



Please ask for Graham Ibberson
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The Chair and Members of Cabinet

9 January 2024

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 16 JANUARY 2024 at 11.00 am in Committee Room 1, Town Hall, Rose Hill, Chesterfield, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the Agenda
2. Apologies for Absence
3. Minutes (Pages 3 - 14)

To approve as a correct record the Minutes of the Cabinet meeting held on 12th December 2023.

4. Forward Plan

Please follow the link below to view the latest Forward Plan.

[Forward Plan](#)

Items Recommended to Cabinet via Cabinet Members

Chesterfield Borough Council, Town Hall, Rose Hill, Chesterfield S40 1LP

Telephone: 01246 345 345, Text: 07960 910 264, Email: info@chesterfield.gov.uk

www.chesterfield.gov.uk

Cabinet Member for Housing

5. Housing Rents and Service Charges (Pages 15 - 26)

Cabinet Member for Town Centres and Visitor Economy

6. Car Parks Study (Pages 27 - 122)
7. Car Park Fees and Charges 2024/25 (Pages 123 - 146)

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. Smith', written in a cursive style.

Head of Regulatory Law and Monitoring Officer

CABINET

Tuesday, 12th December, 2023

Present:-

Councillor Gilby (Chair)

Councillors Holmes
Sarvent
Serjeant
Davies

Councillors J Innes
Staton
Stone

*Matters dealt with under the Delegation Scheme

42 **DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS
RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

43 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Baldauf-Good.

44 **MINUTES**

RESOLVED –

That the minutes of the meeting of Cabinet held on 14th November 2023 be approved as a correct record and signed by the Chair.

45 **FORWARD PLAN**

The Forward Plan for the four month period January, 2024 to April, 2024 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

46 PROPOSAL FOR INVESTMENT ZONE

The Service Director – Economic Growth presented a report seeking approval for 2no. development sites within the borough of Chesterfield to be part of an East Midlands submission to Government for Investment Zone (IZ) status and for the Chesterfield sites to be designated as Business Rates Retention areas.

It was noted that in its Spring Budget the Government had announced that 12 UK regions would be invited to submit proposals for new IZs – this included the East Midlands. Each region was asked to co-design the proposals with the Government working to the principles set out in an IZ Policy Prospectus, dated March 2023.

Subject to finalising and submitting a detailed business case to the Government, the region could expect to receive £160m over 10 years to support growth in two priority target sectors, namely ‘Green’ industries and Advanced Manufacturing.

Tax incentives would be available to businesses locating within the IZ for the full ten-year period, as would flexible funding for investment in a range of interventions aimed at unlocking barriers currently holding back growth of the two priority target sectors. The funding could be used for:

- Research and Innovation
- Skills
- Local Infrastructure
- Local Enterprise and Business Support
- Planning and Development

It was proposed that two sites within Chesterfield borough would be included in the East Midlands IZ. These sites were shown on maps within Appendix A of the Director’s report. The north-eastern site was formerly the location of Hartington Colliery whilst the south-western site was part of the Staveley Growth Corridor (previously allocated as the site for HS2’s Infrastructure Maintenance Depot).

It was anticipated that the new East Midlands Mayoral Combined County Authority (EMMCCA) would be established in April 2024 with the inaugural elections for the Mayor held in May 2024.

The EMMCCA would oversee delivery of the East Midlands IZ with a launch date for the IZ planned to coincide with its establishment, in April 2024.

***RESOLVED** – That is be recommended to Full Council;

1. That the submission of an East Midlands Investment Zone proposal to Government, to include 2no. development sites (as identified by the plan in Appendix A) within the borough of Chesterfield be supported.
2. That it be agreed in principle by the Council for the 2no. development sites to be designated as Business Rates Retention areas in line with Government policy, subject to;
 - a) The formal establishment of the East Midlands Mayoral Combined County Authority (EMMCCA) in May 2024
 - b) The Council being satisfied with the final terms of the Business Rates Retention Policy applicable to the East Midlands Investment Zone
 - c) The Council being satisfied with the final terms of the Reinvestment Strategy developed by EMMCCA to guide the reinvestment of the retained Business Rates within the East Midlands area
 - d) The Council being satisfied with the governance arrangements for the East Midlands Investment Zone, when finalised, and the Council's role within them
3. That, given the need for the Council to be able to advise EMMCCA and Government in a timely manner of its position ahead of the final Gateway submissions, authority be delegated to the Chief Executive, in consultation with the Service Director for Finance and the Leader of the Council to consider the final proposals and arrangements for the East Midlands Investment Zone and conclude the terms of the Council's involvement.
4. That an update report be submitted to Cabinet on the East Midlands Investment Zone as and when the outcome of EMMCCA's submission to Government is known.
5. That the Council reserves it's right to review its position in relation to the 2no. development sites being designated as Business Rates

Retention areas should there be a change in Government policy and / or a change in the Council's relationship with EMMCCA.

REASONS FOR DECISIONS

1. An Investment Zone (IZ) offers the potential for the Council to secure tax incentives and additional capital and revenue funds to support the development of 2no. key regeneration sites within the borough of Chesterfield for the benefit of local residents and businesses. The proposal supports work already carried out with partners and landowners to catalyse development of the Staveley Growth Corridor as detailed in the Council Plan 2023-27.
2. The designation of the 2no. development sites as Investment Zone sites with a focus on green industries and advance manufacturing will help support delivery of the Council's Growth Strategy by strengthening Chesterfield's competitive location as a place to do business, securing new business investment in the borough and supporting the move to a stronger, more diversified and high value economy offering high quality, high value jobs to local people.
3. The Council will have the opportunity to take advantage of both the capital and revenue funds that EMMCCA will make available over a 25-year period once positive Business Rates returns are achieved over an agreed baseline.

47 FEES AND CHARGES - UPDATED POLICY AND SERVICE SPECIFIC CHANGES

The Head of Accountancy and Finance presented a report seeking approval for a new policy to direct the setting of fees and charges and for the implementation of a range of specified fees and charges changes for the financial year 2024/25. The latter had been developed in alignment with the Council's overall budget strategy and were aimed at supporting the Council to achieve a balanced budget for the financial year 2024/25.

It was reported that the current economic climate and the prevailing high rates of inflation meant that the costs of delivering services were increasing, making it more important than ever that all services were delivered as efficiently and effectively as possible, embedding commercial

operating principles to how budgets were set and managed. This included the need to ensure that fees and charges were regularly reviewed to ensure that wherever possible the costs of service delivery were recovered, and that there was no cross subsidy from other service areas.

A key part of the fees and charges review for the financial year 2024/25 was the development of a new policy, attached at Appendix A of the officer's report, which set out the Council's approach to charging across the full breadth of services currently delivered. The estimated impact of the fees and charges changes proposed for specific services would be incorporated within the General Revenue Fund Medium-Term Financial Plan report to Council in February 2024.

It was recognised that there were a range of different factors to consider in setting fees and charges, including legislative requirements and constraints, the costs of delivering services, benchmarking the Council's levels with those of other Councils, and potential impacts on other Council policies and objectives.

The proposed fees and charges for specified Council services for the financial year 2024/25 were set out in Appendix B of the officer's report.

It was noted that Appendix B excluded fees and charges proposals for the financial year 2024/25 in relation to Open Markets, Car Parking, Venues, Leisure, and Outdoor Pitches. The fees and charges proposals for these service areas would be subject to separate reports to Cabinet in January and February 2024.

***RESOLVED –**

1. That the fees and charges policy as set out in Appendix A of the report be approved.
2. That the proposed fees and charges as set out in Appendix B of the report be approved for introduction from 1 April 2024.
3. That it be noted that the fees and charges for Open Markets, Car Parking, Venues, Leisure, and Outdoor Grass Football Pitches will be subject to separate reports.

REASON FOR RECOMMENDATIONS

To comply with the Council's Budget Strategy for recovering fees and charges to contribute to the costs of service delivery.

48 **INDEPENDENT REMUNERATION PANEL REVIEW OF MEMBERS ALLOWANCES**

The Head of Regulatory Law & Monitoring Officer presented a report for Cabinet to consider the report and recommendations of the Independent Remuneration Panel (IR Panel) following its recent review of the Members' Allowances Scheme. The Cabinet were also invited to make their own representations on the IR Panel's report and recommendations for consideration by Full Council when the matter came before it on Wednesday, 13 December 2023.

The IR Panel was convened in accordance with the terms of reference agreed by Cabinet on 19 September 2023, and asked to make recommendations on:

- The amount of Basic Allowance to be paid to all Members.
- The roles for which a Special Responsibility Allowance (SRA) should be payable and the amount of such allowances.
- The amount of Dependent Carers Allowance and other Allowances to be paid.
- Pensions for Members.
- Arrangements for the payment of SRAs in the event of a Member being unable to fulfil their duties for an extended length of time e.g., as a result of long-term illness.

Full details of the IR Panel's recommendations were provided in paragraphs 4.3 to 4.8 of the report.

The Leader of the Council recommended to Cabinet that the new scheme of Members' Allowances, as set out in the IR Panel's report, be adopted but with effect from 1 April 2024 and not 1 April 2023.

Councillor Holmes asked for his vote to be recorded against the Cabinet resolution for the new scheme of Members' Allowances to be adopted by Full Council.

***RESOLVED** – That it be recommended to Full Council;

1. That the report of the Independent Remuneration (IR) Panel be considered by Full Council and it be determined whether or not to approve some or all of the Panel's recommendations.
2. That the new scheme of allowances, when determined, be adopted and implemented from 1 April 2024.
3. That the description of the Telecommunications Allowance be amended in line with the IR Panel's recommendation.
4. That the IR Panel's report be published in the press and on the Council website and be adopted and implemented with immediate effect.
5. That a supplementary estimate to meet the additional costs outlined in para 5.4 of the report be approved.
6. That both its appreciation and thanks to the members of the IR Panel be expressed by Full Council for the thorough and efficient way in which they carried out the review.
7. That the basic allowance, special responsibility allowances, subsistence allowance and Mayoral Allowance be updated annually in line with the annual percentage pay increase given to Chesterfield Borough Council employees (or by a percentage equivalent to that of the mean/median pay increase, in the event of a flat rate increase) as agreed for each financial year by the National Joint Council for Local Government Staff until 31 March, 2027 unless the Council has before then sought a further recommendation from its IR Panel on their application in this scheme.

REASONS FOR RECOMMENDATIONS

1. The Council's Members' Allowances Scheme must be reviewed on a periodic basis, as required by the Local Government Act 2000 and The Local Authorities (Members' Allowances) (England) Regulations 2003.
2. The Council has a legal duty to have regard to the IR Panel's recommendations.

49 **HOMES ENGLAND CAPACITY FUNDING REPORT**

The Strategic Planning and Key Sites Manager presented a report seeking approval to appoint consultants to carry out detailed technical and viability work relating to Chesterfield Waterside and Spire Neighbourhood, and the potential for widening the residential offer within Chesterfield Town Centre - following completion of relevant procurement processes. This would follow the Council's acceptance of grant funding offers from Homes England to part fund the work.

In July 2023, Cabinet considered a draft refresh of the Chesterfield Waterside masterplan and authorised the Cabinet Member for Climate Change, Planning, and Environment, in consultation with the Service Director - Economic Growth and other key officers, to finalise materials and arrangements for consultation. The consultation was however deferred pending the determination of a planning appeal relating to the Tipton Business Park site within Chesterfield Waterside. The Planning Inspector had now determined the appeal, granting planning permission for a development comprising 144 dwellings.

Homes England had made an offer of £100,000 to contribute towards the costs of commissioning consultants to carry out further detailed technical and viability work in relation to Chesterfield Waterside and Spire Neighbourhood. The grant funding would be supplemented by funding from the Council's business rates retention reserve..

Officers had also secured a grant funding offer of £25,000 from Homes England to help better understand the complex viability challenges relating to strategic site SS5 (The Staveley and Rother Valley Corridor). The funding would enable the Council to commission a viability expert to assist the Council with future grant funding applications and in determining planning applications relating to developments within the Corridor.

A requirement of the grant funding was that all work would need to be completed by the end of March 2024.

***RESOLVED –**

1. That the offers from Homes England of £100,000 in grant funding to fund housing market evidence base work for Spire Neighbourhood and Chesterfield Town Centre, and £25,000 towards understanding the viability of development within the Staveley Corridor be accepted.
2. That officers be authorised to appoint consultants and issue contracts to undertake work related to;
 - a) Chesterfield Waterside - Establishing a detailed understanding of the financial viability of the revised scheme
 - b) Spire neighbourhood - assess and understand technical constraints, compile an evidence base, assess financial viability and present areas for consideration of possible future projects
3. That officers be authorised to appoint consultants and issue contracts to undertake work related to obtaining an understanding of the financial viability and funding issues relating to the future redevelopment of the former Staveley Works site in the context of the Chesterfield Staveley Regeneration Route (CSRR).

REASONS FOR RECOMMENDATIONS

1. To provide an up to date evidence base to support implementation of the Local Plan Strategic Sites allocations – SS1 (Spire neighbourhood), SS3 (Chesterfield Waterside) and SS5 (Staveley works) and to support the determination of relevant planning applications and the securing of developer contributions.
2. To maximise the contribution made by development to place making and the provision of community infrastructure mitigate the impact of the development on local communities.

50 PUBLIC SPACES PROTECTION ORDER

The Head of Community Safety and Regulatory Services presented a report requesting Members to renew the Public Spaces Protection Orders (PSPOs) that were currently in place to control street drinking and other anti-social behaviour within specified areas within Chesterfield borough.

PSPOs were designed to ensure the law-abiding majority could use and enjoy public spaces, safe from anti-social behaviour. Since their introduction in December 2017, the PSPOs had been an effective mechanism to support the Council and its partners in tackling town centre anti-social behaviour and street drinking.

It was reported that in the last two years, PSPOs had been issued on 143 occasions, of which 81 had been in the last twelve months. The issue of PSPOs had also informed and enabled further enforcement action to be taken, specifically 19 Community Protection warnings, 7 Community Protection notices and one civil injunction.

The current PSPOs expire on 15 December 2023. The decision to renew them must be taken prior to the expiry date and following a period of public consultation. The Council had therefore carried out a public consultation exercise from 30 October through 15 November 2023. Copies of notices relating to each PSPO consultation were included for information in Appendix One of the officer's report and the full report on the outcomes of the public consultation exercise in Appendix Two.

In addition to public consultation, the Council was also required to engage with Derbyshire Constabulary, Derbyshire County Council, and the Police and Crime Commissioner as part of the renewal process. The responses received were copied in Appendices Three, Four and Five. All overwhelmingly confirmed their support for the PSPOs to be renewed.

***RESOLVED –**

1. That the outcomes of the consultations undertaken on the Public Spaces Protection Order Chesterfield (No1) (relating to restricting alcohol consumption) and the Public Spaces Protection Order Chesterfield (No2) (relating to other anti-social behaviour controls) and related issues be acknowledged by Members.
2. That the Public Spaces Protection Order Chesterfield (No1) (relating to restricting alcohol consumption) and the Public Spaces Protection Order Chesterfield (No2) (relating to other anti-social behaviour controls) be continued with effect from 15 December 2023 for a period of three years.

REASONS FOR RECOMMENDATIONS

1. The current PSPOs were initially considered and approved by Cabinet on 10 October 2017, following a Cabinet report regarding the potential for the PSPOs being considered on 25 July 2017. This report outlined the legislative background and evidence that supported the restrictions and the scope of the two PSPOs to restrict alcohol consumption and other anti-social behaviour (ASB) in Chesterfield town centre.
2. The PSPO's were subsequently renewed for a period of three years commencing on 15 December 2020. The PSPOs can only be in place for a maximum of three years before they are required to be renewed, consequently this report seeks approval to again renew the existing orders. There is no limit on the number of times that Orders can be renewed, if the evidence need is still present.

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For publication

Annual Housing Revenue Account rent and service charge setting review (H000)

Meeting:	Cabinet
Date:	16 January 2024
Cabinet portfolio:	Cabinet Member for Housing
Report by:	Service Director – Housing
For publication	

1.0 **Purpose of report**

- 1.1 To seek Cabinet approval to set housing rent and service charge levels for 2024/25.

2.0 **Recommendations**

- 2.1 To approve, for 2024/25, that individual social rents for current general needs tenants be set based on the current national social rent policy, giving a rent increase of 7.7% with effect from 1 April 2024.
- 2.2 To approve, for 2024/25 and onwards, that where a social rent property is re-let to a new or transferring tenant the rent level be increased to the target rent for that property.
- 2.3 To approve, for 2024/25, that individual affordable rents be set based on the current national social rent policy giving a cash rent increase of 7.7% with effect from 1 April 2024.
- 2.4 To approve, for 2024/25 and onwards, that where an affordable rent property is re-let to a new or transferring tenant the rent level be set by reference to 80% of the market rent (including service charges where applicable) for a similar property at the time of letting, or the formula rent for the property, whichever is greater.
- 2.5 To approve the Housing Revenue Account Service Charges for 2024/25, as set out in Appendix 1.

3.0 **Reasons for recommendations**

- 3.1 To enable the Council to set the level of council house rents in accordance with Government guidelines and the Rent Standard.

- 3.2 To enable the Council to set service charges for 2024/25 to recover the costs of providing these services to tenants.
- 3.3 To contribute to the Council’s corporate priority to ‘improve the quality of life for local people’.

4.0 **Report details**

National Social Rent Policy

- 4.1 The Council is required to keep a separate account for its activities as a landlord. This is called the Housing Revenue Account (HRA). The HRA is governed by the Local Government and Housing Act 1989 and by determinations made under this Act by the Ministry of Housing Communities and Local Government.
- 4.2 Under the HRA self-financing regime we are required to ensure that our HRA Business Plan is financially viable, delivers to regulatory standards with the Regulator of Social Housing’s (RSH) Consumer Standard for tenants and maintains at least the minimum Decent Homes Standard.
- 4.3 Future investment in the Housing Service and the housing stock is largely funded through income from the properties and is therefore directly influenced by decisions on rent levels, additional borrowing or the use of cash reserves.
- 4.4 Social rents are set according to the Government’s National Social Rent policy and the Welfare Reform and Work Act 2016. In accordance with the Government’s National Social Rent Policy, which came into effect from 1st April 2020, rents may increase by up to CPI plus 1%, until 1 April 2024. The basis for annual rent increases is the September Consumer Price Inflation (CPI) which in 2023 is 6.7%, meaning the maximum rent increase projected for April 2024 should be 7.7%.
- 4.5 In addition, where a property is re-let during the financial year (and where it is not already at target rent), the new tenant’s rent level can continue to be increased to the target rent for that property. The Government is increasing the target rent by 7.7% in 2024/25.
- 4.6 This policy is also confirmed in the Regulator of Social Housing’s (RSH) Rent Standard, which applies to all social housing providers.

<https://www.gov.uk/government/publications/rent-standard/rent-standard-april-2020>

Rent setting for 2024/25

- 4.7 In line with the Government’s National Social Rent Policy and the RSH Rent Standard, it is recommended that for 2024/25 all rents (social and affordable) will increase by CPI plus 1%. This is a real increase of 7.7% in 2024/25 based on CPI in September 2023 of 6.7%. This gives an average social rent in 2024/25 of £95.95 per week and an average affordable rent of £108.88 per week.

	Properties	Average rent 2023/24	Average rent 2024/25	Average target rent 2023/24	Average target rent 2024/25 (7.7%)

Social General needs	8,631	£88.99	£95.85	£95.03	£102.35
Social Sheltered	141	£94.81	£102.11	£95.79	£103.16
Affordable General needs	6	£109.43	£117.86	£101.09	£108.88

4.8 The rents shown in the table above are based on 52 weeks of rental income. 2024/25 is what is known as a "53-week year". The rent for a property falls due every Monday, and during the financial year there are 53 Mondays, rather than 52. This happens every 5 or 6 years. The rent charged for the 53rd week is the same as the other 52 weeks and this is in line with the Regulator of Social Housing's policy for such years.

Social Rent

4.9 As at 27 November 2023, Chesterfield Borough Council owned 8,772 social rent properties. A social rent is calculated by a formula based on local earnings (70%), 1999 property values (30%) and then adjusted to account for the number of bedrooms in a property.

Affordable Rent

4.10 Chesterfield Borough Council's 'affordable rent' homes are properties which were delivered through the Affordable Homes Programme 2011-15. Affordable rent is subject to rent controls that limit the rent at let to a new tenancy, to 80% of the local market rent (including service charges) at that time. Whilst the tenancy remains unchanged, rent increases follow the Rent Standard which allows them to be increased by up to CPI + 1% in 2024/25. Chesterfield Borough Council let six properties at an affordable rent as at 27 November 2023.

4.11 On a change of tenancy, the rent must be re-calculated by reference to 80% of the market rent (again inclusive of service charges) at that date. This may mean that the rent decreases rather than rises, depending on market conditions prevailing at the time. In addition, affordable rents must not be lower than what would be the social formula rent for the property.

Service charge setting 2024/25

4.12 Details of increases to heating charges, garage rents, garage site rents, garden assistance scheme, water charges, community room charges and warden services are set out in **Appendix 1**.

