services to be offered within the proposed multi-modal hubs.

- 5.6.4 Measures to enhance pedestrian wayfinding can help encourage people to park further from their destination and complete their journey on foot, as opposed to driving and parking within the immediate vicinity of their destination. This can help to spread parking demand.

Cycle Parking

- 5.6.5 Cycling is a healthy and environmentally friendly form of transport that can improve the health and wellbeing of users as well as the wider population indirectly. The provision of secure and sheltered cycle parking in convenient locations is a key element to promote an uptake in cycling. The geography of Derby, including gradients and the size of the city, make it appropriate for cycling.
- 5.6.6 Current provision of cycle parking in car parks is limited, and space could be provided within car parks for cycle parking. Secured cycle parking is provided at Bold Lane, operated by CycleSecure. It is accessed via 'smart-card' and provides secure and sheltered cycle parking. Support facilities including a pump are provided. Two tiers of membership are available, charged at £15 (standard) and £30 (premium) per month.
- 5.6.7 A key element of the new multi-modal hubs will be the provision of secure long-stay cycle parking, similar to the CycleSecure facility at Bold Lane, and easily accessible short-stay cycle parking. Alongside this, repair facilities will be provided and, if considered appropriate, access to shared cycles and other forms of micromobility.
- 5.6.8 Facilities can be made available to serve users of new residential developments within the city centre, should spatial constraints prevent the provision of policy-compliant volumes of cycle parking on-site.
- 5.6.9 In other car parks, increased space could be provided within some car parks for cycle parking, for example through the conversion of one or two car parking spaces. This should be considered particularly in car parks closest to key destinations that are subject to high passing footfall and natural surveillance.
- 5.6.10 Whilst car parks can provide opportunities for the provision of cycle parking, limitations can exist in the attractiveness of cycle parking within car parks. Some cycle users tend to prefer parking within on-street locations due to the ultimate convenience that these locations provide and the natural surveillance provided at on-street cycle parking facilities.
- 5.6.11 Information on available cycle parking facilities can be provided on the Council's website.

Alternative Uses

- 5.6.12 Consideration could be given to temporary, or permanent opportunities for the provision of alternative and/or complementary uses of car park space alongside parking. Potential alternative uses can include smart lockers, pop-up markets, appliance repair workshops and event-based activity.

Public Transport Integration

- 5.6.13 Derby is served by a comprehensive bus network, with Derby Bus Station acting as a focal point. The proposed multi-modal hub locations at Abbey Street, Chapel Street and North Riverside allow for easy onward connectivity to the bus network, as shown in **Figure 16**. Increased marketing activity, including in collaboration with East Midlands Combined Authority, has helped to promote modal shift towards public transport and active travel in favour of private car use.

Figure 16. Multi-Modal Hubs & Bus Network



- 5.6.14 Information concerning nearby bus routes could be provided within car parks.

Recommended Actions

Provision of cycle parking and supporting facilities within multi-modal hubs.

Assess suitability of installing cycle parking in car park spaces.

Provision of informational mapping / signage providing walking and cycle isochrones and travel times.

Consideration towards temporary or permanent alternative uses within car parks.

Marketing of public transport services to encourage modal shift.

5.7 Pricing & Enforcement

- 5.7.1 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.
- 5.7.2 Adopting approaches to improve enforcement will potentially have the twofold benefit of both ensuring that car parks are used as intended and increasing revenue generated through parking.

Pricing

- 5.7.3 All Council-operated car parks offer both Pay & Display and Pay by Phone (MiPermit) mechanisms. It is noted that the proportion of payments made by phone has considerably increased year-on-year, and it is expected that this trend will continue.
- 5.7.4 In Council-operated car parks, cheaper tariffs are offered when paying via phone. An example of pricing at Abbey Street is shown in [Table 4](#), covering 08:00-20:00, Monday to Saturday. Different pricing structures are implemented on Sundays.

Table 4. Abbey Street Pricing

DURATION	TARIFF
PAY AT MACHINE	
Up to 2 Hours	£2.50
2-4 Hours	£3.90
4-5 Hours	£4.40
5+ Hours	£7.20
PAY BY PHONE	
Up to 2 Hours	£2.40
Up to 5 Hours	£3.40
Up to 20:00	£3.90

- 5.7.5 The reduced charges for paying by phone are not clearly displayed within car parks. This may put off potential users in favour of more competitively priced privately operated provision. Consideration should be given to the amalgamation of tariffs into one set.

Enforcement

- 5.7.6 The Council is responsible for the enforcement of parking regulations within its car parks; however, it has limited control over enforcement within privately operated car parks. The

Council employs a range of enforcement practices, including use of foot patrol officers, mobile patrols and CCTV.