Rent, fees and charges summary

4.13 The table below shows the annual impact of the recommended rent increase and fee and charge increases set out in **Appendix 1** on the 2023/24-year end balance:

Description	Additional income in 2024/25
Heating Service charge	£0

Garage rents (weekly)	£48,863
Garage sites rents (monthly)	£475
Water charges	£349
Garden assistance scheme	£311
Community room hire	£0
Communal staircase cleaning	£24,578
Sheltered scheme charge	£2,205
Rent increase	£3,974,000
Total of proposed increases	£4,050,087

5.0 Alternative options

5.1 Consideration has been given to applying lower rent increases than the levels set by government. This is not recommended for the following main reasons:

- The HRA faces major challenges over the coming years, particularly in relation to delivering new affordable council homes, investing in stock to ensure high quality homes, meeting the Council's climate change ambitions, and investing in staff resources to improve performance, satisfaction and compliance with the new standards set by the Social Housing Regulator.
- The cost of delivering investment in our housing stock has increased in line with inflation, which with a reduced rent increase makes this more challenging.
- In order to maintain the current stock and develop new homes, the HRA needs to borrow beyond its current level of debt. Increased borrowing brings additional interest charges which reduces the amount of HRA revenue available to provide essential housing services.
- If rents are not increased in line with National Rent Policy not only does this reduce the rent income for the year in question, but also cumulatively for all future years.

6.0 Implication for consideration - Financial and value for money

6.1 The financial implications are an intrinsic element of this report. The recommendation that all Chesterfield Borough Council general needs rents (social and affordable) will increase by 7.7% and a 53-week rent year will result in an additional £3.974 million of income in 2024/25 compared to 2023/24.

6.2 The service charges are increased at a rate to cover the cost incurred in providing that service. This means that increases can vary more widely. The changes in the service charges when added to rents will bring in an additional £4,050,087 in 2024/25 compared to 2023/24.

7.0 Implications for consideration - Legal

7.1 The Council, as a registered social landlord is required from 1st April 2020 to set rents in accordance with the Regulator of Social Housing’s Rent Standard.

8.0 Implications for consideration – Human Resources

8.1 None

9.0 Implications for consideration – Council Plan

9.1 This contributes to two of our key priority areas - to improve quality of life for local people and to provide value for money services.

10.0 Implications for consideration – climate change

10.1 A climate change impact assessment was undertaken for this report. There will be no direct change to service provision or delivery from this report. The outcome from this is detailed below.



11.0 Implication for consideration – equality and diversity

11.1 In setting the National Social Rent Policy, an Equalities Impact Assessment has been carried out nationally. This can be viewed through the following [link](#). The impact on tenants with protected characteristics has been considered when setting fees and charges and where possible these have been minimised to mitigate any negative impact.

12.0 Implications for consideration - risk management

Description of the risk	Impact	Likelihood	Mitigating action	Impact	Likelihood
Increased rents means rents more unaffordable	M	M	All rents are below the local housing allowance levels. Benefits have been increased in line with inflation in the Autumn Statement 2023. Revenues operate	M	L

Description of the risk	Impact	Likelihood	Mitigating action	Impact	Likelihood
			a wide range of activities to maximise the Council's rent collection including offering direct debits that automatically adjust to collect the increased rents		
Continued high levels of inflation in subsequent years may lead to further limitation on rent increases	H	H	Raising rents within the maximum allowance whilst possible will protect income for future years and is required to cover unrestrained increases in expenditure in periods of high inflation.	M	M
Future September rates for CPI may be lower than predicted within the Business Plan	H	L	Continued use of the September rate of inflation (CPI) to increase rents should ensure that peaks and troughs in inflation are managed on average over the years.	M	L
Continued RTB sales at approximately 70 (36 sold in 2023/24 to 27 th November 2023) per annum will reduce the stock and the rental income available to maintain the housing stock and services at the required level	M	M	Maintenance of rent increases at the maximum levels allowed will help to ensure that there are sufficient resources to maintain the housing stock.	L	L
Failure to increase actual rents in line with the increase in the formula rent will lead to actual rents falling below target rents and additional administration costs	M	H	The formula or target rent for a social property will rise by 7.7% for 2024/25 in line with the Government rent formula and the Rent Standard. The Council has a policy of moving	L	L

Description of the risk	Impact	Likelihood	Mitigating action	Impact	Likelihood
on relet. Actual rents are currently £5.95 per week below target. As at 1 April all tenanted properties will be an average of £6.41 below target rent.			rents to target on re-let to aim to achieve the rental income required to support the HRA debt payments – minimising the number of properties below target reduces the cost of administering rent changes. 333 properties moved to target rent on re-let so far in 2023/24 out of 8,772 properties.		

Decision information

Key decision number	1125
Wards affected	All

Document information

Report author	
James Crouch / Jane Davies Housing Strategy and Engagement Manager / Service Director - Housing James.crouch@chesterfield.gov.uk / jane.davies@chesterfield.gov.uk	
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
N/A	
Appendices to the report	
Appendix 1	Housing Revenue Account Service Charges 2023/24

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Appendix 1: Housing Revenue Account Service Charges 2024/25

1.0 District and group heating

- 1.1 Tenants linked to a group heating scheme (older persons housing schemes) pay for heat through a service charge. Service charges paid with the rent apply to all tenants linked to a group heating scheme. Value added tax is not payable on service charges.
- 1.2 Heating charges are not eligible for Housing Benefit or the housing element of Universal Credit.
- 1.3 The cost of energy has stabilised over the past twelve months so the cost of providing heating to the older person scheme schemes has remained unchanged. It is proposed that the heating charges remain at their 2023/24 levels.

	Current charge (per week)	2024/25 charge (per week)	Increase in 2024/25 (per week)
1 bedroom	£29.70	£29.70	N/A
2 bedroom	£30.54	£30.54	N/A
3 bedroom	£31.38	£31.38	N/A

- 1.4 These figures are based on officers' best estimates of the costs for 2024/25. As with all service charges, heating charges are recalculated annually. Any changes in energy prices over the next 12 months will be reflected in the 2025/26 charges.

2.0 Garage rents and garage sites

- 2.1 Income streams from both garage rents and garage site leases currently cover expenditure and create a surplus for investing in housing management services. An increase in lease and rental charges to match the September Retail Price inflation rate is recommended. This will revise the charges as follows.

	Current charge	Revised charge	Increase in 2024/25
Garage rents	£9.05 (per week)	£9.86 (per week)	£0.81

Garage site – shale surface	£66.99 (per annum)	£72.95 (per annum)	£5.96
Garage site – asphalt	£84.28 (per annum)	£91.78 (per annum)	£7.50
Garage site – other	£92.29 (per annum)	£100.50 (per annum)	£8.21

2.2 Garage rents are not eligible for Housing Benefit or the housing element of Universal Credit.

3.0 Water charges

3.1 With the exception of some of the sheltered schemes, water charges are no longer collected on behalf of Severn Trent. For the remaining properties where charges are collected it is proposed to increase the charge from £3.70 to £3.89 per week.

3.2 Water charges are not eligible for Housing Benefit or the housing element of Universal Credit.

4.0 Garden assistance scheme

4.1 The current Garden Assistance Scheme contract was awarded to Spirepride in April 2018. In order to comply with the Equality Act 2010, the service is provided free to disabled tenants.

4.2 The cost of providing the service to any eligible disabled service users will be met from the HRA working balance. Any other service users will be charged as per the table below. The contract price will increase in April 2024 by 8.06% and it is proposed to pass this increase onto all paying clients.

	Current charge (per week)	Revised charge (per week)	Increase in 2024/25 (per week)
Grass Cut	£4.14	£4.47	£0.33
Hedge Cut	£0.80	£0.86	£0.06
Grass and hedge cut	£4.95	£5.35	£0.40

4.3 Garden Assistance Scheme charges are not eligible for Housing Benefit or the housing element of Universal Credit.

5.0 Community rooms

- 5.1 Housing Services currently manage two community rooms: Wimbourne Crescent, and Winsters Court at Newland Dale that are available for hire. Paid usage is low at each venue, with income not meeting the costs associated with the maintenance and management of these facilities.
- 5.2 The proposal is to amend the charge for the community room to a fixed price of £5.00 per hour for a minimum of two hours.

6.0 Communal staircase cleaning

- 6.1 The contract for cleaning communal staircases is carried out by in house Building Cleaning.
- 6.2 In order that the service continues to recover its costs it is proposed to increase the weekly charge to tenants by 25 pence per week from 1 April 2024, increasing the charge from £2.51 to **£2.76** per week.
- 6.3 Communal staircase cleaning charges are eligible for Housing Benefit and the housing element of Universal Credit.

7.0 Sheltered scheme service charge

- 7.1 The cost of the services covered by the sheltered scheme service charge has increased slightly. An increase of 30 pence per week from £15.59 to **£15.89 per week** is required to ensure that the charge recovers costs. The charge applies to all sheltered housing schemes and will continue to be reviewed annually.

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For publication

Chesterfield Car Parking Study (TV250)

Meeting:	Chesterfield Borough Council Cabinet
Date:	16 th January 2024
Cabinet portfolio:	Town Centre and Visitor Economy Climate Change, Planning and Environment Economic Growth
Directorate:	Economic Growth Leisure, Culture and Community Wellbeing Corporate
For publication	

1.0 Purpose of the report

- 1.1 To inform Cabinet of the findings of the Chesterfield Car Parking Study that was undertaken by Ove Arup and Partners in 2023.
- 1.2 To ensure the Council is aware of opportunities to improve provision of car parking in Chesterfield Town Centre.
- 1.3 To ensure the Council is better informed around car parking demand and the potential for land disposal and reuse for regeneration is understood.

2.0 Recommendations

- 2.1 To endorse the findings made in the Chesterfield Car Parking Study.
- 2.2 To consider the following suggestions made in the Chesterfield Car Parking Study:
 - That officers develop further recommendations for investment in car parking provision, and the reuse of excess parking to support the regeneration of the town centre.
 - That the suggested annual price review in the Chesterfield Car Parking Study is adopted along with an in-year appraisal to assess performance against budgetary targets.

3.0 Reason for recommendations

- 3.1 To enable Chesterfield Borough Council to implement appropriate changes to the management and delivery of Chesterfield Borough Council owned car parking provision to support the vitality and viability of Chesterfield Town Centre.

4.0 Background

- 4.1 Chesterfield Car Parking Study was commissioned in January 2023 to inform the Council on four key areas related to car parking in Chesterfield Town Centre. The key areas are:
1. Car parking income.
 2. Car parking usage.
 3. Climate change opportunities across the car parking estate.
 4. Regeneration opportunities on Chesterfield Borough Council owned car parks.
- 4.2 In addition, through the study the Council sought to better understand how car parking facilities in Chesterfield Town Centre are aligned and contribute to the council's strategic priorities of climate change, value for money, income generation, operational efficiency and support of the wider town centre economy.
- 4.3 Chesterfield Brough Council undertook a procurement exercise to seek suitably qualified expertise to undertake the study. The study was openly procured with Ove Arup and Partners selected as the successful tenderer. They delivered the study on time and within budget.
- 4.4 The study provides short, medium and long term recommendations for the future provision of public off-street parking in Chesterfield Borough Council's ownership. As part of the development of the study there has been consideration of local regional and national strategies.
- 4.5 The study sets out the local context with an overview of the existing parking provision, demand and income and the future developments that are planned. The study analyses potential future car parking demand using modelling and local and national data. This data has been used to set out methods for adapting the car parks to meet future regeneration opportunities along with climate change and income aspirations.
- 4.6 Car Parking Income and Usage
The income generated from the car parks is significant to the Local Authority and supports the Council to deliver essential services for the people of

Chesterfield. How this income generation is structured in the future to encourage shoppers and users of the town centre was integral to the study to ensure that the car parks are used to their maximum potential in the future.

- 4.7 A number of methods were used to collate the data to generate the findings of the study. Ove Arup analysed the income structure of the car parks and provided comparison data on other similar sized towns. Information from the Association of Town Centre Management and the British Parking Association along with other research platforms were used gain an understanding of car parking tariffs to help understand the relationship between footfall and parking prices. They also used the Department for Transport's 'National Trip end Model' to illustrate how demand for the car parks may change between now and 2035. This data was then used to project future demand for the car parks.
- 4.8 Ove Arup analysed the usage of the car parks over a set periods of time in 2022 and 2023 (primarily between August and December 2022). The number of spaces in each car park were analysed and the level of which they were used over those set periods of time.
- 4.9 Climate Change
Carbon reduction targets, the way in which we use vehicles, and the growth in electric vehicles (EV) means that car parks will need to adapt to meet these changing requirements. The study provides key information to understand the capabilities on existing sites and ways in which the car parks can adapt to this changing demand.
- 4.10 Arup analysed the anticipated growth in demand for EV charging and the wider policy context to predict the future demand of EV charging. Solar charging and greening principles were also considered to support the climate change recommendations.
- 4.11 Regeneration
Chesterfield Town Centre is an important sub-regional service centre and as such is a key location for a range of uses such as retail, tourism, hospitality and employment. Increasingly there is a trend for residential uses within the town centre. The Chesterfield Town Centre Masterplan (2015) sets out the vision and ambition for the Town Centre. Some of the projects identified as part of this vision such as 'Revitalising the Heart of Chesterfield' are underway. Other opportunities such as the creation of a residential community in 'Spire Neighbourhood' are yet to be realised. To bring forward regeneration opportunities it might require the repurposing of Council land that is currently

used for car parking. It has not been possible to progress on such initiatives without robust data on car parking use and demand.

4.12 The study informs whether there are any excess car parking sites within the town centre that have the potential to be repurposed. In addition, well managed car parking with modern facilities set within quality sustainable environments will also contribute to the viability and vitality of Chesterfield Town Centre. This will help ensure that visitors to the town centre have a quality experience, directly contributing to the attractiveness of the location as a place to live, visit and invest.

4.13 Planning policy and analysis of the Chesterfield Masterplans and Growth plans were considered as part of the research into the regeneration potential on car parks. This along with the research into the use of the car parks helped to inform the recommendations on potential car parks to designate for regeneration.

4.14 **Findings of the Study**

4.15 Income:

The study found that the income generated by the car parks is not sufficient to meet current budget targets. The following issues were highlighted:

- With current parking demand, to reach the income targets, in the short term, charges will need to increase.
- The council car parks are more expensive than privately operated sites but have a different offer.
- The UK government's National Trip End Model assumes 9% growth in trips to central Chesterfield in the central case, or 13% growth in a high growth scenario. There is a low correlation between increasing charges and losing custom - for each 10% increase in cost there is the potential to lose 1-4% of users.

The following suggestions were made:

1. Recommend a review of car parking charges at least once a year with an in-year review to assess performance against targets.
2. Recommend that flexibility is built into the charging structure so that charge increases can be facilitated as seamlessly as possible, if more frequent increases are needed.

4.16 Usage:

The study found that there is considerable spare capacity across council owned car parks. During the study period the following occupancy rates were found:

- New Beetwell Street Multi Storey Car Park (MSCP) only reached 50% occupancy.
- On 90% of days New Beetwell Street, Soresby and Rosehill didn't exceed 58% overall occupancy and on 95% of days they didn't exceed 62% occupancy.
- Saltergate capacity didn't exceed 40% occupancy.
- Estimates show that there is sufficient spare capacity to remove the car parks initially proposed for regeneration (New Beetwell Street and 'Spire Neighbourhood') under current demand levels.
- If demand were to grow in line with the National Trip End Model (in a 13% high growth scenario), there would still be spare capacity even if these car parks were removed. There would be a small shortfall at peak times (of 20-80 spaces) in 2035, if all car parks proposed for regeneration were removed.
- The mobile cashless app accounted for 46% of purchases for council operated car parks.

The following suggestions were made:

1. Recommend sticking with a mainstream cashless app provider and try to change as little as possible.
2. Constraining supply is seen as a more viable method of controlling demand.

4.17 Climate change:

To meet the Council's climate change ambitions amendments to existing car parks could be made. The following issues were raised in relation to climate change:

- With the increase in demand for electric vehicles, there will be an increase in demand for electric vehicle charging points.
- Extreme weather conditions leads to a need to adapt car parks to build resilience from flood, heat and drought.
- With increased residential development there will be increases in people locally using parking sites without EV charging at home. There is the opportunity to look at season ticket pricing to provide these people with overnight EV charging and provide an overnight income stream.

The following suggestions were made:

1. Recommend EV capacity is scaled up across sites in stages to satisfy future demand whilst reacting to any changes in technological landscape. Current EV bays should react to the increase in EV demand by gradually becoming EV only bays.

2. By greening the car parks there is the opportunity to improve the ecosystem for people and wildlife and to build resilience against extreme weathers.
3. Further investigation into Solar charging potential on car parks. Solar charging with solar canopies gives the potential to produce power for EV charging / street lighting / power to buildings.

4.18 Regeneration

As stated above, opportunities for regeneration have been highlighted in Town Centre Masterplans. The Car Parking study acknowledges that large scale projects such as Northern Gateway and Chesterfield Waterside have been in part implemented. Other projects such as 'Revitalising the Heart of Chesterfield' are on site. The Town Centre Masterplans have highlighted Spire Neighbourhood as a potential site for regeneration, however, this has yet to come to fruition.

The key findings in understanding the potential regeneration opportunities were:

- There is an oversupply of car parking. This means that some car parking sites could be suitable for redevelopment.
- The Study shows that the car parks that sit within the 'Spire Neighbourhood' area as highlighted in Chesterfield Town Centre Masterplan that are made up of car parks in St Mary's Gate, Spa Lane, Hollis Lane and the former Derbyshire Times could be repurposed subject to planning.
- Car parking sites have potential to supply both employment and residential development opportunities across the Town Centre.
- The study suggests that with the central location of the majority of the car parks, higher density development would be the most viable. As appropriate, a minimum level of undercroft parking could allow the retention of some parking capacity on these sites -for example, for accessible users. However, this may result in a loss of active frontage to developments.
- The study shows that there is potential to remove New Beetwell Street MSCP. This car park is ageing and requires substantial capital investment into its physical fabric. From a regeneration perspective its demolition could facilitate the creation of a key development plot offering substantial regeneration opportunity. Analysis of car parking demand and usage shows that should New Beetwell Street MSCP be redeveloped Saltergate MSCP has the capacity to facilitate the additional demand. Vicar Lane also has capacity for those unable to travel as far as Saltergate MSCP.

- The Car Parking Study shows that 'Spire Neighbourhood' and New Beetwell MSCP are the most suitable sites for redevelopment.

The following suggestions were made:

1. Further investigations are carried out into the opportunities for redevelopment at the 'Spire Neighbourhood' and New Beetwell Street MSCP are investigated.
2. Both residential and commercial development could be considered for car parking sites.

5.0 Alternative options

- 5.1 Do not take forward recommendations made in the study. This would have the following implications:
- If car parking fees and charges were not increased annually the council would continue to see a shortfall in income leading to further budgetary issues.
 - Opportunities to adapt car parks to changing requirements as a result of climate change would be lost.
 - Opportunities to redevelop prime town centre land for commercial or residential purposes would be lost.

6.0 Implications for consideration – Financial and value for money

- 6.1 A tariff usage survey has been undertaken to establish which tariffs are most popular to inform the overall approach regarding fees and charges. The 'up to 2 hours tariff' on Short Stay car parks is the predominant tariff at around 40% of total volume, with the Long Stay car parks indicating a relatively even split of 30% over the 1 hour to 3 hour's tariffs.
- 6.2 Consequently, in light of the range of use it would be prudent to increase the rates charged sensitively, across all tariffs, rather than target specific individual tariff periods so as to maintain the current pricing differential across the various tariffs to help the consumer select the tariff most appropriate to their reason for parking.
- 6.3 The Chesterfield Car Parking Study highlights opportunities to improve the car parking estate from a sustainability and regeneration perspective. The costs of developing the proposals to improve the sustainability of the car parking estate have not been developed at this stage. It is likely that external funding

will be sought to deliver on some of the highlighted opportunities in due course. For the regeneration opportunities, further exploration is needed into the viability of commercial opportunities that might come forward on sites. External funding will be sought to progress opportunities as appropriate.

7.0 Implications for consideration – Legal

- 7.1 The Chesterfield Car Parking Study is presenting opportunities to improve the viability of the car parks. Any legal implications will be considered as recommendations in this report are progressed.

8.0 Implications for consideration – Human resources

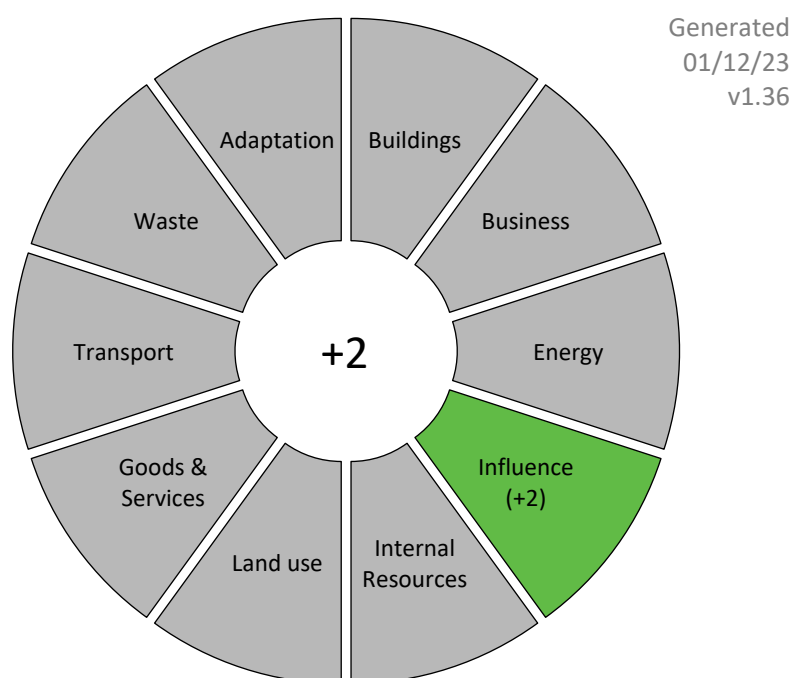
- 8.1 There are no Human Resource implications.

9.0 Implications for consideration – Council plan

- 9.1 The Council Plan highlights our priorities to make Chesterfield a thriving borough, improve the quality of life for local people and build a resilient Council.
- 9.2 A key priority is to ensure we provide value for money services, our car parks should be easy to access and use, deliver savings where possible, achieve a reasonable return from a valuable asset, and look to reduce our environmental impact through the use of technology.
- 9.3 It is the Council's aspiration to strengthen the distinctive character and vibrancy of our town centre. By improving the car parking facilities in the town there is the opportunity to contribute to this aspiration.
- 9.4 The Council Plan states that The Council will increase the number of residents living and working in our town centres by enabling and facilitating quality residential conversions and developing town centre sites which will reduce commuter carbon emissions. The plan is to achieve 923 new homes by 2027. Regeneration at 'Spire Neighbourhood' would directly contribute to this. The Council Plan states that the Council will ensure the effective co-ordination and delivery of town centre services including pro-active engagement with town centre businesses. Understanding the usage of the car parking in the town centre will help contribute towards this.

10.0 Implications for consideration – Climate change

- 10.1 It is not anticipated that the Chesterfield Car Parking Study itself will have any direct impact upon climate change. However, if the climate change recommendations made in the study are brought to fruition there could be a positive impact upon the environment. The data provided in the study will help support future external funding bids to make improvements to the car parking estate from a sustainability perspective or to bring forward regeneration opportunities on sites where car parking demand dictates an alternative use.
- 10.2 Climate change impacts on this study are minimal but this paves the way for implementations that will have a significant positive impact on the environment in the future. A climate change impact assessment has been completed and the summary position is below.



Chesterfield Borough Council has committed to being a carbon neutral organisation by 2030 (6 years and 1 months away).

11.0 Implications for consideration – Equality and diversity

- 11.1 A preliminary Equalities Impact Assessment has been undertaken. No negative impacts for protected groups have been identified from this study, however further assessments will be undertaken as proposals are developed.

12.0 Implications for consideration – Risk management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Financial Risk	High	Medium	Sensitive assessment of proposed increases as referenced within the report. Provision of a Residents Parking Scheme offering free parking. Permit options for regular users giving reduced parking charges. Communications plan to all users outlining the Council's need to increase tariffs sensitively and further promote the existing parking incentives.	Medium	low
Sustainability Risk	Medium	Medium	Changes to car parking provision and cost increase the use of ICVs in the town centre. Changes in use of car park areas could lead to increased emissions from building work etc.	Low	Low
Regeneration Risk - Failure to bring forward housing and development opportunities	Medium	Low	This study will support any future proposals for housing sites at 'Spire Neighbourhood' as well as redevelopment of town centre sites	Medium	Low

			and will provide supporting evidence for regeneration opportunities.		

Decision information

Key decision number	<i>All key decisions must be in the Forward Plan at least 28 days in advance. There are constitutional consequences if an item is not in the Forward Plan when it should have been. Contact Democratic Services if in doubt.</i>
Wards affected	Spire ward

Document information

Report author	
Neil Johnson, Service Director Economic Growth Ian Waller, Service Director Leisure, Culture and Community Wellbeing	
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
Chesterfield Car Parking Study	
Appendices to the report	
Appendix 1	Chesterfield Car Parking Study

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Chesterfield Borough Council

Chesterfield Car Parking Study

Car Parking Study

Reference: ARP-CBC-REP-1

Issue | 9 June 2023



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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 293767-00

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Executive Summary

The provision of access to and from town centres for all modes is of key importance. Maintaining the draw of urban centres such as Chesterfield, and the employment, leisure, and commercial opportunities they offer, depends on access being easy and attractive for a wide range of people. The draw of out-of-town retail centres, online shopping and remote working present significant challenges to the economies of town centres. A clear and strategic car parking vision for urban areas is essential to tackle these challenges in the most beneficial way for visitors, workers and businesses to the town centre whilst supporting climate change goals and parallel strategic priorities of the council. From providing access to services to maximising economic opportunity and addressing climate and air quality challenges, there are significant challenges in how parking supply and demand is managed in town centres.

By maximising efficiency of land use, setting appropriate parking charges, greening of car parking sites and providing sufficient EV charging infrastructure, town centre car parks can provide an important and multi-faceted role for the town centres they serve. Establishing a coherent, attractive, socially and environmentally conscious and appropriately-placed network of car parks in the town centre can contribute towards an improved local economy, resident and visitor experience and climate resilience for the whole town.

The car parking strategy initially evaluates the efficiency of land use of car parking sites in the town centre through analysis on the use of existing car parking sites, and the income arising from these. Subsequently, analysis and evaluation of current and future revenue protection from car parking charges is used to outline how the future of car parking in Chesterfield may look to achieve this. This includes potential changes and improvements such as car park greening, expanded EV charging provision and, where appropriate, the conversion of selected car parks into development sites.

A map of the Chesterfield Borough Council (CBC)-owned sites included in this study, along with the suggested outline opportunities for each site, is shown in Figure 1.

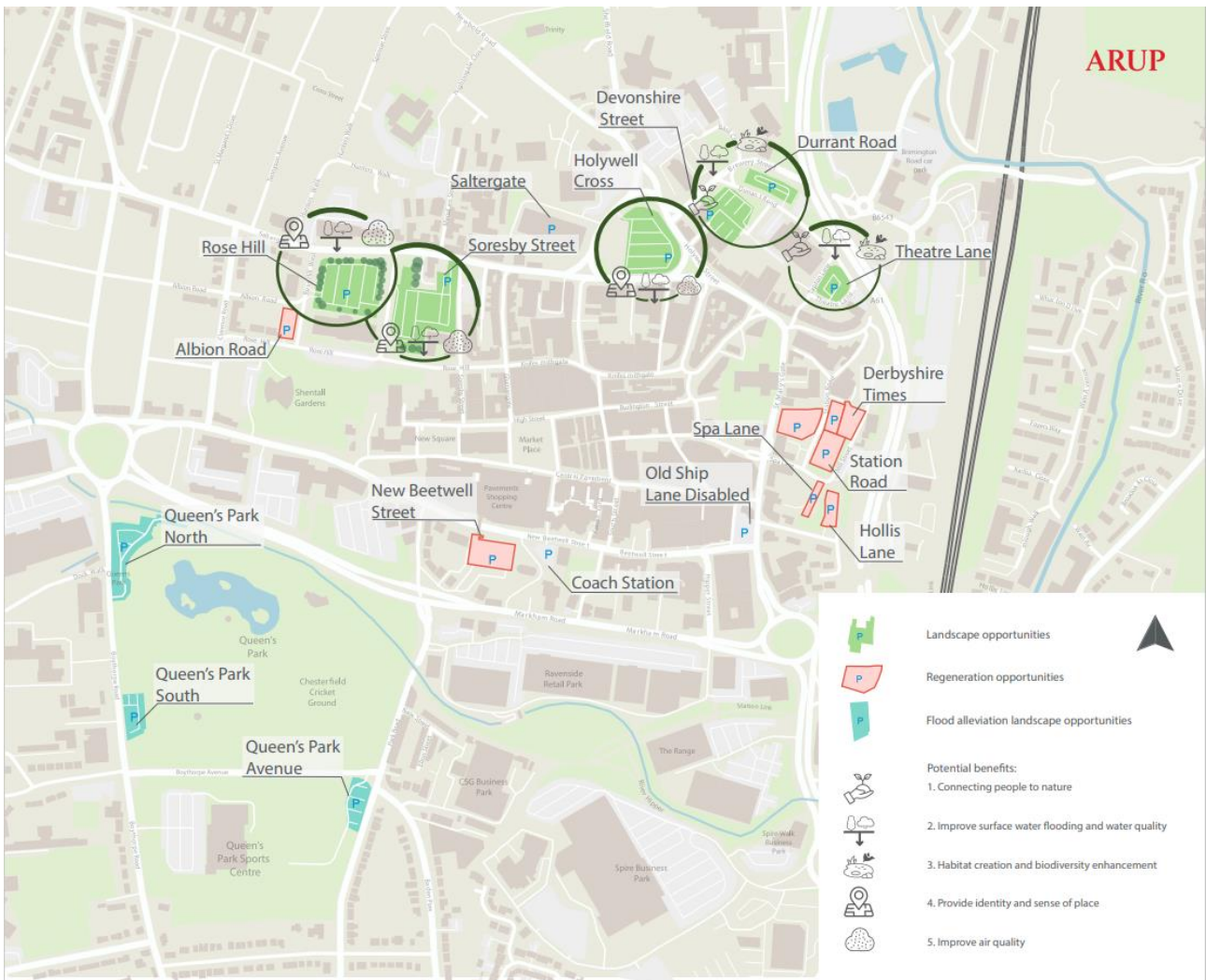


Figure 1: Map of CBC car parks analysed as part of this study, showing suggested opportunities for each site

Baseline

Usage

Analysis of existing car park usage revealed considerable spare capacity typically available across council-owned car parking sites. Usage data between 20 August 2022 and 31 December 2022 shows that car parking sites do not typically reach full occupancy and when looking at available collective capacity across sites, occupancy stays below 73% of overall capacity the vast majority of the time (this is the case across 99% of days analysed).

Income

Income is not currently reaching targeted levels of revenue. There are a broad range of incomes across different council-owned car parking sites with sites varying greatly in the “income per space” they generate. There is an unclear trend in terms of income throughout the year. However, for sites with overall income above £10,000, a general increase in income throughout the course of the year is observed (though this may be due to a COVID bounce back effect in the data).

Climate Change

This strategy has identified opportunities to adapt Chesterfield’s car parks to increase resilience to a changing climate, while improving their appeal to users and their contribution to the public realm. One opportunity consists of an increase in electric vehicle charging, as required to facilitate the shift to electric

vehicles as part of the UK's decarbonisation commitments. This presents an opportunity for Chesterfield to shape the usage of its town centre through its parking strategy, as different speeds of EV chargers are more suitable for different use cases, while providing an additional income stream through the provision of overnight charging facilities. There is potential for solar canopies to provide some of the electricity required, simultaneously providing shade to the car parks provided with them.

The other key opportunity from tackling climate change as discussed in this report is the potential to improve the car parks through landscaping and greening interventions. These have several benefits, including improving access to nature and thus wellbeing, localised cooling and making the environment around the town centre more attractive and enjoyable for visitors.

Regeneration

Given the excess capacity identified in Chesterfield's car park estate, this report has examined the potential to regenerate selected car parking sites. An analysis of car parking occupancy data indicated that the regeneration of New Beetwell Street MSCP, as part of the Pavements shopping centre redevelopment, would be possible with the displaced demand being accommodated elsewhere. The car parks that comprise the Spire Neighbourhood (St. Mary's Gate, Derbyshire Times, Spa Lane and Hollis Lane) could be regenerated in line with CBC planning policy, while accommodating current demand levels. More ambitious proposals could see further car parks such as Albion Road released for redevelopment.

1. Introduction

1.1 Background

Providing the correct amount of parking is key to ensuring a thriving town centre for Chesterfield. While adequate parking is vital to ensure that those who need to drive to access the town centre are able to do so, an overprovision of parking can inhibit the performance of the town centre by preventing high-value land from being developed. Moreover, income from car parking is a vital source of funds to support public services for many local authorities, including Chesterfield Borough Council (CBC).

The climate crisis presents new challenges for car parking management. The car is likely to remain a key mode of access to shops and services for many, particularly in market towns like Chesterfield whose rural hinterlands are difficult to serve by public transport and active travel. However, a widespread switch to electric vehicles (EVs) and the greater use of alternative modes for shorter trips may impact on car journeys to town centres in future. The car parking estate itself needs to be adapted to the challenges caused by climate change, notably more extreme weather including increasing heat and rain, through measures such as providing shade and the use of sustainable urban drainage systems.

For a multitude of reasons, maintaining access to and from town centres for all modes is of increasing importance. From providing access to services to maximising economic opportunity and addressing climate and air quality challenges, there are significant challenges in how parking supply and demand is managed in town centres. A car parking strategy creates a robust evidence base and highlights critical discussion points to assist future decision making to manage and provide parking in a way that maximises the future health, economic vitality and overall success of Chesterfield town centre.

1.2 Document Structure

This report, the Chesterfield Parking Study, begins by setting out the existing local context, with an overview of the local economic context, the existing parking provision, demand and income, and future developments that are already committed or anticipated. This report then analyses potential future car parking demand scenarios in Chesterfield Town Centre, including EV charging facilities, and sets out methods for adapting car parks to climate change and to regeneration opportunities.

The final section consists of options for Chesterfield to manage its car parking in the future, balancing considerations including income, facilitating access to the town centre, adaptation to climate change and the regeneration opportunities afforded by existing car parking land.

1.3 Engagement Summary

Engagement was undertaken with CBC officers from relevant departments to provide inputs to the Parking Strategy. Those engaged with are detailed in Table 1.

Table 1: Additional Engagement

Name	Role within CBC
Anna Sharman	Senior Economic Development Officer
Andy Bond	Town Centre Operations Manager
Lynda Sharp	Economic Development Manager
Neil Johnson	Service Director – Economic Growth
Luke Harding	Parking & CCTV Supervisor
Ian Waller	Service Director – Leisure, Culture & Community Wellbeing
Paul Staniforth	Head of Planning

Name	Role within CBC
Alan Morey	Strategic Planning Manager
William Rolls	Climate Change Officer
Karen Ludditt	Financial Accountant
Rick Long	Infrastructure Planning Officer
Marc Hollingworth	Housing Development Manager

Engagement was also undertaken with Queensberry Real Estate, who are undertaking an appraisal of options for the Pavements Shopping Centre (the scope of which includes options for New Beetwell Street Multi-Storey Car Park), concurrently with this parking study.

2. Baseline

2.1 Local Economic Context

Chesterfield is a market town in Derbyshire with a variety of chain and independent retailers, as well as a historic market. These amenities attract both residents and visitors to the town centre for retail and leisure purposes. The population of Chesterfield was recorded as 103,600 people in the 2021 census. According to the Chesterfield Growth Strategy, in 2021 there were 51,000 employee jobs in Chesterfield (plus 4,000 self-employed). North-west of the town and its respective county, Derbyshire, is rural land reaching out into the Peak District national park. Chesterfield Local Authority District comprises of a 1.8% rural population and a 98.2% urban population. The town faces similar challenges to other UK town and cities with competition from online shopping and out-of-town retail opportunities for footfall and spend. However, there have been successes over the last decade in the local economy with the creation of over 2,000 new jobs and more than 500 new businesses. The town centre continues to attract visitors from across the borough as well as further afield.

2.1.1 Key Trip Attractors

The main trip attractors in the town centre are the shopping opportunities (including the markets which operate on Mondays, Thursdays, Fridays and Saturdays) as well as employment and leisure opportunities. Key retail attractors include The Pavements shopping centre, Vicar Lane open-air shopping centre, the large open-air markets and the Market Hall.

Chesterfield's crooked spire remains the town centre's largest trip attractor for tourists with 50,000 people visiting annually, the markets also attract 23,000 visitors to events. There are also special events throughout the year that attract a large number of daily visitors, notably the Medieval Market in July, the 1940s Market in September/October, and the Christmas lights switch-on in November. Chesterfield's Visitor Economy Strategy outlines the ambition of the town to increase tourism.

2.2 Overview of Existing Parking Provision

As shown on Figure 2, there are a number of multi-storey car parks (MSCP) and surface car parks in and around Chesterfield town centre which service employment, housing, leisure, commercial and travel-interchange destinations. The majority of these car parks are within short walking distance of the main shopping and attraction sites of the town. The largest car parks in the town centre are Saltergate MSCP with 526 spaces and New Beetwell Street MSCP with 465 spaces.

The capacity and use of these car parks has been assessed using existing available parking data as well as data received from a commissioned parking survey of the privately operated car parks. The existing car parks in the town centre are operated by either CBC or private operators. The charges for parking in council-owned sites are generally consistent, but parking charges across privately operated sites vary. Some council-owned car parks are designated as commuter sites, offering a discount on stays between 4 and 12 hours when compared to other council-owned car parks. Council operated car parking offers residents parking free of charge before 10:00 and after 15:00.

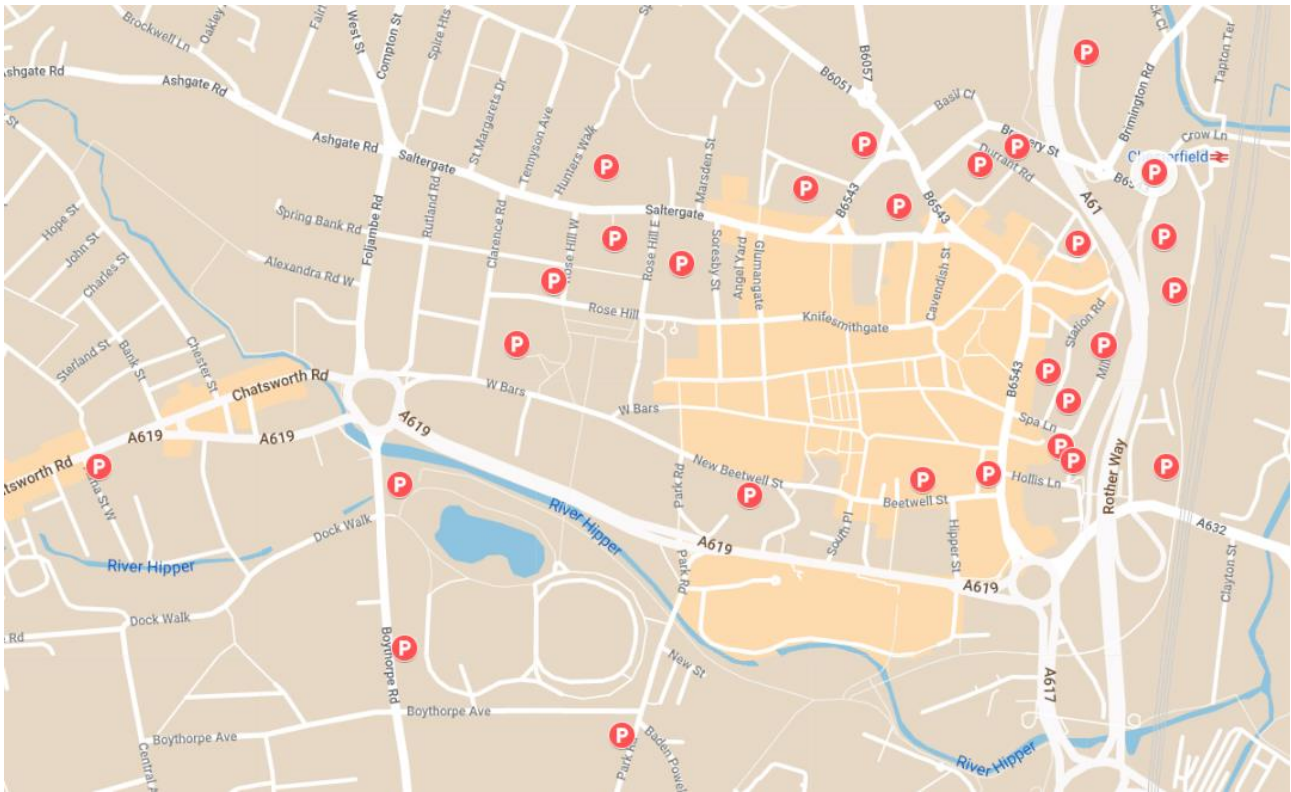


Figure 2: Map of car parks in Chesterfield town centre

2.3 CBC Operated Car Parks

2.3.1 Parking Supply and Demand

Chesterfield Borough Council operates several car parks in the town centre of Chesterfield. To understand usage, income, and opportunities of these sites it is important to understand the scale of parking supply operated by the council.

Table 2 shows the current car parking supply at each of the car parks throughout the town centre, including the current accessible car parking electric vehicle (EV) charging point provision.

Table 2: Number and type of spaces at council owned car parks

Name	Total Spaces	Accessible Spaces	EV Charging Points
Soresby Street	208	14	1
Holywell Cross	150	11	-
St Mary's Gate	66	2	8
Station Road	59	-	-
Rose Hill	242	9	-
Spa Lane & Hollis Lane	94	-	-
Theatre Lane	50	2	-
Saltergate Multi-Storey	526	29	6
Queen's Park Annexe	43	2	-

Name	Total Spaces	Accessible Spaces	EV Charging Points
New Beetwell Street Multi-Storey	465	29	-
Queen's Park North	120	3	-
Coach Station	12	2	-
Durrant Road	69	-	8
Devonshire Street	73	-	-
Derbyshire Times	55	-	-
Albion Road	30	-	-
Queen's Park South	43	2	-
Old Ship Lane	6	6	-
Total	2,311	111	23

The largest car parks in Chesterfield are New Beetwell Street MSCP with 465 spaces and Saltergate MSCP with 526 spaces. St Mary's Gate and Durrant Road have the highest number of EV charging points, with eight EV charging spaces each. The Old Ship Lane car park is unique in that it only contains accessible spaces. The majority of car park sites are surface level with the exception of Saltergate and New Beetwell Street which are MSCPs. All car parks operate 24 hours apart from New Beetwell Street which operates 07:00 to 20:00 from Monday to Saturday and 09:30 to 16:30 on Sundays.