- 5.7.7 Many of the proposed technological options detailed above would be expected to benefit the enforcement regime, through increasing the efficiency of officers and reducing the need to target car parks.
- 5.7.8 Issues have been noted regarding enforcement from a planning perspective, particularly action against temporary car parks in brownfield sites which often operate without planning permission.

Recommended Actions

Amalgamate pricing charges in Council-operated car parks to one tariff structure.

Review of season ticket offer / management.

Regular review of enforcement approach to ensure it provides best solution for Derby, including planning-related enforcement against temporary car parks on brownfield sites.

Use findings of enforcement review to target persistent abuse through focus on specific car parks

5.8 Marketing & Communication

- 5.8.1 Effective marketing and communication can help encourage people to make certain travel decisions. The provision of easily accessible information regarding parking availability to current and prospective users can enable a greater awareness of the Council's parking provision and can potentially reduce the time spent looking for a space, vehicle idling and traffic congestion, bringing about wider direct and indirect benefits in terms of air quality, pollution, and road safety.
- 5.8.2 Furthermore, it is important that any changes to parking supply or operations are supported by a suitable communications and marketing package to ensure user awareness.
- 5.8.3 Information on parking provision is provided on the Council website, but there is not significant marketing beyond this. Reviewing how such information is provided and marketing approaches could help alter or reduce parking demand as well as improve user experience.
- 5.8.4 Regular reviews of all information on the Council's website should be undertaken to ensure it is up-to-date and provides all appropriate details.
- 5.8.5 Furthermore, it is important that any changes made to parking supply or operations are supported by a comprehensive accompanying marketing and communications strategy and package, to ensure user awareness. This should be developed, budgeted for, and implemented prior to and following any changes.

- 5.8.6 The role of communications in supporting a range of measures has been identified throughout this study. This includes for any changes to parking supply (e.g., car park capacity reduction, closure, hours of operation) and raising awareness of different parking opportunities within and close to the city centre.
- 5.8.7 The Council maintains good working relationship with many with key stakeholders regarding parking, including Derby. Continued collaborative working will remain of importance, particularly during periods of parking demand, such as ahead of Christmas.
- 5.8.8 Marketing and communication practices can also be integrated into wider sustainable transport messaging and communication opportunities, helping to support alternative forms of transport, and aligning with wider sustainability goals. For example, signage and information promoting the use of alternative modes provided within Council-operated car parks (and across Derby more widely) to encourage future trips to be made by public transport, cycle or on foot.

Recommended Actions

Regularly review (e.g., annually) information provided with respect to car parking to ensure it remains up-to-date, consistent and provides best value.

Implement targeted marketing campaigns on specific elements and changes introduced following recommendations of this study.

Integrate marketing and communication strategy and interventions with wider sustainable transport messaging.

6. ACTION PLAN

6.1 Context

- 6.1.1 Derby requires a progressive and consistent approach to parking that manages and enhances provision and futureproofs for future development. This study provides an evidence-led approach and viable solution to parking that can be achieved within the context of enabling delivery of the LPD and intensification of development within the city centre, and with Chapel Street MSCP nearing the end of its practical life. At the same time, the Council should take advantage of existing and emerging technologies to maximise benefits for both users and parking management practices.
- 6.1.2 Again, needs to stress that key drivers are intensification of development through the Local Plan and assets coming to the end of design life - i.e. Chapel Street

6.2 Study Principles

- 6.2.1 The previous chapters have set out a range of options for enhancing car parking provision and management. These are intended to provide the Council with an evidence base to consider and choose options that are considered to be most appropriate to align with the objectives of the study, replicated below, as well as with wider objectives and goals of the Council and wider government policy and strategy.
1. Manage and optimise car parking provision to best support the needs of the local community and local economy, maximising efficiency of city centre land use in the context of the LPD.
 2. Ensure parking plays a role in helping to reduce transport-related climate change contributions and supports multi-modality and the promotion of travel by sustainable means.
 3. Ensure parking provision is suitably positioned to serve all areas of the city centre, supporting a rebalance of footfall and expenditure.
 4. Ensure adequate quality, safety, and security of all Council-operated parking provision.
 5. Ensure effective enforcement of parking to maximise available supply and minimise traffic disruption and congestion.
 6. Improve signage and wayfinding infrastructure (both physical and online) to facilitate efficient movement of vehicles and people to and from car parking.
 7. Embrace new and emerging technology in the parking sphere.
- 6.2.2 A balance must be found to identify the options that best meet the overall study objectives whilst also offering value for money and aligning with the Council's wider aims and goals.
- 6.2.3 In addition, there are often competing demands in terms of implementing parking measures. For example, measures that align to fully prioritise city centre vitality may contradict wider sustainability objectives, and vice versa.
- 6.2.4 Options identified within the **Recommended Actions** boxes within **Sections 4** and **5** have been taken forward as part of the Action Plan.