As part of occupancy analysis for Saltergate MSCP, 58 days of entries and exit data between 8 August 2023 and 31 December 2022 were assessed as well as overnight parking occupancy between 15 March 2023 and 31 March 2023. This shows that on average, occupancy levels do not exceed 32.55% on a weekday and 27.84% on a weekend, with an overall peak occupancy of 47%. There is therefore considerable space available at Saltergate MSCP at peak times. The demand profile is outlined in Appendix A.

Analysis of overall occupancy data for council owned car parks between 20/08/2022 and 31/12/2022 suggests there is considerable spare capacity across council owned car parks. New Beetwell Street MSCP only reaches 50% occupancy in the survey period. As set out in Table 3, on 90% of days the collective occupancy of New Beetwell Street MSCP, Soresby Street and Rose Hill does not exceed 58%. On 95% of days the occupancy does not exceed 62% and on 99% of days this does not exceed 73%. Assuming that these car parks' occupancy figures are average for CBC's car parks would result in an estimated equivalent of more than a quarter (27%) of Council operated parking bays sat empty for 361 days a year, equating to 624 parking spaces. The breakdown of New Beetwell Street MSCP, Soresby Street and Rosehill analysis is provided in Appendix A.

Table 3: Percentage of days where overall occupancy of car park sites doesn't exceeds a certain number

Percentage of Days	Daily Peak Occupancy at or Below	Equivalent Number of Days of Year Occupancy Exceeds %
90%	58%	37
95%	62%	18
99%	73%	4

2.3.2 Existing Parking Charges and Income (Council-owned Car Parks)

The typical charging structure for the council owned car parks is shown in Table 4.

Table 4: Council car parking charge bands

Duration of Stay	Parking Charge
Up to 30 minutes	£0.90
Up to 1 hour	£1.70
Up to 2 hours	£3.00
Up to 3 hours	£3.20
Up to 4 hours	£4.80
Over 4 hours / up to 12 hours*	£5.30

* = Some sites charge £1.70 per hour over 4 hours.

Multi-day saver passes are also available for validated parking at all sites except Holywell Cross, Rose Hill, Soresby Street, St Mary's Gate, New Beetwell Street MSCP and the Coach Station. These follow a charging structure of £660 for an annual saver, £66 for a monthly saver, £19 for a weekly saver and £3.80 per day for a scratch card (with a minimum purchase of five). Old Ship Lane, which is a blue-badge-holder only car park, is included in the general CBC pass for Blue-Badge holders, which costs £5 per week and £50 per annum.

EV charging is facilitated by BP Pulse with registration and separate payments required alongside the relevant pay-and-display charges.

Table 5 and Figure 3 outline the relationship between spaces, transactions, and income for each of the Council-owned car parks, ordered by income per car parking space (determined from overall capacity). This provides a representation of the relative performance of each car park from a commercial standpoint. There is a large range in terms of performance. Soresby Street is the best performing car park with an annual income per space of £2,735. Excluding Old Ship Lane, which is a not a typical pay-and-display car park, Albion Road is the worst performing car park with an annual income per space of £145.

Table 5: Income and transactions of car parks

Name	Annual Income	Income per Space	Transactions	Transactions per Space	Transactions per Space per Day
Soresby Street	£600,246	£2,735	245,624	1,089	3.0
Holywell Cross	£410,320	£2,322	163,318	889	2.4
St Mary's Gate	£153,254	£1,282	58,705	410	1.1
Station Road	£75,626	£1,097	24,194	431	1.2
Rose Hill	£265,493	£860	104,403	304	0.8
Spa Lane & Hollis Lane	£80,819	£714	28,578	207	0.6
Theatre Lane	£35,691	£682	10,369	174	0.5
Saltergate Multi-Storey	£358,681	£521	91,695	175	0.5
Queen's Park Annexe	£22,391	£471	7,527	156	0.4
New Beetwell Street Multi-Storey	£218,932	£430	72,539	174	0.5
Queen's Park North	£51,631	£399	20,859	1,664	4.6
Coach Station	£4,784	£392	19,972	123	0.3

Name	Annual Income	Income per Space	Transactions	Transactions per Space	Transactions per Space per Day
Durrant Road	£27,054	£381	8,472	123	0.3
Devonshire Street	£27,831	£280	8,990	66	0.2
Derbyshire Times	£15,413	£153	3,619	56	0.2
Queen's Park South	£6,214	£145	2,446	57	0.2
Albion Road	£4,583	£145	1,690	57	0.2
Old Ship Lane	£0	£0	-	N/A	N/A

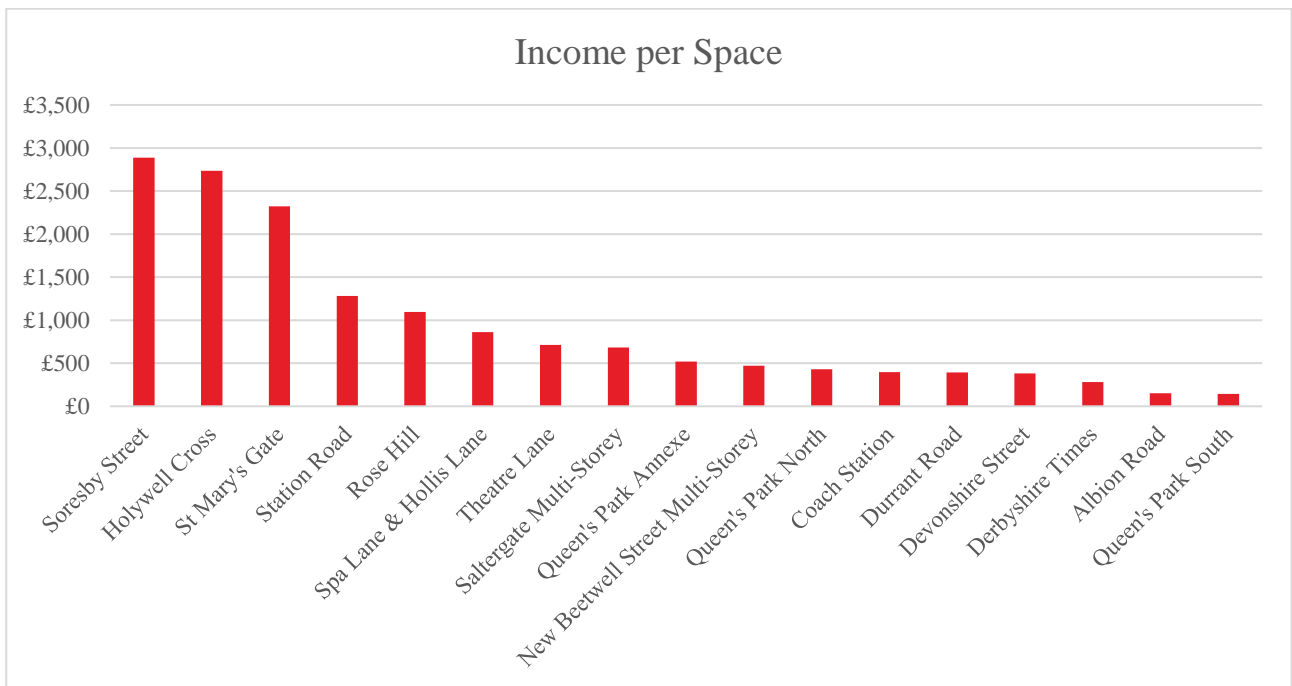


Figure 3: Income per space for council owned car parks

As shown in Figure 4, analysis of current income levels against the profiled budget suggests that with current parking demand, to reach the income targets, in the short term, charges will need to increase. This could be done through incremental charges. In the immediate term, this shows a 10% increase in charges would have been needed in 2022/23 to reach this year's income targets.

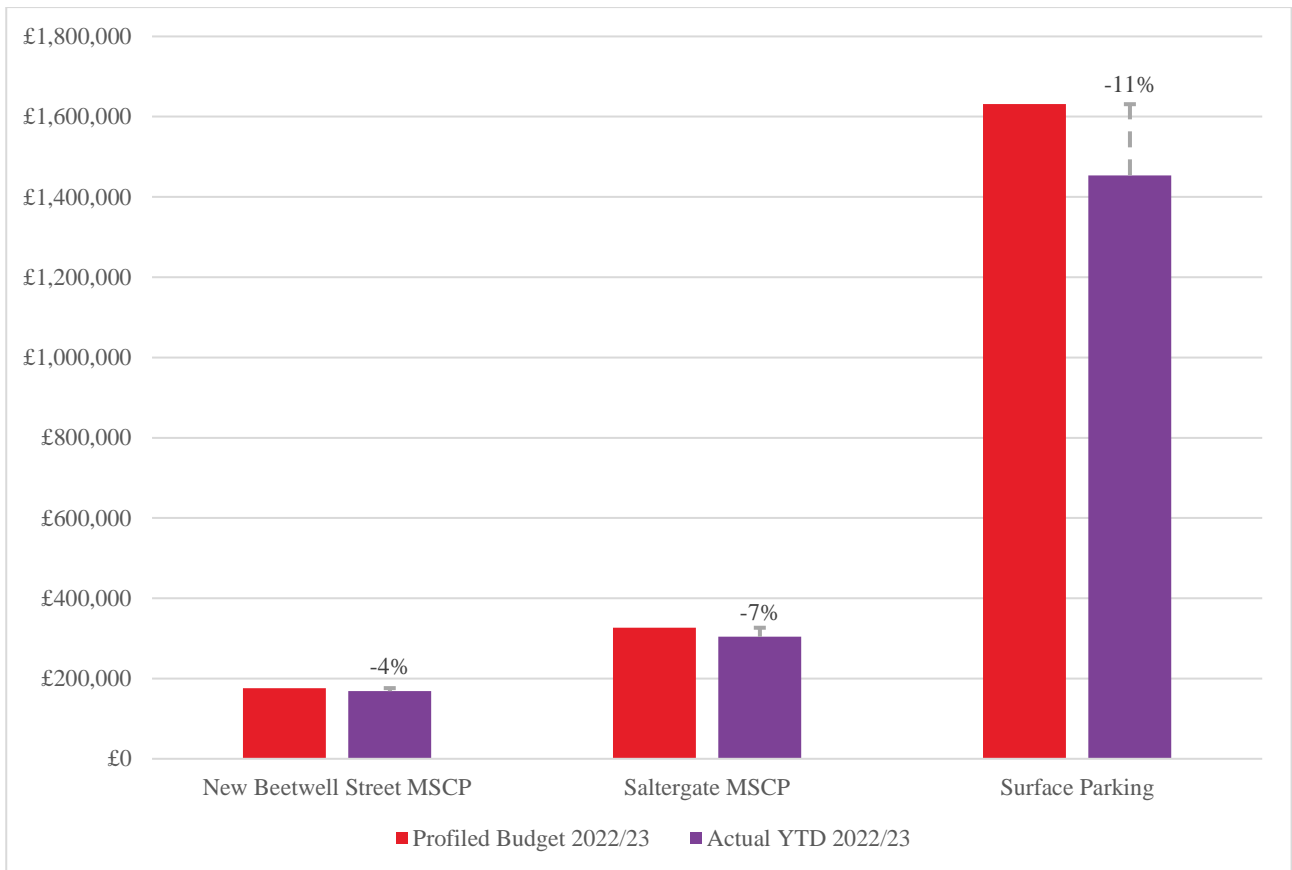


Figure 4: Income against target for council owned car parks 2022/23

There is a broad range of monthly incomes for each car park. The car parks have been grouped below in monthly income charts for car parks earning above or below £10,000 income per month. In the car parks earning below £10,000 income per month there is a large variance of income month-to-month. This may be down to the proximity of the car parks to seasonal attractions such as Queen’s Park during school holidays or the town centre main shopping attractions towards the Christmas period. It is difficult to ascertain a clear consistent monthly trend for income across sites, as shown in Figure 5 (for car parks with a monthly income above £10,000) and Figure 6 (for car parks with a monthly income below £10,000). At sites with income over £10,000 a month there appears to be a general income increase throughout the course of the year, this may be due to a COVID bounce-back effect, and it isn’t clear this is a definitive trend as only one year’s data has been assessed. Sites with income of less than £10,000 show a more variable picture in terms of income.

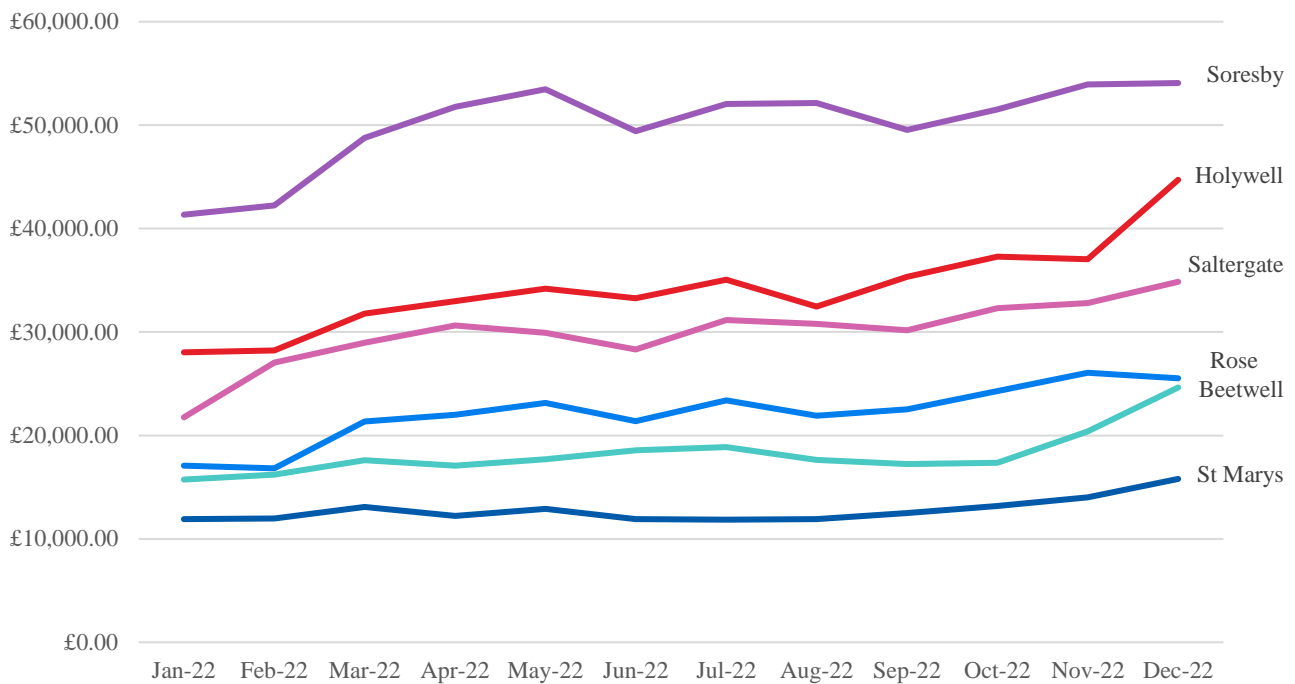


Figure 5: 2022 monthly income for car parks with over £10,000 monthly income

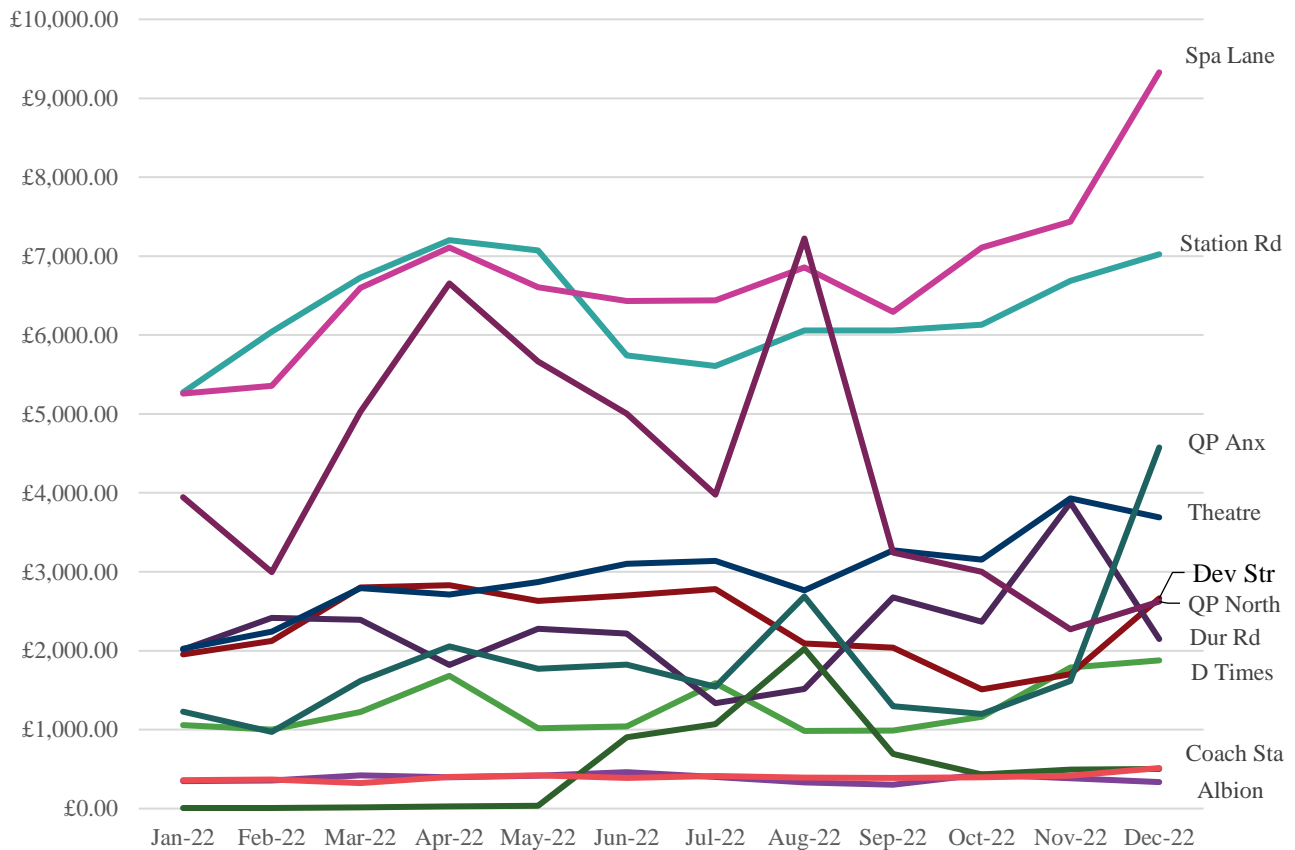


Figure 6: 2022 monthly income for car parks with under £10,000 monthly income

Income collection is split between the Pay-By-Phone app and payments at machines. Pay-By-Phone accounts for 46% of purchases at council operated car parks.

2.4 Electric Vehicle Charging Usage

There are a total of 22 fast (7.2kW) charging points in CBC-owned car parks in the town centre, at the St. Mary’s Gate, Saltergate and Durrant Road car parks, in addition to one rapid (43/50kW) charge point at Soresby Street (see Table 2). For a more detailed discussion of different EV charger types, see Section 4.4.2.

The usage of charging infrastructure in CBC-owned car parks for the period June 2022 to May 2023 is shown in Table 6.

Table 6: Usage figures for EV Chargers in CBC-owned car parks in the Town Centre, June 2022 to May 2023

Car Park	Site ID	Charger type	Number of charging points	Number of charges carried out	Total energy consumed (kWh)	Total time spent charging (hours)	Percentage of time in use
St. Mary's Gate	11948	Fast	2	337	2,735.364	603.35	7%
St. Mary's Gate	11950	Fast	2	63	590.05	110.00	1%
St. Mary's Gate	11951	Fast	2	41	285.934	174.68	2%
St. Mary's Gate	11949	Fast	2	67	390.32	85.77	1%
Saltergate	12766	Fast	2	239	4,395.172	1,123.92	13%
Saltergate	12764	Fast	2	199	3,483.856	858.13	10%
Saltergate*	12452	Fast	2	346	72,516.408	1,874.99	23%
Durrant Road	11965	Fast	2	127	1,195.02	222.85	3%
Durrant Road	11964	Fast	2	61	470.052	85.22	1%
Durrant Road	11963	Fast	2	44	329.119	59.46	1%
Durrant Road	11962	Fast	2	66	650.111	105.42	1%
Soresby Street*	24358	Rapid	1	681	15,567.426	1,370.00	17%
Total	-	-	23	2271	37,608.83	6,673.79	-
Average	-	-	-	189.25	3,134.07	556.15	7%

* The data for Soresby Street, and one charger at Saltergate, excludes February 2023 due to a data error

The average charger was in use for 556.15 hours, or 7% of the time, in the period from June 2022 to May 2023. All chargers apart from Soresby Street have two connection points that could be used simultaneously, meaning that the average charging point would have been in use for half of this. The chargers at Saltergate and the rapid charging point at Soresby Street recorded the highest usage, with each charger at Saltergate in use for between 10 and 23% of the time, and the rapid charging point at Soresby Street in use over 17% of the period. The charge points at Soresby Street provided the largest amount of charge in kWh (15,567), despite being used for a shorter period overall than the most used charger in Saltergate, reflecting the faster charge that the Soresby Street charger offers as a rapid charger.

There is some overlap with overall parking demand and income as discussed in Section 2.3.2, with the lower usage of EV chargers at Durrant Road mirroring the lower demand at this car park overall. However, the usage of chargers at Saltergate is higher than those at St. Mary's Gate, the reverse of overall demand per space at these car parks. This is likely to reflect the fact that demand in absolute terms is higher for Saltergate than St. Mary's Gate, given that Saltergate has a higher number of places overall (526 as compared to 66) but

a similar number of EV chargers (six as compared to eight). Soresby Street fulfils a different consumer need to the other chargers due to being a rapid charger (see Section 4.4.2).