6.3 Local Plan Delivery

6.3.1 The LPD incorporates the removal of multiple privately managed car parks. As a result, there will be an increased reliance on Council-operated provision, placing greater emphasis on the Council to ensure delivery of the appropriate quality, quantity and location of parking to serve Derby in the present and future.

6.3.2 In addition to the Action Plan set out in **Tables 5 and 6**, key actions that support the delivery of the LPD are listed below. These are also captured within the overarching Action Plan for completeness.

- Engineering-led feasibility study for the provision of temporary decking at Abbey Street car park to increase capacity, if this is identified as a preferred approach (*short-term*).
- Installation of temporary decking at Abbey Street (*short-term*).
- Design feasibility study to confirm capacity, precise location and constraints of proposed multi-modal hubs (*short-term*).
- Council-led agreement on quantity of reprovision within multi-modal hubs (*short-term*).
- Closure of Chapel Street and decommissioning works (*short-term*).
- Construction of multi-modal hub at Chapel Street, following securing of necessary planning permission and funding (*medium-term*).
- Removal of temporary decking at Abbey Street following completion and opening of Chapel Street multi-modal hub (*medium/long-term*).
- Construction of multi-modal hub at Abbey Street, following securing of necessary planning permission and funding (*medium/long-term*).
- Continued liaison with private parking operators, including Derbion, to maximise efficiency and use of existing parking stock (*all-terms*).
- Factor multi-modal hub at North Riverside within masterplanning of allocation within LPD (*medium/long-term*).
- Construction of multi-modal hub at North Riverside, following securing of necessary planning permission and funding (*long-term*).

6.4 Action Plan

6.4.1 **Tables 5 and 6** provide an overview of recommendations based on the evidence base collected and measures set out in **Sections 4 and 5**. Options are identified as short-term (0-2 years implementation), medium-term (2-5 years) or long-term (5+ years).

Table 5. Action Plan: Parking Supply & Spatial Strategy

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Multi-Modal Hub Design Feasibility	Design feasibility study to confirm capacity, precise location and constraints of proposed multi-modal hubs.	Confirms potential capacity of multi-modal hubs.	Study completion.	-	Short-Term	1, 3, 5
Multi-Modal Hub Implementation	Subject to feasibility (and delivery of LPD allocations), implement multi-modal hubs.	Enhanced parking offer, enables LPD implementation	Design, construction and maintenance costs.	Cost.	Long-Term	1, 3, 5
Car Park Upgrade Works	Improve aspects such as surface, marking, lighting, accessibility and signage in identified car park locations (to be retained).	Improved customer experience and perceptions of safety.	Maintenance costs, infrastructure works.	Cost.	Short-Term	1, 3, 5
Park Mark Standard	Work towards obtaining / maintaining Park Mark standard within additional Council-operated car parks.	Improved quality, safety, and potential increase in usage of car parks.	Upgrade works, future maintenance.	Cost.	Short- & Medium-Term	1, 3, 5
Car Park Changes / Phasing Review	Undertake case-by-case assessment for closure of / changes to individual car parks in terms of parking impacts including displaced demand for car parking.	Forecast for need for future car parking and potential car park closures.	-	Forecast only, degree of estimation inherent.	Short-, Medium- & Long-Term	1, 2, 5

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Review of Pedestrian Accesses & Routes to Key Destinations	Review of pedestrian access and egress points at car parks and routes to key destinations to ensure high quality provision which is accessible to all.	Improved customer experience, potential to increase occupancy of under-utilised car parks.	Infrastructure works	Potential high costs.	Short-Term	1, 2, 3, 5

Table 6. Action Plan: Supporting Themes

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
WAYFINDING & SIGNAGE						
Wayfinding Review	Review existing car park wayfinding and identify locations where signposts are missing / required.	Identification of locations where additional wayfinding required.	Completion of review.	-	Short-Term	1, 2, 5
Signage Installation on Key Routes	Install signposts listing car parks on key approach routes, detailing capacity. Consider potential for VMS.	Clarifies purpose of car parks and helps users make informed decision on where to park.	Installation and maintenance costs.	Technology requirements to support use of VMS.	Short- & Medium-Term	1, 2, 5, 6

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Vehicle Directional Signposting	Installation of signposts directing drivers to car parks and key locations / attractions.	Aid navigation for drivers, reduce vehicle circulation.	Capital infrastructure	Increases street clutter.	Short-Term	1, 2, 5
Pedestrian Directional Signposting	Installation of pedestrian signposts at car park exits, showing map with walking time isochrones and routes to key destinations.	Aid navigation of pedestrians in general as well as car park users. Encourage active travel through increased awareness of travel times.	Capital infrastructure.	-	Short-Term	1, 2, 5
TECHNOLOGY & INFORMATION PROVISION						
Smart Parking Technology / Sensors	Consider use of smart parking technology such as sensors to provide reliable information for car parks and robust data for parking management; initially on a trial basis in one car park (medium-term) and in multi-modal hubs (long-term).	Enhanced user experience, enabling journey planning in advance. Can contribute to reduced vehicle circulation, congestion. Ties in with Climate Emergency priorities.	Sensor installation; maintenance costs; management and licensing marketing costs.	Potential high cost of set up and maintenance; management and development costs; potential for data inaccuracies / sensor failure.	Medium- & Long-Term	1, 2, 3, 6