While most charging takes place during the day, Saltergate also records some overnight charging, comprising 13% of the charging occurrences during the period. In St. Mary’s Gate, this share is 3%, and is under 1% for Durrant Road and Soresby Street. Overnight charging presents an opportunity for CBC to drive usage of car parks at night, when overall demand is much lower than during the day (see section 2.3.1).

Overall, the results indicate that there is currently sufficient EV charging capacity to comfortably meet demand in CBC’s town centre car parks. However, this is likely to change in the future due to the increasing uptake of electric vehicles, as discussed in Section 4.4, which will be driven by local and Government level policy with respect to sales of petrol and diesel vehicles.

2.5 Private Car Parks

Table 7 sets out the private car parking provision in the town centre.

Table 7: Number and type of spaces at privately operated car parks

Car Park	Operator	Overall Capacity	Accessible Spaces	EV Charging Spaces
Lifehouse Church	ParkingEye	20	2	-
LCP West Bars	LCP	43	0	-
Saltergate (County Council Building)	Retail Park	124	7*	-
Hardwick Place	Parkit	95	6*	-
Brewery Street	Excel Parking	195	12*	-
Chesterfield Station	East Midlands Railway	353	11	-
Spa Lane	War Chest Capital Ltd	85	2	-
Vicar Lane	Vicar Lane Shopping Centre (Managed by YourParkingSpace)	420	18	-
Royal Mail^	Royal Mail	~184	~8	-
Total	-	1335 (Excl. Royal Mail)	58* (Excl. Royal Mail)	-

* = Unclear satellite imagery and lack of online information. Assumed using DETR Traffic Advisory Leaflet 5/95 recommendations as per Chesterfield Parking Standards 2013

^ = Royal Mail staff car park, operates as a pay-and-display on Saturdays only

~ = Taken from satellite imagery

The privately operated car parks in the town centre offer a variety of pay at machine and pay online / by phone options. The charging structures vary between the different operators and there is a large range of fees between sites. The cheapest all day parking option (>6 hours) is £2.20 (at Spa Lane) with the highest fee being £16 (Vicar Lane).

A survey was carried out between 15 March 2023 and 18 March 2023 to better understand the use and demand profile of privately operated car parks in Chesterfield town centre. The survey included Lifehouse Church, LCP West Bars, Saltergate (County Council Building), Hardwick Place, Brewery Street, Chesterfield Station, Spa Lane and Vicar Lane. The resulting occupancy analysis is available in Appendix B.

Hardwick Place and Saltergate (County Council Building) are well used car parks and reach high levels of occupancy. Spa Lane and Vicar Lane are also moderately well used. However, there is still spare capacity even at their peak occupancy levels of 67% and 64% respectively. Most car parks exhibit a mid-day peak to some extent. However, the Lifehouse Church car park exhibits a mid-morning peak and an evening peak. This evening peak is consistent with prayer meetings as well as evening youth sessions organised at the adjoining Lifehouse Church on the survey days.

It is clear from the survey data that the privately-operated car park sites experience significant variations in peak occupancy percentages, ranging from 20% at Chesterfield Railway Station car park to 96% average peak occupancy at Hardwick Place. This is impacted by a variety of factors including overall numbers of bays in the car park and the proximity to local trip attractors. Overall, there is currently available capacity at peak times within the privately-operated car parks to facilitate displaced demand should there be a reduction in council-operated car park supply. If all sites were to reach their maximum capacity simultaneously, this would still result in 489 available spaces across the town centre. The vast majority of these come from the Rail Station car park, if this is removed then there would be 243 available spaces. This is dependent on the continuation of current parking supply from the private sector which is subject to the future decisions and strategy of these privately-operated sites and is therefore an area in which the council's influence is more limited.

Full details of the car parking occupancy for the private car parks are provided in Appendix B.

2.6 Relationship with On-Street Parking

As has been demonstrated, there is considerable excess capacity across car parks in the town centre. This means that it is not anticipated that there would be a general spill-over of increased demand for on-street parking should some off-street car parking sites or space be reallocated to development sites. Due to restrictions on on-street parking in the Spire Neighbourhood there is no anticipated impact on on-street parking due to the removal of the car parks in this area. There is therefore not an anticipated substantial impact on on-street parking from the recommendations made in this strategy.

Furthermore, the amount of on-street parking within the study area is small, estimated at under 100 spaces. On-street demand has not been assessed as part of this study, but given that it only contributes a small share of parking provision in central Chesterfield, this does not materially alter this study's assessments of parking provision and usage.

2.7 Blue Badge Saver Permits

Blue Badge holders can purchase "parking saver permits" for discounted pay and display parking at the following car parks:

- New Beetwell Street
- Saltergate
- Devonshire Street
- Derbyshire Times
- Durrant Road
- Hollis Lane
- Old Ship Lane
- Queens Park Annexe
- Queens Park North
- Queens Park South
- Spa Lane

- Station Road
- Theatre Lane

3. Anticipated Future Development

3.1 Introduction

To fully understand the likely parking requirements in the future requires an understanding of the known committed and planned development in Chesterfield, as well as the wider policy context which will provide a case for change.

3.2 Chesterfield Town Centre Masterplan (2015)

The Chesterfield Town Centre Masterplan is a strategic plan for the whole of the town centre that incorporates the development of community goals and aspirations to act as a development framework for future growth opportunities. The plan builds on long term aspirations for Chesterfield to be a thriving market town with distinctive character, a destination for the Peak District, a “learning town”, a location for high value employment and a “really good place to live”. Developments within and close to the town centre must be supportive of the core functions of the centre: retail, civic functions, education, local professional services, and culture and heritage, while facilitating an overall “growing town”. The overarching vision for Chesterfield through the Town Centre Masterplan is for the town to be:

“recognised as a distinctive historic market town, with a thriving centre built around the market squares, national and independent retailers and leisure operators. The town will embrace the opportunities created by new technology and be a popular place to live and visit, with an economy based on employers attracted by great access, beautiful environments and a specialised well qualified workforce.”

Critically, the strategy for parking will influence to what extent the town centre reflects a “historic market town” environment, there will be opportunities to utilise new technologies to provide and retain excellent access and do so with sensitivity to the creation of a beautiful environment. The Town Centre Masterplan therefore outlines that *“parking must not compromise operation or environment of key public spaces”*. There is also a commitment that a car parking management strategy for Chesterfield ensures cash-less payment mechanisms at all car parks, this has since been achieved through the implementation of PayByPhone at council car park sites.

3.3 Chesterfield Station Masterplan (2021)

Chesterfield’s Station Masterplan includes a desire to retain current levels of car parking with an ambition to convert current car parking provision from surface to multi-storey. Specifically, it contains reference to the provision of approximately 550 car parking spaces in a future MSCP with commercial units at ground level around the perimeter of this MSCP. There was additionally reference to the exposed nature of the current surface car parks and the resulting windswept environment for passengers when exiting the railway station. Coach parking was noted as an opportunity in a redesigned station forecourt as there is currently no dedicated provision for this. Furthermore, the masterplan identified opportunities for greening around car parking to soften the aesthetic of the environment around the station.

In November 2021 the eastern leg of HS2, north of East Midlands Parkway, was reviewed with the publication of the Integrated Rail Plan (IRP) with plans to electrify the Midland Main Line (MML) retained but construction of the new line north of the East Midlands Parkway not going ahead. However, the regeneration of the area around the station has been long been identified as a key development priority for CBC and the design of developments around the station is independent of HS2. Under the IRP there will be improved connectivity for Chesterfield allowing classic compatible high-speed journeys from London to Chesterfield and Sheffield (and through to Leeds) under completion of electrification of the MML. The provision of local services from Sheffield to Clay Cross via the Barrow Hill line is being investigated through the Restoring Your Railway programme.

3.4 Chesterfield Local Plan (2020)

The Chesterfield Borough Local Plan outlines the vision and framework for development in the Chesterfield region. This includes information surrounding housing, the local economy, community facilities and

infrastructure and relevant adaptations to climate change. The Local Plan stipulates that appropriate levels of parking must be provided for in the town to meet resident demand. Most new parking is expected to be in the form of Park & Ride or Park & Walk provision. CLP20 in the Local Plan states that there must be provision of adequate and safe vehicle access and parking at new developments. Alongside this there is commentary on the requirement of parking provision to not worsen levels of safety perception, congestion, pedestrian, and cycle accessibility in Chesterfield. Note SS1 outlines the desire to maintain overall parking level of provision of public car parking. In cases of development where there is a loss of parking in the Spire neighbourhood an assessment of the impact of this on the viability of Chesterfield town centre must be carried out and if negative consequences are identified, compensatory parking must be provided elsewhere. Parking on Chatsworth Road has been identified as an area where improvements are necessary to provide for anticipated additional demand in the area.

3.5 Other Future Developments and Policy Commitments

3.5.1 Northern Gateway

Recent developments in the Northern Gateway project have delivered a new Saltergate MSCP, with six EV charging bays and the ability to connect a further 10 bays as well as improvements in public realm and quality and security. Further to this, some car parking space on the Holywell Cross “doughnut” site has been reallocated to build the new Enterprise Centre. This, alongside various other public-realm and commercial improvements, was enabled by £5.83 million of funding from the South Yorkshire Mayoral Combined Authority (then the Sheffield City Region Infrastructure Fund) and £6.5 million of funding from CBC.

3.5.2 Waterside

The Waterside developments comprise of a series of smaller developments, including include restaurants, bars, offices, and housing, positioned between the A61 and the Midland Main Line railway line adjacent to Chesterfield Railway Station. As part of the Basin Square section of the developments there are plans for a 442-space MSCP as well as a hotel, offices (whose construction has been completed) and residential units. Currently land adjacent to the Basin Square area, which is also designated for the Waterside development plans, is used as a temporary 240-space surface gravel car park operated by Excel Parking.

3.5.3 Growth Strategy (2023)

The Chesterfield Growth Strategy outlines a goal for Chesterfield to be a carbon neutral borough by 2050 through championing a sustainable approach to growth. CBC has committed to becoming a carbon-neutral organisation by 2030. It is recognised that to achieve the borough-wide goal there will need to be “significant adaptation” in business, workforce, consumer and visitor behaviours. It also outlines measures to promote the growth of non-‘privately owned motor vehicle’ modes of transport such as rail via the reopening of the Barrow Hill line between Chesterfield and Sheffield as well as zero-emission public transport to feed tourism demand in the Peak District. The Growth Strategy also acknowledges that there is a need to “*reduce carbon dependency in the local economy*”.

3.5.4 Climate Change Strategy (2023)

The Climate Change Strategy outlines several points relevant to car parking in the town centre. It is noted that CBC has received around £170,000 from the Office for Low Emission Vehicles for on-street electric car charge-points. Further to this the strategy outlines the prioritisation within the local plan towards active modes of travel and a requirement for all new-build houses with off-street parking to be fitted with electric charge points as a standard planning requirement. The strategy recognises that the council has limited control over the “grey fleet” of officers and elected members however seeks to encourage alternatives such as public transport, active travel, car-sharing and reduced need for travel due to hybrid-working. Decarbonisation of the council’s own fleet of vehicles is a core element of council activities to reach the 2030 carbon neutral target.

3.5.5 Covid Recovery (2020)

One of the key objectives of the Chesterfield Economic Recovery Plan is for continued modal shift to cycling and walking (active travel) and public transport. There is also a commitment to develop an Integrated

Travel Plan with Derbyshire County Council. The plan states that key developments and sites need to be accelerated to unlock better outcomes for local communities.

3.5.6 Visitor Economy Strategy (2023)

The Visitor Economy Strategy highlights Chesterfield Borough Council's ambition to increase the number of visitors to the town by 20% by 2030, relative to 2023 levels. This aims to capitalise on Chesterfield's proximity to the Peak District and key attractions including Chatsworth House, as well as the town's own visitor offering. The strategy aims to encourage visitors to use sustainable transport, including bus, rail and cycle paths, to access the Peak District from Chesterfield. Developments currently planned or under construction within the borough, including the £300 million PEAK leisure, education, wellness and entertainment complex and the Chesterfield Waterside scheme (see section 3.5.2 above) will contribute to the realisation of the strategy.

3.5.7 Derbyshire County Council Future EV Strategy (2023)

The Derbyshire County Council (DCC) future EV strategy, completed in February 2023, outlines options for DCC and the borough and district councils within Derbyshire to cater for the growing requirement for EV charge points. It recommends an overarching role for DCC to co-ordinate the procurement of EV chargers across the county area, with support from districts and boroughs. This would involve DCC aggregating sites to provide larger-scale investment opportunities for Charge Point Operators (CPOs), to provide the best-value and fastest infrastructure roll-out.

4. Car Parking Strategy

4.1 Introduction

To fully achieve successful management and provision of car parking in Chesterfield, the challenges and opportunities of car parking must be addressed across various themes. Establishing the current usage of car parks alongside the income expectations and performance of the sites helps to establish the existing picture of site behaviour. This can then be applied through future growth scenarios to determine what the future of parking might look like in Chesterfield town centre. Crucially this can then be assessed against regeneration opportunities in the town centre and the climate change mitigation steps that can be taken to ensure a resilient future for car parking infrastructure.

4.2 Future Demand

Three future demand scenarios have been modelled to illustrate how demand for Chesterfield's town centre car parks may change between the present day and 2035.¹

The core and high-growth scenarios are derived from the Department for Transport's (DfT) National Trip End Model (NTEM), and assume that peak car parking demand in the town centre is correlated with growth in the number of trips attracted to the town centre from surrounding areas. These equate to the Middle Super Output Area (MSOA) defined as Chesterfield 010 with the town centre, as this is the smallest area available for analysis within this dataset, and contains all of the car parks in the study area while minimising the area outside of the town centre. This area is shown in Figure 7.

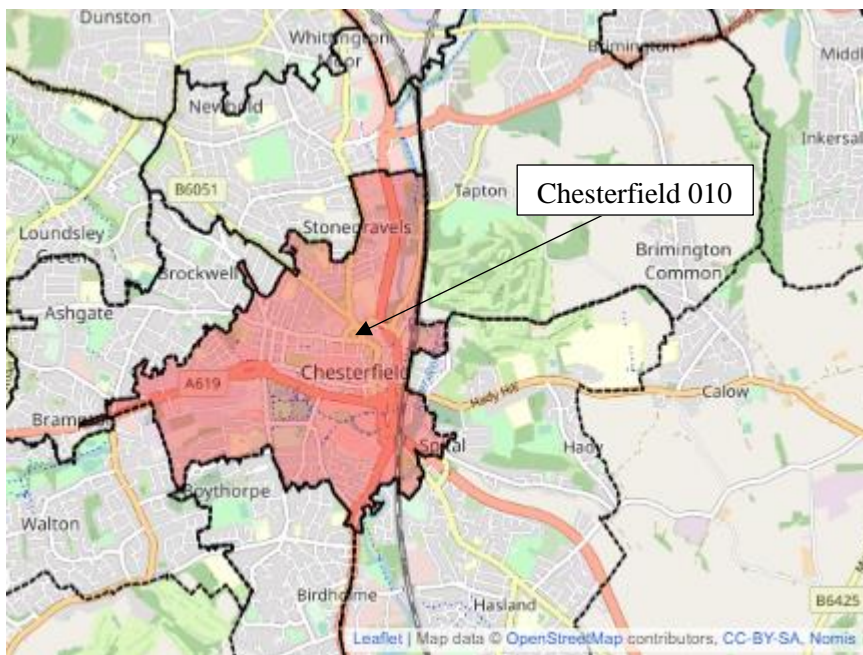


Figure 7: NTEM Area used to estimate town centre parking demand (Chesterfield 010)

4.2.1 Central Case: NTEM Core Scenario

Forecasting using the NTEM core scenario results in 2035 growth factors of 1.0695 (for production trips) and 1.0924 (for attraction trips).

¹ Note that the present day is defined as 2022 for the core and high scenarios as the majority of existing CBC parking data analysed in this study is from 2022.

Through further analysis taking the NTEM attraction value this results in an estimated 9.24% increase in car parking demand between 2022 and 2035, assuming no significant interventions to increase usage of other modes outside of the known policies.

In this scenario, alongside removal of New Beetwell Street MSCP, Albion Road, St Mary's Gate, Spa Lane, Hollis Lane and Derbyshire Times, given a high-level approximation exercise, there is an estimated overall shortfall of 20 spaces supplied versus demand at peak demand for parking. However, with the retention of Albion Road there would be overall 10 available spaces at peak demand. These particular sites have been used in this exercise due to engagement with stakeholders and their proximity to key development areas (e.g. Spire Neighbourhood). Further details are provided in Section 4.5.

4.2.2 Low Case: No parking demand growth

In this scenario, all growth in demand for trips to the town centre is anticipated to be accounted for by other modes. Parking demand is therefore equivalent to the baseline.

In this scenario, alongside removal of New Beetwell Street MSCP, Albion Road, St Mary's Gate, Spa Lane, Hollis Lane and Derbyshire Times, given a high-level approximation exercise, it is estimated there would be an overall 116 spaces available at peak demand for parking.

4.2.3 High Case: NTEM High Economic Growth Scenario

Forecasting using the NTEM high economic growth scenario results in 2035 figures of 1.1032 (for production trips) and 1.1293 (for attraction trips).

Through further analysis taking the NTEM attraction value this results in an estimated 12.93% increase in car parking demand between 2022 and 2035.

In this scenario, alongside removal of New Beetwell Street MSCP, Albion Road, St Mary's Gate, Spa Lane, Hollis Lane and Derbyshire Times, given a high-level approximation exercise, it is estimated there would be a shortfall of 75 spaces supplied versus demand at peak demand for parking.

4.3 Income

There is limited evidence on the impact of increases in parking charges on the demand for parking in UK towns and cities. There is some historic research to suggest the impact is in the range of 1-4% reduction in parking demand relative to each 10% increase in charge (Feeney, 1998; Pratt, 1999). However, it is also understood that an increase in charges in areas where there is alternative parking supply may simply result in a diversion of traffic to neighbouring cheaper car parks. Chesterfield, due to its current policy of free parking for residents outside the hours of 10:00 to 15:00, is in a unique position to understand its latent parking demand relative to parking charge changes. In the parking data assessed there is no clear increase in parking demand during free parking hours for residents which would suggest that there is not a significant latent demand for car parking that is restricted by the current parking charges. However it is difficult to fully ascertain this relationship as by the nature of the permit there is little recorded data of usage. At car parking sites with substantial usage data, a barrier is used, limiting the permit's use at that site and this may lead to displaced demand to other non-barriered car parks at the resident permit operating hours. Increases in parking charges in order to boost income are more relevant in scenarios where there is excess demand on the existing provision of parking.

Assuming the continuation of the current car parking charges strategy, future demand on parking will in large part depend on provision, quality, and price of alternative transport modes to trip attractors in Chesterfield town centre. Given a lack of latent parking demand, mode shift towards more sustainable modes of transport for journeys to and from the town centre would result in a decrease in demand on parking.

4.3.1 Yearly Income Profile as per TEMPRO Central Growth Scenario

Using the NTEM core scenario and making assumptions around future parking income targets, it is possible to assess how income might perform relevant to these targets in future years. The NTEM core scenario informs background growth to parking demand, and this can be established for an annual breakdown. This is assuming the 2023 income target is indicative of a consistent expectation on parking income. Therefore, the

assessed 2023 YTD income level has been used as a base and the NTEM core scenario growth has been applied to increase this income year on year to approximate the annual income level for each year between 2024-2035.

Further to this an assumption has been made that parking charge income targets will rise in line with inflation, as will parking charges themselves. Under this scenario, the Office for National Statistics (ONS) and Office for Budget Responsibility (OBR) forecast for CPI inflation (March 2023) has been taken as the inflation rates up until 2028 and the Bank of England inflation target of 2% has been taken as the inflation rate subsequently up until 2035. The resulting estimation is an income of £2,519,264.80 in 2035 with an income target of £2,593,807.07. This equals income 2.87% below the year's target, as shown in Table 8. Across the whole analysis range, 2024 to 2035, each year is forecasted to have income below targets.

Table 8: Projected income mapped against the forecasted targets

Year	Income	Target	% under target
2024	£1,996,593.99	£2,165,954.26	7.82%
2025	£2,027,063.62	£2,176,784.03	6.88%
2026	£2,047,697.81	£2,176,784.03	5.93%
2027	£2,094,213.18	£2,213,789.36	5.40%
2028	£2,147,228.98	£2,258,065.14	4.91%
2029	£2,200,722.59	£2,303,226.45	4.45%
2030	£2,254,694.01	£2,349,290.97	4.03%
2031	£2,309,143.23	£2,396,276.79	3.64%
2032	£2,361,003.44	£2,444,202.33	3.40%
2033	£2,413,456.48	£2,493,086.38	3.19%
2034	£2,466,060.37	£2,542,948.10	3.02%
2035	£2,519,264.80	£2,593,807.07	2.87%

4.3.2 Tariff Band Targeting & Comparison with Similar Towns

Guidance on parking provision in town centres, as outlined by the Association of Town & City Management, British Parking Association, Parking Data & Research International and Springboard Research, demonstrates trends in cost of parking relative to town centre size, footfall, and target consumer. On assessment of the cost of parking in a town centre, the 2-hour tariff is the most pertinent band when targeting impact on shoppers as opposed to commuters. This data was collated in 2013 and prices quoted have been adjusted to represent present day values after accounting for inflation. It is likely that costs of parking have not followed price increases directly in line with inflation. However, this is a useful exercise to understand the relationship between footfall and parking pricing.