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Real-Time / Live Occupancy Information	Provide real-time information on parking availability to users (e.g., online, through signage).	Enables users to make informed decisions on parking choices, reduce idling / congestion, spread parking demand, encourage alternative travel modes.	Data collection process improvements, maintenance, signage installation.	Scope for inaccuracies in data collected.	Medium-Term	1, 2, 3, 6
FUTURE MOBILITY						
Provision of Electric Vehicle Charging Infrastructure	Monitor use of EVCPs and expand provision if/when required both on- and off-street.	Provision of charging facilities for users, promotes uptake of electric vehicles	Capital infrastructure.	Installation and management costs, potential additional street clutter.	Short-Term	1, 2, 6
Electric Vehicle Charging Enforcement	Enforcement of use of EV spaces, for example the need for vehicles to be charging whilst parked in EV bays.	Ensures EV spaces are not used by non-electric vehicles, or solely for parking, enabling access specifically for charging use.	Marketing, enforcement costs.	-	Short- & Medium-Term	1, 2, 4, 6

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Self-Driving Vehicle Sector Awareness	Maintain awareness of progress in the self-driving vehicle sector.	Understand implications on parking policy and how such technology can be harnessed.	-	-	Medium- & Long-Term	1, 2, 6
ACCESSIBILITY						
Review of Blue Badge Parking Provision	Review quantity and location of all blue badge bays.	Ensure provision is appropriate to needs.	Commissioning and undertaking of review.	-	Short-Term	1, 3, 6
Accessible Parking Upgrades	Implement improvements for blue badge holders including provision of additional spaces where appropriate. Ensure provision is in optimum locations. Ensure pedestrian accesses are accessible.	Improved experience for parking users with disabilities.	Implementation .	Potential reduction in availability of standard spaces.	Short-Term	1, 3, 6
Blue Badge Bay Enforcement	Enforcement to deter misuse of blue badge bays.	Ensures that blue badge parking is available for appropriate users, and sufficient	Training.	Costs associated with enforcement.	Medium-Term	1, 3, 4, 6

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
		quantity is provided.				
ACTIVE TRAVEL & PUBLIC TRANSPORT						
Cycle Parking	Assess suitability of installing additional cycle parking in car park spaces, including cycle hubs as part of multi-modal hubs.	Encourage cycle mode shift.	Purchase of cycle stands, installation, maintenance.	Not sufficient alone to drive behaviour change; car parks may not provide most convenient or attractive locations for cyclists.	Short-Term (Long-Term in multi-modal hubs)	1, 2, 6
Opportunities for Alternative Uses	Consider potential for alternative / complementary uses of car parking space (e.g. smart lockers, shared mobility services, cycle parking).	Raise awareness of underused car parks.	Assessment process resourcing, infrastructure associated with alternative uses.	Ensuring locations are suitable to accommodate such uses.	Medium-Term	1, 2, 6
Information Provision	Installation of informational mapping / signage providing walking and cycle isochrones and travel times.	Promotion of active travel, reduce parking demand within city centre.	Signage design and installation, supporting marketing programme.	Requires changes to user behaviour and parking practices.	Short-Term	1, 2, 5, 6
PRICING & ENFORCEMENT						

OPTION	DESCRIPTION	BENEFITS	COST	LIMITATIONS	TIMESCALE	OBJECTIVES MET
Align Parking Charges	Amalgamate pricing charges in Council-operated car parks to one tariff structure, regardless of payment method.	Enhanced user experience.	Marketing / signage.	-	Short-Term	1
Enforcement Review	Review existing enforcement approach and use findings to target persistent abuse through focus on specific car parks	Improved user behaviour, reduced issues raised to Council.	Review costs, enforcement officer costs.	-	Medium-Term	1, 4, 6
MARKETING & COMMUNICATIONS						
Review Marketing & Comms Strategy	Regularly review (e.g., annually) information provided with respect to car parking to ensure it remains up-to-date, consistent and provides best value.	Basis for improving marketing and information provision.	Completion of review.	-	Short-, Medium- & Long-Term	All
Improve Marketing & Comms Strategy	Implement improvements identified by review undertaken.	Improve Travel Demand Management and user experience.	Implementation	-	Short-, Medium- & Long-Term	All

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