A calculation exercise carried out to calculate parking charges required to reach income target levels given assessed background NTEM demand growth scenarios and inflation adjustments to charges and targets is outlined in Table 9. This exercise has established a forecasted annual shortfall to income targets and uplifted parking charges with this flat percentage. There has also been an assumption that charges will increase by £0.05 at a minimum and that charges will not decrease at any point. Additionally, price elasticity has been accounted for with the previous assumption that for every 10% increase in cost there is a 1-4% loss of demand, this has been taken as 2.5% for this exercise and with an assumed elasticity only applied to charge increases above inflation. This exercise demonstrates the need for parking charges to increase greater than forecasted inflation levels and to what extent this would need to occur to reach anticipated income targets. Given a loss of 2.5% of demand for 10% increases in charges the increases in charges outlined in this

charging structure would result in a loss of 7% of demand in 2035. However, this loss may be lower given these increases in charges are taking place incrementally over a long period of time. Furthermore, background growth is anticipated to be 8.19% from 2023 to 2035 and therefore it is anticipated there would be no overall reduction in demand given the NTEM core scenario.

It is to be noted that income is dependent on a wide variety of factors, of which demand is only one. It is highly uncertain that estimations of income are likely to be accurate as there are a multitude of factors which could induce or reduce demand, impact operations, affect consumer behaviours etc. The estimations given in this report are intended to solely provide a snapshot of how scenarios could develop given certain assumptions.

Table 9: Forecasted parking charge bands required to reach forecasted income targets

Year	Up to 30 Mins	Up to 1 Hour	Up to 2 Hours	Up to 3 Hours	Up to 4 Hours	Over 4 Hours / Up to 12 Hours
2024	£1.00	£1.90	£3.35	£3.55	£5.30	£5.85
2025	£1.00	£1.90	£3.35	£3.55	£5.30	£5.85
2026	£1.00	£1.90	£3.35	£3.55	£5.30	£5.85
2027	£1.00	£1.90	£3.35	£3.55	£5.30	£5.85
2028	£1.05	£1.95	£3.40	£3.60	£5.40	£5.95
2029	£1.05	£1.95	£3.45	£3.65	£5.50	£6.05
2030	£1.05	£2.00	£3.50	£3.75	£5.60	£6.15
2031	£1.10	£2.05	£3.55	£3.80	£5.70	£6.25
2032	£1.10	£2.05	£3.65	£3.85	£5.80	£6.40
2033	£1.15	£2.10	£3.70	£3.95	£5.90	£6.50
2034	£1.15	£2.15	£3.80	£4.05	£6.05	£6.65
2035	£1.20	£2.20	£3.85	£4.10	£6.15	£6.80

Analysis carried out by Springboard Research and Parking Data & Research International shows no clear correlation in footfall per week and cost of parking. The evidence suggests that towns with very high levels of footfall (300,000 per week +) charge the greatest amounts for parking. However, this may reflect the fact that larger more successful towns and cities are able to charge the most for parking due to their already robust centre viability, or that these towns may have a greater more developed public transport and active travel networks, reducing the numbers arriving in the city centre by car. This is summarised in Figure 8.

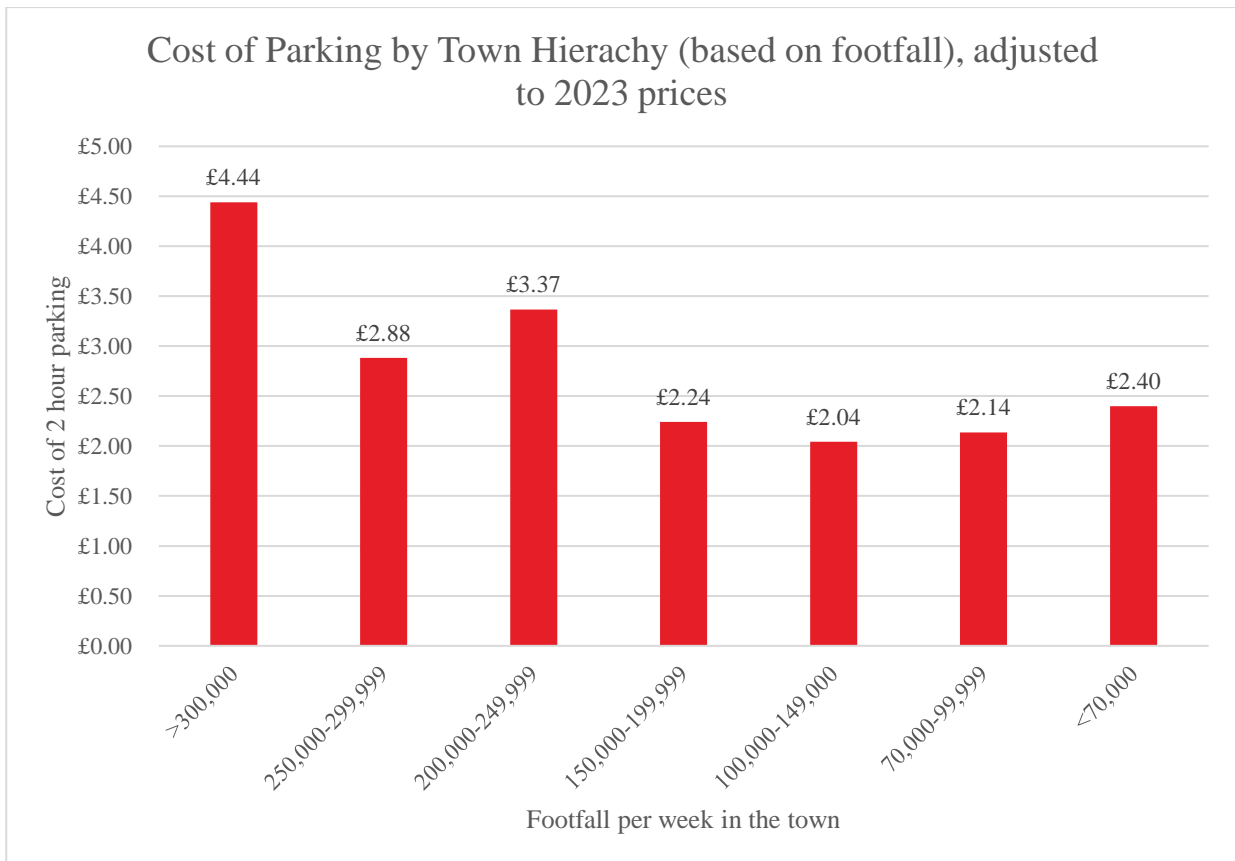


Figure 8: Cost of parking by town centre footfall (Springboard/PDRI)

Analysis of parking charges in towns of a similar size to Chesterfield shows that Chesterfield parking pricing is towards the higher end of tariffs for 1-hour and 2-hour stays, as shown in Table 10. However, this comparison based on population size does not reflect the economic viability and success of these town centres and as such should not be taken as a reflection of how Chesterfield should price its car parking charges. The relationship between town centre viability, destination status, car parking demand, public transport offering, relative wealth of residents and neighbouring regions result in such complexity that it is difficult to ascertain a benchmark for car parking charges simply from looking at towns of a similar size.

Table 10: Car parking tariffs for towns of a similar population to Chesterfield

Town	Town Population	1 Hour	2 Hours	4 Hours
Chesterfield	89,181	£1.70	£3.00	£3.20
Halifax	91,338	£0.50-£1.00	£1.00-£2.00	£2.00-£4.00
Grimsby	88,500	£1-£1.50	£1.50-£2.50	£2.50-£3.50
Hartlepool	89,610	£0.70	£1.00-£1.50	£2.80
Stevenage	93,944	£2	£3	£5

4.3.3 Resident Parking Permit

Residents of Chesterfield Borough are provided with a resident parking permit upon payment of council tax which entitles them to free parking before 10:00 and after 15:00 from Monday to Saturday and all-day on Sundays and bank holidays. This is valid at Albion Road, Derbyshire Times, Devonshire Street, Durrant Road, Hollis Lane (excluding on-street bays), Holywell Cross, Queens Park, Spa Lane, Station Road, St Mary's Gate and Theatre Lane. If residents wish to park after this allocated free period, they buy a ticket valid to cover the extra time needed. To quantify the estimated loss of parking income due to this parking incentive the average number of parked cars using the resident parking permit surveyed in March 2023 has

been extrapolated. This number of average cars in the morning and afternoon has been taken along with an assumption as to the turnover of cars in the “free” periods (i.e. before 10:00 and after 15:00) and an assumption as to the average length of stay (2-hours). This results in an estimated loss of revenue of £787.80 per day which is equal to £287,547.00 per year. Though there may be political sensitivities around the resident parking permit and the permit is not intended to act in an income chasing approach, there may be an opportunity to release some of this lost revenue should amendments or removal of the parking permit take place.

4.4 Climate Change

4.4.1 Electric Vehicle (EV) Charging

This section outlines anticipated growth in EV demand in the years to 2035 and beyond, and the implications of this for anticipated charging demand in car parks in Chesterfield Town Centre, using the National Grid Future Energy scenarios and Arup’s in-house EV Charging Infrastructure Model.

Wider policy context

According to National Grid’s Future Energy Scenarios, the number of electric cars on the UK’s roads could increase to over 10 million by 2030, with up to 37 million battery-electric cars and vans in service in 2050.² This contrasts with the 700,000 EVs in service today.³ Scenarios that see a higher number of electric vehicles (EVs) in service would require the government’s target of 300,000 public charge points installed by 2030 to be exceeded, particularly as concern around the availability of public charge points is the second most common factor behind cost in discouraging consumers from switching to electric vehicles.⁴

Interaction with the Derbyshire County Council (DCC) Future EV Strategy

The contents of the Derbyshire County Council Future EV Strategy are discussed in Section 3.5.7. Workshops with DCC and constituent borough councils identified an initial shortlist of suitable sites for new or additional EV charging infrastructure; relevant shortlisted car parks in Chesterfield town centre were Durrant Road/Brewery Street, Queens Park Annexe and St. Mary’s Gate (although note that St. May’s Gate also sits in the Spire Neighbourhood area and is therefore a prime consideration for redevelopment – see Section 4.5).

National Grid Future Energy Scenarios (FES)

The National Grid Future Energy Scenarios (FES) reflect four different potential scenarios for the UK’s progress towards decarbonisation, each with different speeds of decarbonisation and varying levels of accompanying societal change. These are summarised in Figure 9.

² <https://www.nationalgrideso.com/document/263951/download>, p.51

³ <https://www.rac.co.uk/drive/electric-cars/choosing/road-to-electric/>

⁴ nationalgrideso.com/future-energy/our-net-zero-work/empowering-climate-action

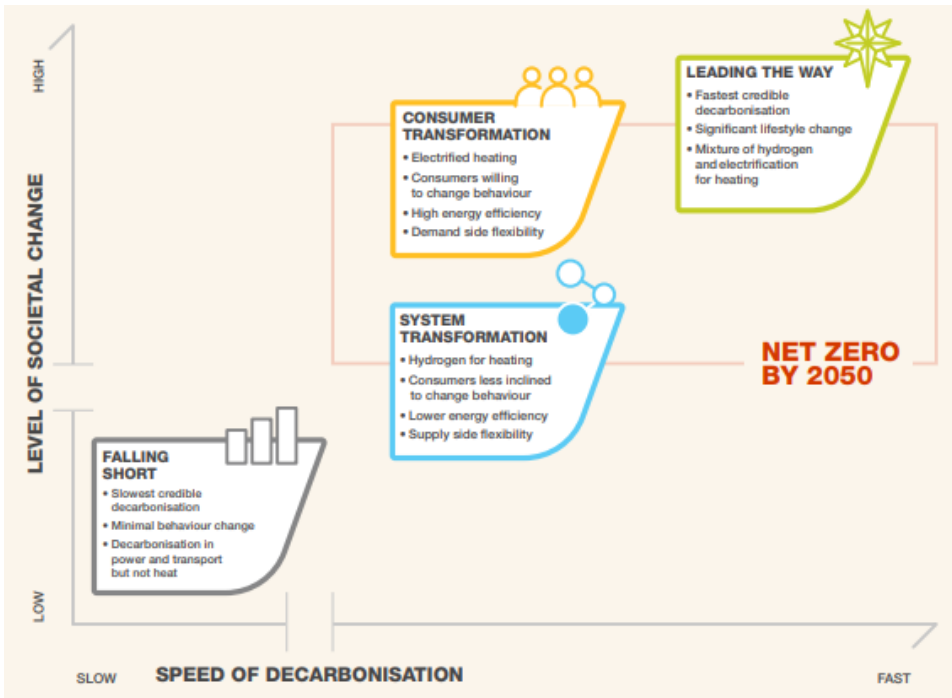



Figure 9: National Grid Future Energy Scenarios

The key implications of the National Grid FES for EV uptake are summarised in Table 11.

Table 11: National Grid Future Energy Scenarios: Implications for Electric Vehicle (EV) uptake

Steady Progression (prior to 2022 FES report) Or Falling Short (after 2022 FES report)	Electric Vehicles are slow to be adopted by the public, most likely due to the cost of new vehicles, therefore the Public and Private sectors are reluctant to install dedicated charge points until revenue forecasts can be justified. In this scenario National Grid forecast the 2030 ban on new petrol/diesel vehicles is missed and is instead achieved in 2035 by cars and 2040 by vans.
System Transformation	The Public and Private sectors are first to deploy charge points for EV drivers ahead of the need, this in turn spurs on greater EV uptake as the charging provision is present across public residential, destination and on-route locations. In this scenario National Grid forecast the 2030 ban on new petrol/diesel vehicles is missed and is instead achieved in 2032.
Consumer Transformation	Drivers adopt EVs ahead of charging provisions, most likely to be led by drivers with access to off-street parking. This in turn allows the Public and Private sectors to provide charging provision at all other location types due to demand and forecast revenue justifying CAPEX costs. In this scenario National Grid forecast the 2030 ban on new petrol/diesel vehicles is achieved.
Leading The Way	This is the National Grid's fast rate of decarbonisation scenario, which in turn is the most aggressive approach for EV uptake, this is not down to one individual group, rather as a combination change across all groups. In this scenario National Grid forecast the 2030 ban on new petrol/diesel vehicles is achieved.

In absolute terms, the number of electric cars on the road in 2035 will vary between 10 million (in the Falling Short scenario) and over 25 million in the Consumer Transformation and Leading the Way scenarios, with a consequent variation in the number and type of EV chargers required, as shown in Figure 10.

Figure EC.T.07: Battery Electric Cars on the road 

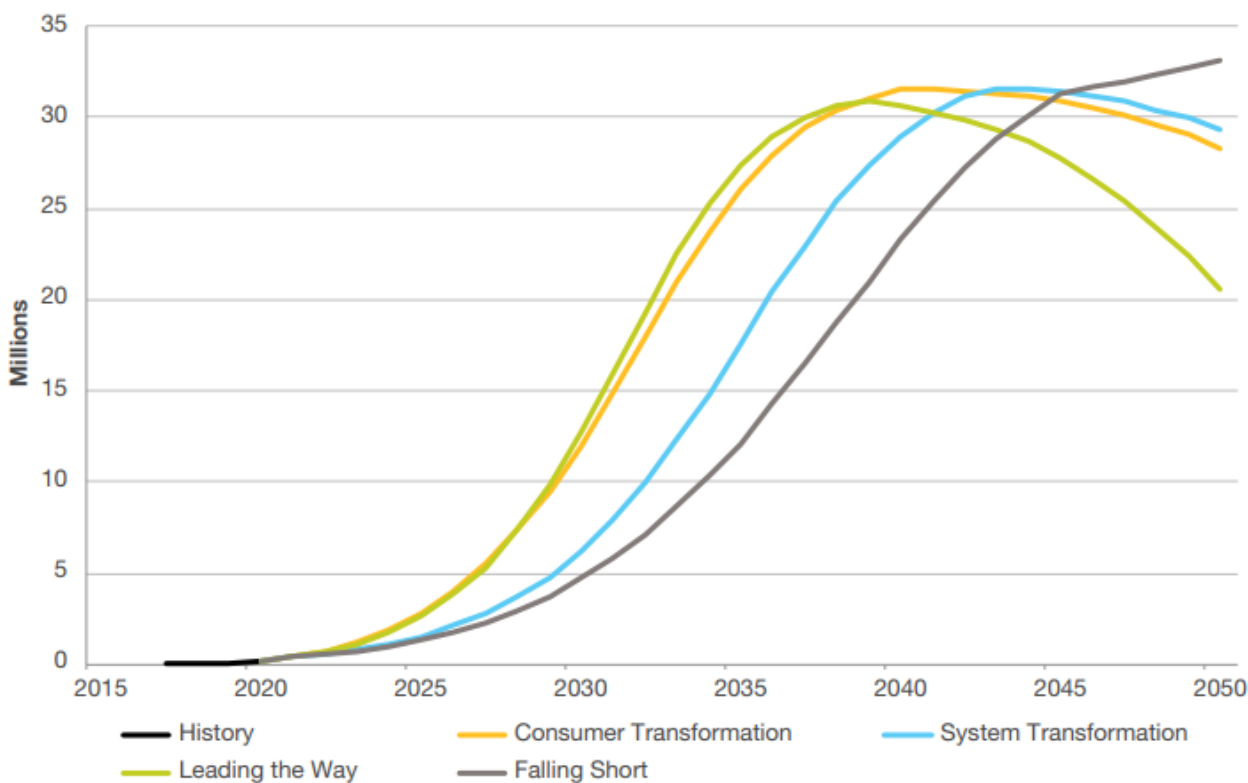


Figure 10: National Grid Projections for future number of EVs in service in the UK⁵

4.4.2 Types of EV charging

EV chargers can broadly be categorised into four types: slow, fast, rapid and ultra-rapid (with “ultra-rapid” sometimes included under the “rapid” category). Each is suitable for different types of charging, as detailed in Table 12.

Table 12: Types of EV Charging

Type	Power	Time to full charge	Suggested Use Cases
Slow	<7kW (DC)	8-12 hours	Residential/overnight charging; all-day parking
Fast	7-22kW (DC)	1-6 hours	Medium-term parking for shopping and leisure
Rapid	43-50kW (AC/DC)	20 minutes- 1 hour	Short-term use e.g. service stations, short shopping trip
Ultra-rapid	100-350kW (DC)	20-40 minutes	Very short shopping trip/ trip to access services in town centre, stopping as part of a longer journey in order to top-up charge

⁵ National Grid Future Energy Scenarios, p.72: <https://www.nationalgrideso.com/document/263951/download>

As faster EV chargers are generally more expensive to operate and install, which is reflected in the price per kWh for the end user, consideration should be given to prioritising slower charging types where demand for rapid and ultra-rapid is lower. Some users will not aim to charge their vehicle fully, but instead to extend their battery range sufficiently to reach their intended destination or place of residence.

4.4.3 Costs of installing EV charging infrastructure

The costs of EV chargers and charging infrastructure is set out in Table 13 and Table 14. This is based on a cost benchmarking exercise carried out by Arup for a previous project for the Welsh government, and represent prices within the period 2020 to 2022. These costs can be affected by a number of factors, including the location and whether this is urban or rural, the existing surface type, the costs of connecting to the grid (although the cost of grid upgrades is no longer generally borne by the individual user as discussed in section 4.4.7 below). These costs are for individual chargers and are therefore also likely to reduce substantially if chargers are being purchased in bulk.

Table 13: Benchmark supply costs by charger type. Source: Arup

Type	Power Rating	Central Estimate	Higher Cost	Lower Cost	Unit
Fast	7 kW	1,700	2,125	1,275	£ /Charge Point
Fast	11 kW	2,000	2,500	1,500	£ /Charge Point
Fast	22 kW	2,300	2,875	1,725	£ /Charge Point
Rapid	50 kW	35,000	43,750	26,250	£ /Charge Point
Ultra-rapid	100 kW	55,000	68,750	41,250	£ /Charge Point
Ultra-rapid	150 kW	60,000	75,000	45,000	£ /Charge Point

Table 14: Benchmark installation costs by charger type. Source: Arup

Type	Power Rating	Central Estimate	Higher Cost	Lower Cost	Unit
Fast	7 kW	2,200	2,750	1,650	£ /Charge Point
Fast	11 kW	2,200	2,750	1,650	£ /Charge Point
Fast	22 kW	2,200	2,750	1,650	£ /Charge Point
Rapid	50 kW	15,000	18,750	11,250	£ /Charge Point
Ultra-rapid	100 kW	15,000	18,750	11,250	£ /Charge Point
Ultra-rapid	150 kW	15,000	18,750	11,250	£ /Charge Point

4.4.4 Different Charging Behaviours: Arup Scenarios

In addition to uncertainties as to the scale and speed of EV uptake, as outlined in the National Grid FES above, there are uncertainties as to how and when EV drivers will choose to charge their cars. Arup has therefore developed four possible future EV charging scenarios, as detailed below:

- **Base:** A baseline set of assumptions established using market and behaviour observations to date, continued forward with trends to forecast EV energy and charge point quantity. EV charging behaviour follows observed charging to date (70% Fast and 30% Rapid or above)

- **Consumer Efficiency:** Consumers are more environmentally conscious and EV drivers choose vehicles with a battery suitable for every day short distance use and do not purchase the largest range EV on the market, affecting the average EV battery size. EV drivers are also more efficient with charging their vehicles; favouring lower charger speeds.
- **Government On-Street:** In this scenario it is assumed that a Government incentive or scheme is in place and widely adopted enabling up to **50%** of EV drivers who have no off-street parking the ability to charge close to home via public residential charging by the year **2035**.
- **Rapid Dominant:** In this scenario EV drivers are expected to follow the ‘fuel and go’ behaviour patterns observed in ICE vehicles, therefore there is a greater need for Rapid and above charge points to reduce consumer dwell times.

4.4.5 Amount and Type of EV Charging Required

Combining Arup’s future charging scenarios and the FES produces sixteen potential scenarios for the amount of charging required in Chesterfield’s car parks in the future. The wide variety of potential future charging requirements scenarios highlights the need for CBC to remain adaptable in developing their EV charging provision for the future.

The Arup model distinguishes between four types of EV charging: Home, Destination, Public Residential and On-Route. Of these four, two are considered relevant to CBC’s car parks in the town centre. These are Destination (charge points associated with attractions such as supermarkets, shopping centres and work) and Public Residential (charge points meeting the needs for those who cannot charge at home due to limited off-street parking access, associated with on-street deployment or dedicated bays in car parks). The total number of chargers required for these cases and scenarios for Chesterfield LSOA areas 010A, 010F and 010G (see Figure 11 below), which correspond to the area of the study car parks, is shown in Table 15.

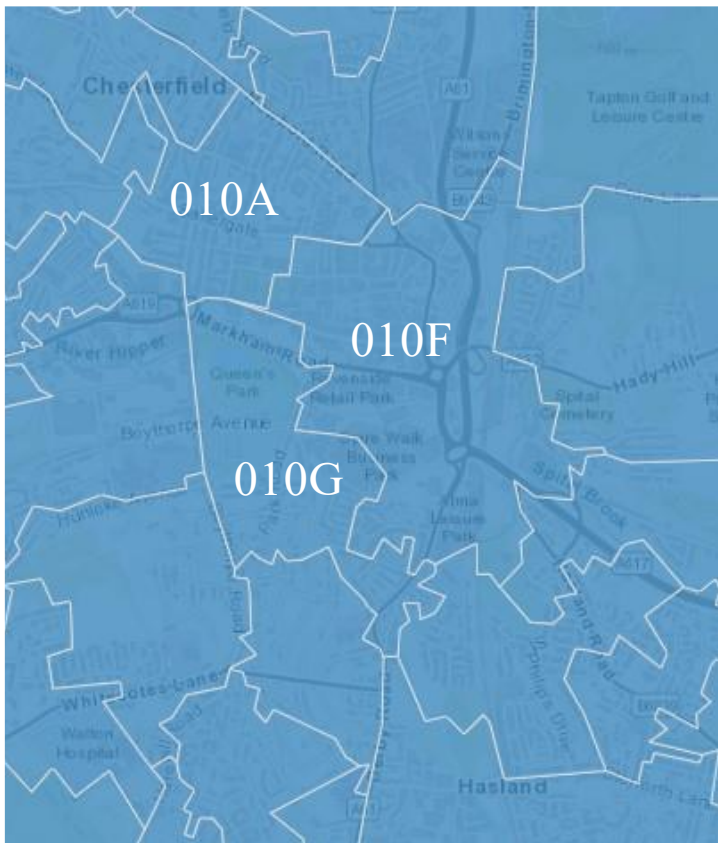


Figure 11: Area used for EV Charging Requirements Analysis (Chesterfield LSOAs 010A, 010F and 010G)

Table 15: Estimated peak demand for destination and public residential chargers in central Chesterfield (LSOAs 010A, 010F and 010G) under different Arup and FES scenarios, in 2035

Scenario	Consumer Transformation	Falling Short	Leading The Way	System Transformation
⊕ Base	194.33	87.40	205.17	130.42
⊕ Consumer Efficiency	387.80	174.42	409.43	260.27
⊕ Govt. On-Street	430.32	193.55	454.33	288.81
⊕ Rapid Dominant	158.48	71.28	167.32	106.37

Illustrating the scale of uncertainty, the estimates for the number of chargers required to fully cater for peak demand in this area varies between 72 (under a FES Falling Short/Arup Rapid Dominant scenario) to 455 (under a FES Leading The Way/Arup Government On-Street scenario). In general, the Arup Base and Rapid Dominant scenarios anticipate that significantly less chargers will be required in the future, regardless of the National Grid FES chosen. This is because Base and Rapid Dominant have a significantly higher proportion of rapid chargers than the other scenarios, allowing for the same charger to be used by multiple vehicles in a day.

Not all of this demand would need to be accommodated in CBC’s town centre car parks; some could be met through on-street provision, although this is limited in the town centre, while private car parks may also install EV charging points in the future. However, given that CBC car parks consist of 50% of parking bays in the study area, a reasonable estimate would suggest this percentage of total EV charging requirement as a minimum would be delivered by CBC, through a mix of provision in car parks and on-street provision. This would lead to a minimum of 35 to 230 chargers being delivered by Chesterfield Borough Council in the town centre area. This contrasts with 23 EV charge points available in CBC’s town centre car parks currently.

The high level of uncertainty around future EV charging demand means that any future approach would need to be flexible and adaptable. Figure 12 highlights how even under one National Grid Future Energy Scenario (this example shows the leading the way scenario), there is a large degree of uncertainty in terms of the

number and type of chargers required to meet demand in the future. This could initially include implementing a mix of charger types at car parks in the town centre, before adapting the focus of any programme to focus on government policies including subsidies and changing patterns of demand. The mix of charging in car parks across the town centre can also be related to nearby land uses, given the different types of use cases that different speeds of EV charger are best suited to serve (see Table 12). The level of risk, including any financial risk over and above subsidies, on achieving an increase in the uplift of the number of EV chargers could lie with CBC in most scenarios. However, private sector investment interest, if the market supports this, could help to offset some of the risk and boost the speed at which the uplift in EV charging could be achieved.

It is important to note that the demand for chargers is likely to continue growing until after 2035 (refer to Figure 13 and Figure 14), and therefore the 2035 levels of charging provision should be seen in this context rather than as a final long-term requirement.

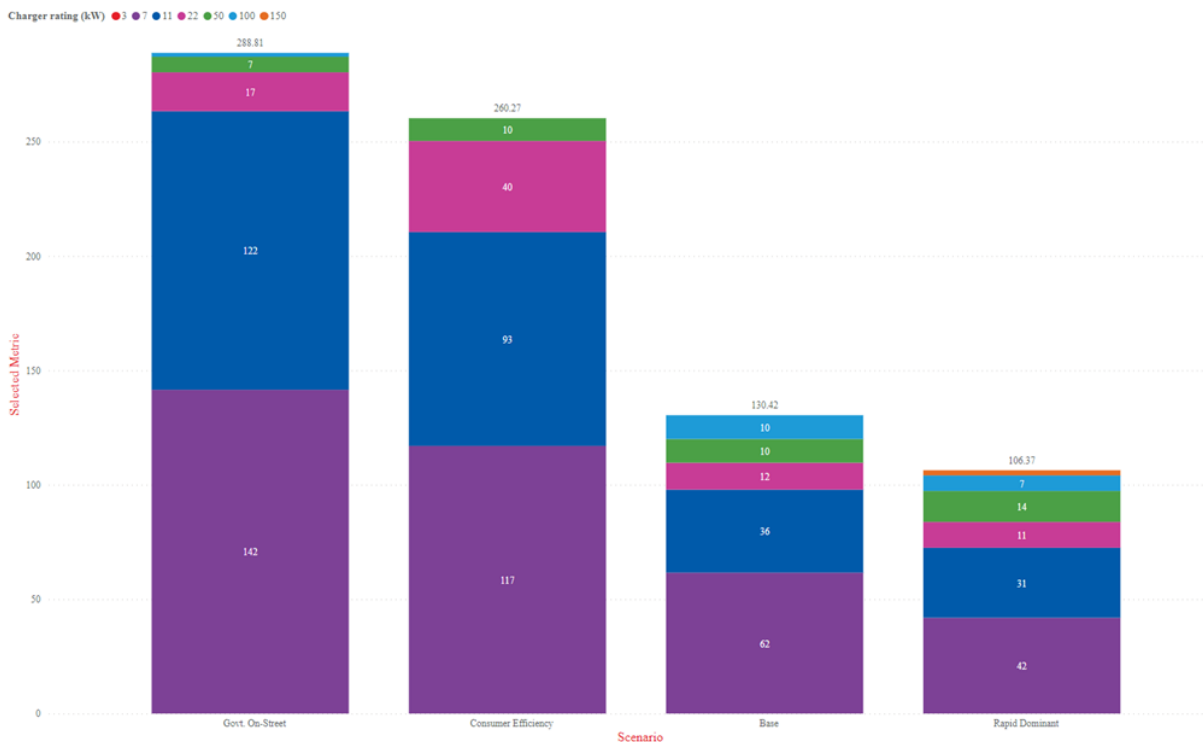


Figure 12: Estimated number of destination and public residential chargers required by type in central Chesterfield in 2035 under the National Grid Leading the Way scenario

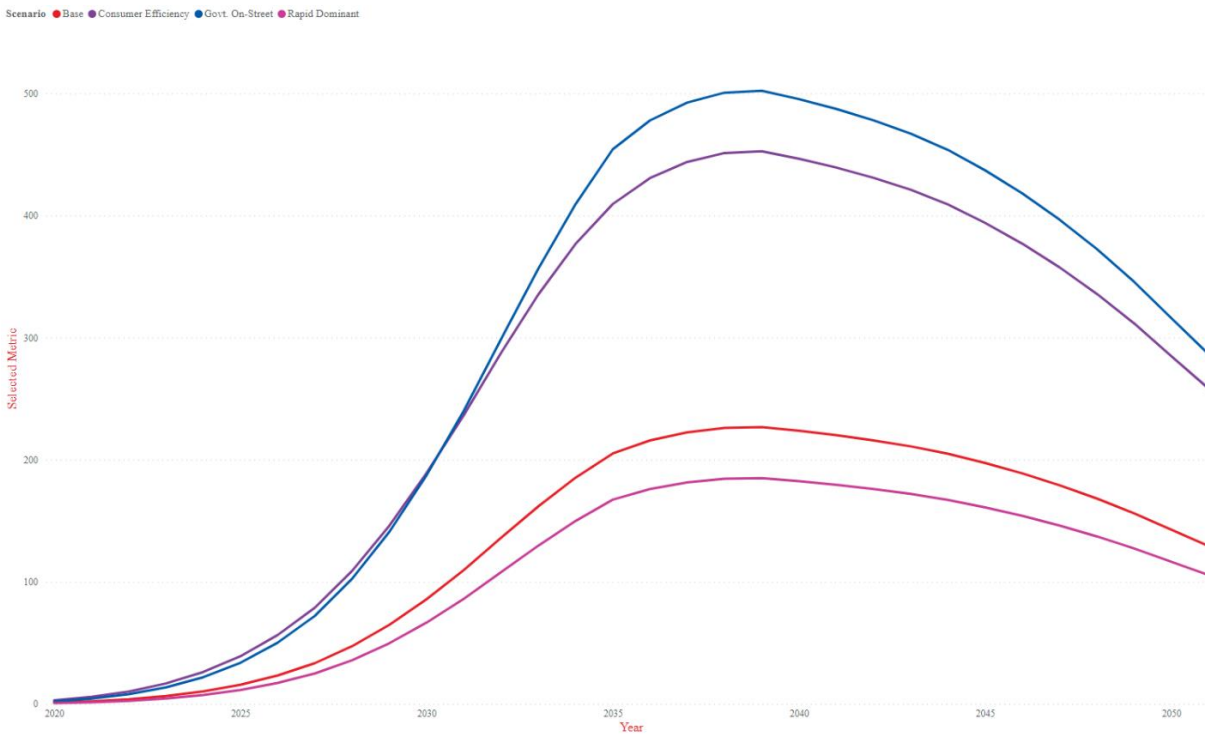


Figure 13: Estimated Future EV Charging Requirements for central Chesterfield car parks, National Grid Leading the Way scenario

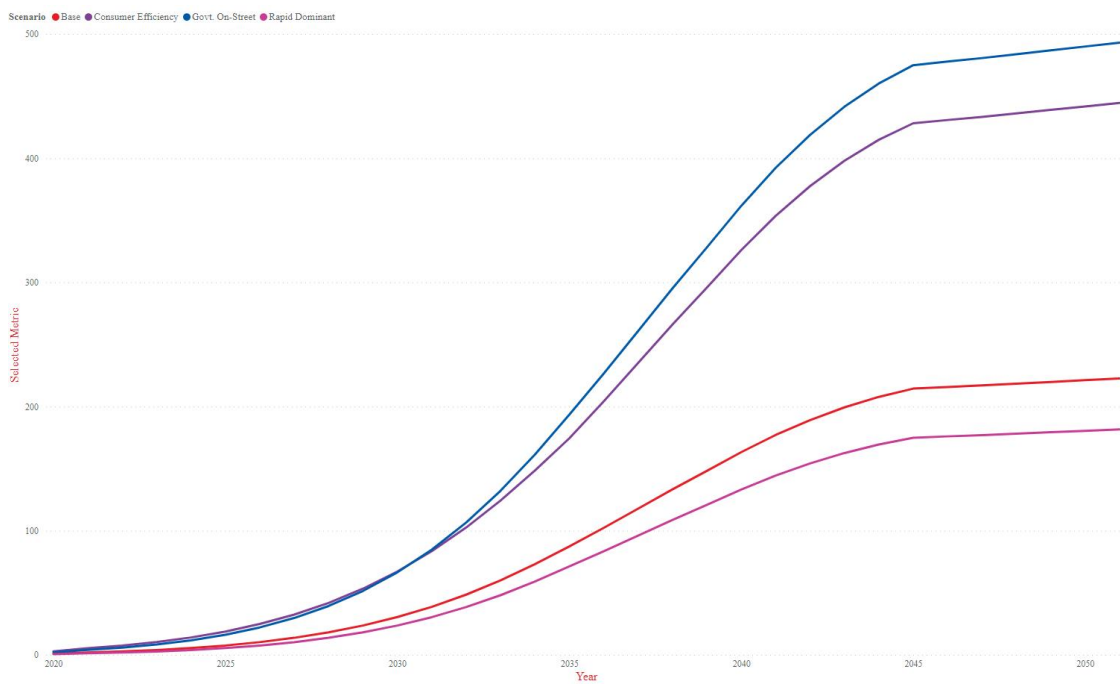


Figure 14: Estimated Future EV Charging Requirements for central Chesterfield car parks, National Grid Falling Short scenario

4.4.6 Suggested EV charging locations

As EV Charging demand increases up to 2035 and beyond, there are two broad location-based approaches to facilitating this growth in demand: an approach of incrementally upgrading all car parks to meet growing demand as this arises and one that grows supply to meet demand by upgrading car parks sequentially.

The key advantages and disadvantages of adopting each approach in Chesterfield town centre are outlined in Table 16.

Table 16: Incremental and Sequential upgrades – advantages and disadvantages

Approach	Advantages	Disadvantages
Incremental upgrades to all car parks	Provision distributed across town centre from the outset; improves convenience of EVs relative to ICE vehicles. Charges less likely to be incurred for unused assets.	Higher long-term costs due to need to make repeated upgrades to the same car parks.
Sequential; car parks equipped in order	Lower long-term costs; greater efficiencies due to completing all upgrade work to each car park in one package.	Makes EVs less convenient than ICE vehicles until car parks in all areas of the town centre are upgraded. Charges more likely to be incurred for underutilised assets if EV drivers opt not to shift destination to designated car parks for the purposes of charging.

4.4.7 Grid Upgrade Requirements in Chesterfield Town Centre

The National Grid Network Capacity Map (Figure 15) and supporting data table (Table 17) indicates that there is currently spare grid capacity at three substations to the south of Chesterfield Town Centre (Goitside x2 and Queens Park), although capacity is constrained at Sheffield Road to the north of the Chesterfield town centre area. No data is available for the Robert Hyde substation to the south-east of the town centre. The DCC Future EV report included an assessment of the costs of grid upgrades to three town centre car parks (Durrant Road/Brewery Street, Queens Park and St. Mary’s Gate) and concluded that grid connection costs did not present a significant issue for any of these. However, this situation could change if future developments in and around Chesterfield town centre reduce the amount of spare grid capacity available, and should only be considered as a point-in-time view on capacity.

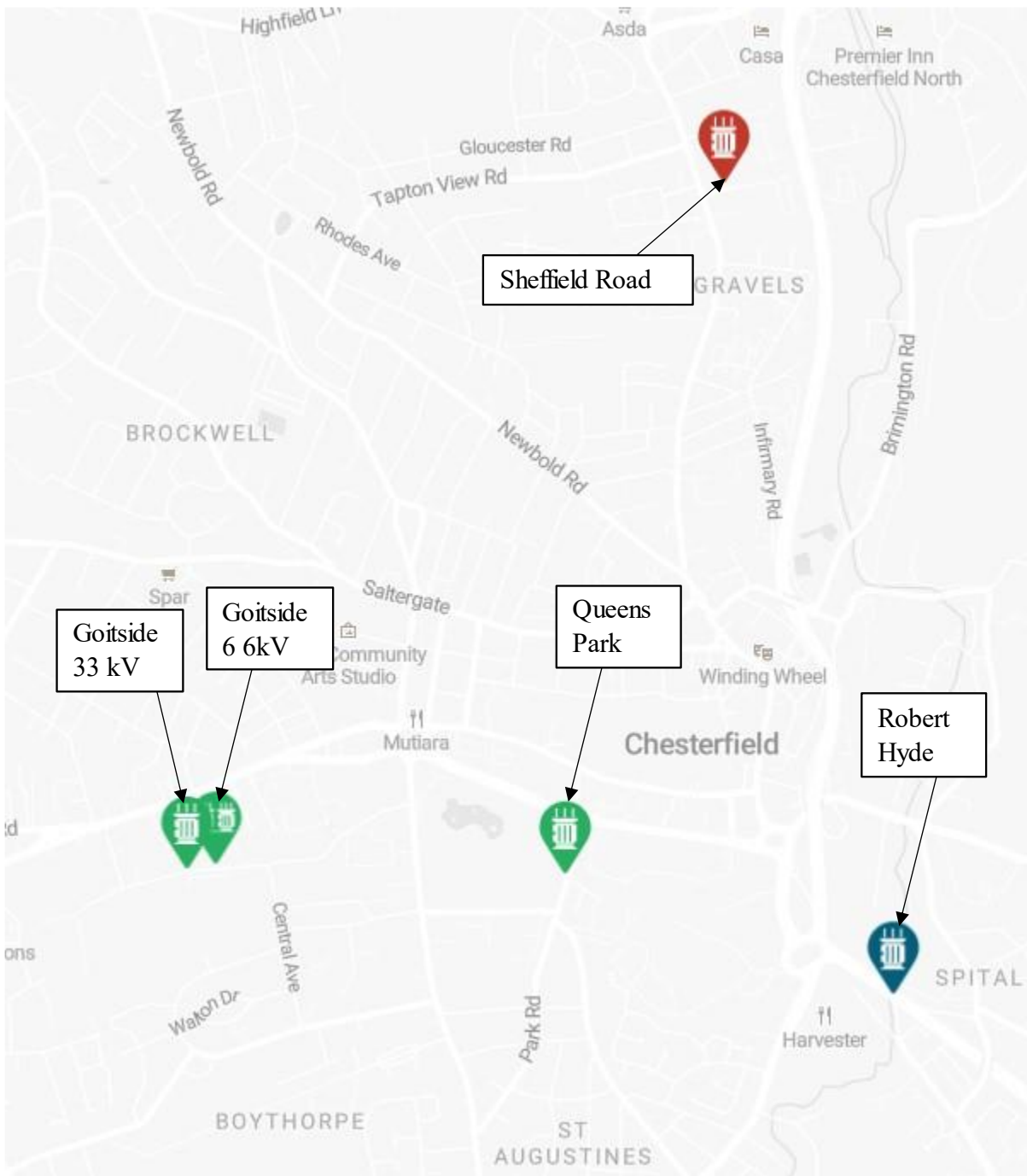


Figure 15: Substation capacity in and around central Chesterfield (source: National Grid Network Capacity Map)

Table 17: Substation capacity in and around central Chesterfield, May 2023 (source: National Grid Network Capacity Map)

Substation Name	Demand Headroom (MVA)	Generation Headroom (MVA)
Goitside 33kv S Stn	48.41	61.85
Goitside 6 kv S Stn	9.99	12.93
Queens Park 33 11kv S Stn	13.18	24
Sheffield Road 33 11 6 6kv S Stn	0	9.93

Substation Name	Demand Headroom (MVA)	Generation Headroom (MVA)
Robert Hyde 33/11kv	No data	No data

Changes to how grid upgrades are paid for since April 2023 have reduced the proportions paid by the user requesting the upgrade significantly in most cases, with costs instead being “socialised”, i.e. passed to grid users as a whole. This is likely to reduce the directly payable costs of any future grid upgrades in the town centre, though the need for grid upgrades could affect timescales for rolling out EV charging infrastructure.

4.4.8 Solar Charging

As the demand for EV charging increases, the capacity of the power distribution network could be adversely impacted. To mitigate these impacts one approach that could be considered is the implementation of Solar PV canopies across the borough’s carparks. Solar canopies have become a popular means of utilising carpark land with some countries opting to legislate for their implementation. The images show examples of the implementation of Solar PV canopies.

As part of this study a high-level analysis of the solar potential of the authority owned car parks has been undertaken. This analysis utilises GIS techniques to look at the solar potential of each of the authority owned carparks and produces an estimated megawatt hours (MWhs) output for the site (the estimated MWhs is indicative). Table 18 outlines the solar potential for each of the car park sites and lists the estimated solar potential utilising two solar panel efficiencies.

The efficiency of a solar panel utilises the percentage of energy that a solar panel is able to convert from solar radiation into electricity. The first is 22%, this figure utilises the most efficient solar panels on the market at present. It is capable of converting 22 % of solar radiation into electricity. This would mean that if an area is receiving 10MWhs of solar radiation then the solar panel would be able to produce 2.2MWhs of electricity. The second solar panel has an efficiency of 15%, this represents the standard efficiency of the majority of solar panels currently on the market. Using the example from before if the site was receiving 10MWhs of solar radiation then the panels would be able to produce 1.5Mwhs.

Table 18: Solar generation potential for each car park

Name	Site Area (Ha)	Total potential solar power generation in MWh at 22%	Total potential solar power generation in MWh at 15%
Beetwell Street MSCP	0.3	6.8	4.64
Saltergate MSCP	0.2	3.44	2.35
Rose Hill	1.7	15.78	10.76
Albion Road	0.2	1.94	1.32
Soresby Stret	1.9	15.63	10.66
Holywell Cross	1.2	10.6	7.23
Devonshire Street Part 1	0.6	4.92	3.36
Durrant Road	0.7	6.15	4.19
Theatre Lane	0.3	2.22	1.51
St Mary's Gate	0.5	4.13	2.81
Station Road	0.5	4.76	3.25
Spa Lane	0.08	0.82	0.56

Name	Site Area (Ha)	Total potential solar power generation in MWh at 22%	Total potential solar power generation in MWh at 15%
Hollis Lane	0.9	9.58	6.53
Queen's Park North	0.7	6.26	4.27
Queen's Park South	0.4	3.76	2.56
Devonshire Street Part 2	0.17	1.55	1.06
Coach Station	0.13	1.14	0.78

As is evident from the analysis there is significant potential for the CBCs car park sites to produce energy, these canopies would allow the authority to produce some of the load required for future EV charging points along with giving the option for capturing any surplus in battery storage. This additional energy will allow the authority to utilise some of the excess to power street lighting etc.

Examples of how solar PV canopies could be used in car parks are shown in Figure 16.

Figure 16: Examples of Solar PV in car parks



The implementation of the solar canopies at this time would be reliant on planning policies. As there are no current policies contained within the local plan that support or deter their development, there is an option to include a supportive statement for the installation of solar canopies during the next Local Plan review in 2025/26. However, the current lack of a policy requirement to provide these would not prevent CBC from considering solar canopies across its own car parking sites and planning policy would be generally supportive of planning applications for them.

4.4.9 Car Park Greening Principles

A sketchbook of landscape opportunities is provided alongside this Strategy document. The landscape interventions focus on nature-based solutions and urban greening, such as that shown in Figure 17, which utilise nature and the power of healthy ecosystems to improve infrastructure and ensure a stable and biodiverse future whilst also protecting people and communities. In urban environments, a design approach that promotes nature-based solutions is key in embracing the direction of national government policy that acknowledges the essential value of the natural environment underpinning our economic prosperity, health and well-being. In 2019, CBC declared a climate emergency, and they have set an ambition for Chesterfield to become a carbon neutral borough by 2050. The landscape proposals in the sketchbook help to ensure sustainability and climate change are central to the upgrading of car parking in Chesterfield. This approach seeks to create healthier and more socially cohesive and biodiverse urban environments, as well as a connected city ecosystem for people and wildlife. It also builds resilience against climate change in the form of storm, flood, heat, drought and pollution protection. Implementing smaller scale green infrastructure across parking facilities in towns such as Chesterfield, which is expanded on in the sketchbook, are vital in positively utilising pressurised urban space for sustainable design. Indicative costs for the greening proposals are provided in Appendix C.

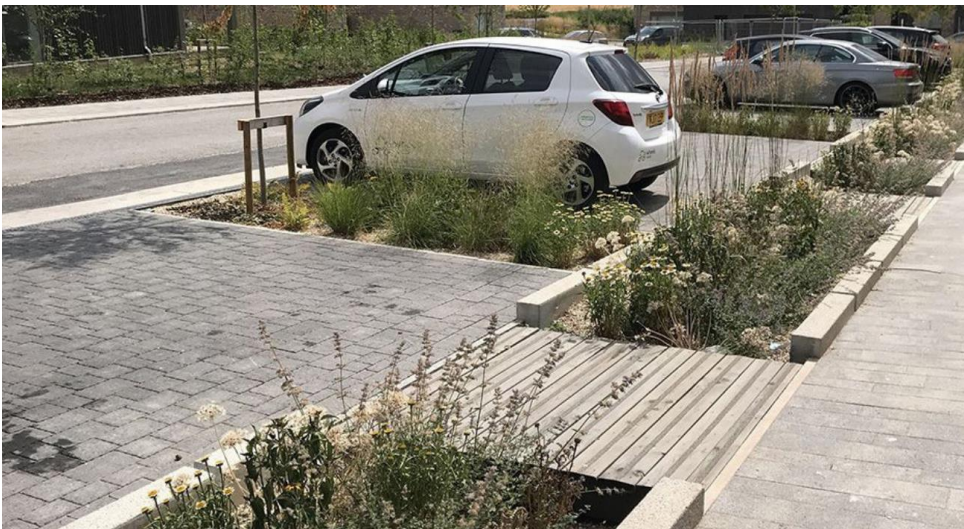


Figure 17: Lovedon Fields, Hampshire

4.4.10 Impact of net zero ambitions on parking demand

Current net zero ambitions determine that driving (and therefore parking) habits will require adaptation. EV use will in part help to achieve net zero targets but there will also need to be adaptations to private vehicle trends on a whole. There has been a range of targets set out by other local authorities on the reduction of private vehicle journeys to achieve this. Greener Transport Solutions is a not-for-profit organisation that researches the decarbonisation of transport. Greener Transport Solution estimates that a 20%-27% reduction in car journeys by 2030 is necessary to achieve UK net zero ambitions. For council owned car parks, given analysis outlined earlier in this report explores the demand on the number of car parking spaces in the town centre, an approximation can be made of the demand on parking spaces given an annual linear approach to this 2030 reduction in demand. This results in a peak demand of 1,140 spaces across the town centre parking network by 2030. This equates to 422 less vehicles than this year acting as demand on parking spaces at peak periods.

4.5 Regeneration

4.5.1 Regeneration Potential of Car Park Sites

As part of this study, the future regeneration potential of all of CBC's car park sites has been assessed, with the exception of the Saltergate MSCP given the very recent investment in its development. The following section outlines the relevant Local Plan policies that could impact future development along with looking at what potential uses the car park sites could be used for.

4.5.1.1 Planning Policy Review

On review of the policies that could impact any future redevelopment of the car park sites there are six policies that have been identified that could potentially impact or support any future redevelopment. These are:

- CLP3 Built-up Area
- CLP8 Vitality and Viability of centres
- CLP21 Town Centre Historic Core
- CLP6 Economic Growth
- CLP17 Open Space
- SS1 Chesterfield Town Centre

Full details of the relevant policies are provided in Appendix D.

By considering the relevant policies and exploring potential uses, this will provide valuable insights for CBC on how to maximize the regeneration potential of their car park sites.

4.5.2 Methodology

To assess the regeneration potential of each of CBCs car park sites, a methodology has been developed that incorporates both quantitative and qualitative analysis. This methodology takes into account all relevant policies that could impact future development of the sites.

Quantitative Analysis

Firstly, the potential for each site to deliver both employment and housing development has been evaluated. For employment uses, four scenarios were created that assume varying proportions of the site would be taken up by development: a quarter, a third, two-thirds, and the whole site. The amount of floorspace that would be produced in square metres was calculated, if the developed buildings were one, two, or three stories tall.

For housing development, three density figures to demonstrate the capacity of each site were analysed. The density figures used were 40 dwellings per hectare, which was the same as the density used in the 2018 Land Availability Assessment (LAA), 50 dwellings per hectare (a 20% uplift on the 2018 density), and 100 dwellings per hectare to show the potential capacity if the CBC decided to implement a densification policy in the town centre.

Qualitative Analysis

After the quantitative analysis, qualitative analysis was undertaken to evaluate the impacts of local plan policies and other relevant information on the sites. This analysis was then incorporated into the following tables and formulated conclusions for each site by combining the quantitative and qualitative analysis.

By utilising this methodology, we aimed to provide a comprehensive evaluation of the regeneration potential of each car park site, which will inform the Authority's decision-making process for future redevelopment plans.

Summary

A summary of the regeneration potential of each car park is provided in Appendix E. This does not include the New Beetwell Street MSCP which is subject to a separate study.

It is clear that the majority of the sites would be suitable for redevelopment, as long as there is enough capacity within the remaining car parks to accommodate any displaced carparking requirement. However, certain sites including Albion Street, Spa Lane, Devonshire Street (Part 2) fall under the threshold set in the LAA so would not be of a sufficient size to impact on the housing supply to be allocated with the local plan. This would not prevent sites coming forward outside of the Local Plan. The Coach Station would not be suitable for redevelopment, due to its function (i.e. supporting the coach station). The car park sites that sit within the Spire Neighbourhood have the most potential for redevelopment as they are supported through Local Plan policies for this. The subsequent capacity analysis considers the implications on parking supply and demand should these car parks, along with the New Beetwell Street MSCP, be redeveloped.

4.5.3 Removal of Car Parks – Implication on Parking Supply and Demand

Under a scenario of removing the car parks outlined as proposed redevelopment sites (Spire Neighbourhood car parks and Beetwell Street Multi-Storey), the number of parking spaces would broadly match the peak demand (with an estimated 10 spaces spare), assuming that the relationship between maximum occupancy, demand and income is the same for all the car parks overall as it is for the car parks for which detailed hourly data exists (Soresby Street, Rose Hill, New Beetwell Street MSCP and Saltergate MSCP).

In the survey period analysed New Beetwell Street MSCP reaches a maximum occupancy of 50.3% meaning there is demand for 234 parking spaces at this peak period. If New Beetwell Street car park were to be removed, this demand remained and there was a policy of providing for it there would need to be appropriate available capacity in the alternative car parks. In the survey period analysed for Saltergate MSCP occupancy reached a peak of 40% of capacity, meaning there were 315 available spaces in the MSCP. This in itself would provide for the New Beetwell Street MSCP peak demand in the peak “worst-case scenario” period.

However, Saltergate may not be a viable option for all current users of New Beetwell Street due to the additional distance towards main attractors in the town centre as well as a level change along the walking route into the centre of Chesterfield. In this instance, analysis has shown that Vicar Lane car park, at its peak occupancy in the survey period, had 63 available spaces. This is equal to 30% of the total demand from the removal of New Beetwell Street and potentially represents an appropriate number of spaces for those users who would be unable to use Saltergate instead.

Under the low case NTEM scenario, if all sites considered for redevelopment (Spire Neighbourhood car parks and New Beetwell Street Multi-Storey) were to be removed all parking demand would be anticipated to be accommodated for. There would be an estimated 146 spaces free at the time of peak demand. This estimate assumes that the relationship between maximum occupancy, demand and income is the same for all the car parks overall as it is for the car parks for which detailed hourly data exists. In this scenario, the council could consider releasing additional small car parks for regeneration.

Under the high case NTEM scenario, if all car parks outlined as proposed redevelopment sites (Spire Neighbourhood car parks and New Beetwell Street Multi-Storey) were removed there would be an estimated 45-space shortfall when parking demand is compared to supply, assuming that the relationship between maximum occupancy, demand and income is the same for all the car parks overall as it is for the car parks for which detailed hourly data exists. Retention of New Beetwell Street MSCP, either in its current form or with reduced capacity, would satisfy this shortfall in supply. Retention of a down-sized New Beetwell Street MSCP may be a preferred option given a strategic provision of car parking in the south of the town centre.

5. Recommendations

5.1 Income and Operational Change

5.1.1 Suggested Changes to Parking Prices

It is evident the current income targets for car parking revenue are not being met and there is limited scope to induce demand for car parking through pricing incentives. Though a low elasticity has been established between car parking charges and car parking demand, there is still a very marginal relationship and any changes in parking tariffs must be addressed through a policy lens as well as from an income perspective. Parking charge changes must be in line with the CBC's declaration of a climate emergency and the Local Plan's prioritisation of active modes of transport. Any impact on the attractiveness of private motor vehicle use to travel to and from the town centre of Chesterfield through a significant change in parking charges should reflect an overall strategic vision for the whole Chesterfield transport network. With increased parking charges, given continued present levels of parking demand, there may be opportunity to generate an increase in revenue to then fund other more sustainable modes through service improvements. Any significant change to the parking charges, in the pursuit of income generation, should also consider the income associated with alternative uses for the car parking land and opportunity for regeneration.

The current impact of high levels of inflation brings into question the bi-annual parking charge reviews the council currently operates. Though it is incredibly difficult to predict the outlook of inflation and RPI, bi-annual reviews are deemed to be often enough to sufficiently capture the impact of inflation.

There is currently not sufficient evidence to suggest that parking charges have a significant impact on the economic success of town centres. There is limited evidence to suggest that overarching decline of town centres, experienced more generally, may be accelerated by higher town centre parking charges.

The analysis set out in this strategy has resulted in a forecast of parking charges year-on-year until 2035 that would satisfy income targets, assuming demand grows in line with NTEM core scenario, inflation grows in line with ONS / OBR forecasts and BoE targets, and target income increase in line with this inflation rate. This fee structure can be seen in Table 9. The suggested fee structure for 2024 is set out in Table 19.

Table 19: Suggested 2024 parking charge

Year	Up to 30 Mins	Up to 1 Hour	Up to 2 Hours	Up to 3 Hours	Up to 4 Hours	Over 4 Hours / Up to 12 Hours
2024	£1.00	£1.90	£3.35	£3.55	£5.30	£5.85

Price increases are expected to be subject to political will and sensitivities and this analysis solely looks at the supply and demand and does not consider external factors.

The resident parking permit is an area of income loss and is estimated to represent lost income as seen in Table 20. Should income levels prove an ongoing concern, removal or adjustment to the terms of the resident parking permit should be considered as a cash-releasing intervention.

Table 20: Income loss due to resident parking permit

Income loss per day	Income loss per year
£787.80	£287,547.00

5.1.2 Other suggested operational changes

Pay-By-Phone, the current mobile payment operator in Chesterfield allows integration of automatic barriers at its sites. Automatic barriers could be used to reduce ongoing operational costs associated with ticket wardens as well as reducing instances of fare evasion. Indicative costs associated with the infrastructure needed for automatic ticket barriers are outlined in Table 21.

Table 21: Indicative costs associated with automatic ticket barriers (Source: NORTECH)

Investment	Price range
Video camera cost (excl. server and software)	£470-£700
Specialised ANPR camera cost (one off)	£1,000-£3,000
Average installation cost range	£700-£1,000
Barrier or gate installation charge	£1,500-£3,000

5.1.3 Regeneration opportunities on car park sites

The car park sites owned by CBC have been assessed for their regeneration potential for employment and residential development. This has been carried out over a range of residential density and employment site yield. Significant regeneration potential has been identified. When coupled with analysis carried out exploring the use of car park sites New Beetwell Street MSCP has been evaluated as an appropriate site for redevelopment (although is subject to a separate study). If demand to remain the same across the Council-owned car parks, Saltergate has been identified as having sufficient available capacity to facilitate the displaced New Beetwell Street MSCP demand. Alongside this, Vicar Lane has also been identified as having sufficient space for limited numbers of this displaced demand which may specifically require closer parking to the existing New Beetwell Street MSCP location. In summary, New Beetwell Street MSCP and the Spire neighbourhood car parks (Albion Road, St Mary’s Gate, Spa Lane, Hollis Lane and Derbyshire Times) are particularly recommended for redevelopment. Under a no growth scenario this is estimated to leave 116 spaces available across the town centre car park network at peak times, with the core growth scenario there would be a 20-space shortfall and with a high growth scenario there would be a 75-space shortfall. However, considering CBC’s declaration of a climate emergency and commitments to carbon neutrality, investments in encouraging mode shift to more sustainable modes of transport may result in the estimated shortfall not materialising as demand for car parking reduces with an increase in active travel and public transport use.

This report outlines the significant potential for the authority’s car park sites to produce energy through solar PVs. These canopies would allow the authority to produce some of the load required for future EV charging points along with giving the option for capturing any surplus in battery storage. This additional energy will allow CBC to utilise some of the excess to power street lighting etc. This is an additional income stream that could be explored as part of a car park regeneration whilst retaining the function of the site as a car park. It is recommended that CBC explore a further study on potential electricity generation from solar PVs on CBC car park assets and an assessment of the potential income generation from solar canopy installation.

5.2 Electric Vehicle Charging Provision

There is a high level of uncertainty around future EV charging demand, with estimates for peak daily demand for chargers in the CBC-owned town centre car parks ranging from approximately 35 to 230, depending on EV uptake and changing consumer patterns of charging behaviour. The charger types that are in highest demand also vary based on different behavioural scenarios. This means that any future approach would need to be capable of adaptation to trends around emerging EV uptake, charging behaviour and government policies including subsidies. A suggested approach would initially include implementing a mix of charger types at car parks across the town centre. In the future, the programme would be shaped by government policies, including subsidies, and changing patterns of demand. The lowest-case scenario suggests a minimum CBC EV charging provision of 35 chargers by 2035 which would require an increase of 12 chargers on CBC car park sites. Exploration of this minimum initial increase is recommended. It is recommended to carry out market engagement with private sector charger operators to gauge the appetite for further roll out of chargers in order to mitigate scenario risk to CBC.

An alternative approach would be to tailor EV charging provision in the town centre to the match the prevailing local use cases around each of the car parks, given that the varying speeds of EV charging are best suited to different lengths of stay. This also creates a potential role for Chesterfield to encourage certain uses of the town centre by providing the speed/s of EV charging best suited to the desired use case- for example, attracting commuters of longer-stay leisure users through the provision of slow and fast chargers, or high-

street style quick shopping trips by providing rapid and ultra-rapid charging at car parks close to these facilities.

Under all scenarios considered, EV charging demand continues to grow after 2035 and so there is likely to be a need to continue to increase EV charging provision into the late 2030s or the 2040s. Continued regular market testing for EV charger operator interest is recommended.

5.3 Climate resilience steps

Research carried out by Greener Transport Solutions estimates a 20-27% reduction in car journeys by 2030 will be necessary to meet net zero ambitions. Table 22 outlines council-owned car parking supply to satisfy peak demand should car parking use fall in line with this net-zero reduction in car journeys.

Table 22: Council car parking spaces to achieve net-zero

Year	Overall Car Parking Spaces
2023	1,562
2024	1,502
2025	1,442
2026	1,381
2027	1,321
2028	1,261
2029	1,201
2030	1,140

	Current Year (2023)	Future Demand			
		Low Case (2035)	Core Scenario (2035)	High Case (2035)	Climate Resilient (2030)
Estimated Peak Demand	1,479	1,479	1,615	1,670	1,140
Parking Supply (2023)	2,311				
Less Regeneration Sites:					
New Beetwell Street	1,849				
Albion Road	2,281				
St Mary's Gate	2,245				
Spa Lane & Hollis Lane	2,217				
Derbyshire Times	2,256				
Spaces Remaining After Removal of All Regeneration Sites	1,601				
Excess Capacity After Removal of All Regeneration Sites (Shortfall if negative)	116	116	-20	-75	461

Table 23: Summary table of future parking demand and supply under scenarios

In summary, the future NTEM demand core scenario results in a shortfall in car parking spaces against demand, in 2035, of 20 spaces. However, in order for the borough to be on track to achieve its climate change goals, demand would need to reduce on parking spaces (through promotion and investment into more sustainable modes of transport) such that there would be a 461-space excess in supply by 2030 when compared with demand. It is therefore recommended that CBC approach future car parking demand planning via a holistic attitude to increased and sustained investment in public transport and active travel infrastructure.

5.3.1 Car park greening

Undertaking landscaping opportunities at the car parking sites will result in improvements to air quality, surface water flooding and water quality, biodiversity and microclimates as well as providing opportunities for renewable energy generation, carbon sequestration and habitat creation. In terms of social impacts landscaping will also improve health and well-being, increase social interactions whilst providing identity and a sense of place and connect people to nature. The selection of landscaping interventions explored in the landscaping opportunities sketchbook should be assessed for suitability for each council-owned car parking site and applied appropriately. An extract of this, showing a potential scheme for Scoresby Street, is shown in Figure 18.



Figure 18: Exploration of landscape interventions at Soresby Street Car Park

Implementing sustainable urban drainage interventions alongside tree / meadow / hedge plantings will support the council’s climate resilience ambitions and protect car park assets and visitors to the town centre from flood risk and heat island effect from the high levels of asphalt in the car park sites. Implementing seating, use of sustainable materials, improved lighting, opportunities for public art, opportunities for interpretation and overall beautifying of car park sites will generate a sense of place and provide a gateway to the town centre for visitors arriving by car. There is also an opportunity to boost uptake of sustainable travel modes to the town centre by providing high quality bike and e-scooter storage and hire points at existing car park sites. This would further mitigate any impact of car park site regeneration and encourage mode shift. It is recommended that funding sources for car park greening are identified and preliminary cost estimations are undertaken. It is also recommended that a further review of the integration of a landscape strategy with a strategy for solar power generation is undertaken to ensure the combination of both opportunities act cohesively, e.g. so that shade associated with solar canopies does not negatively impact greening and plantings.

Appendix A

Council-owned Car Park Occupancy Analysis

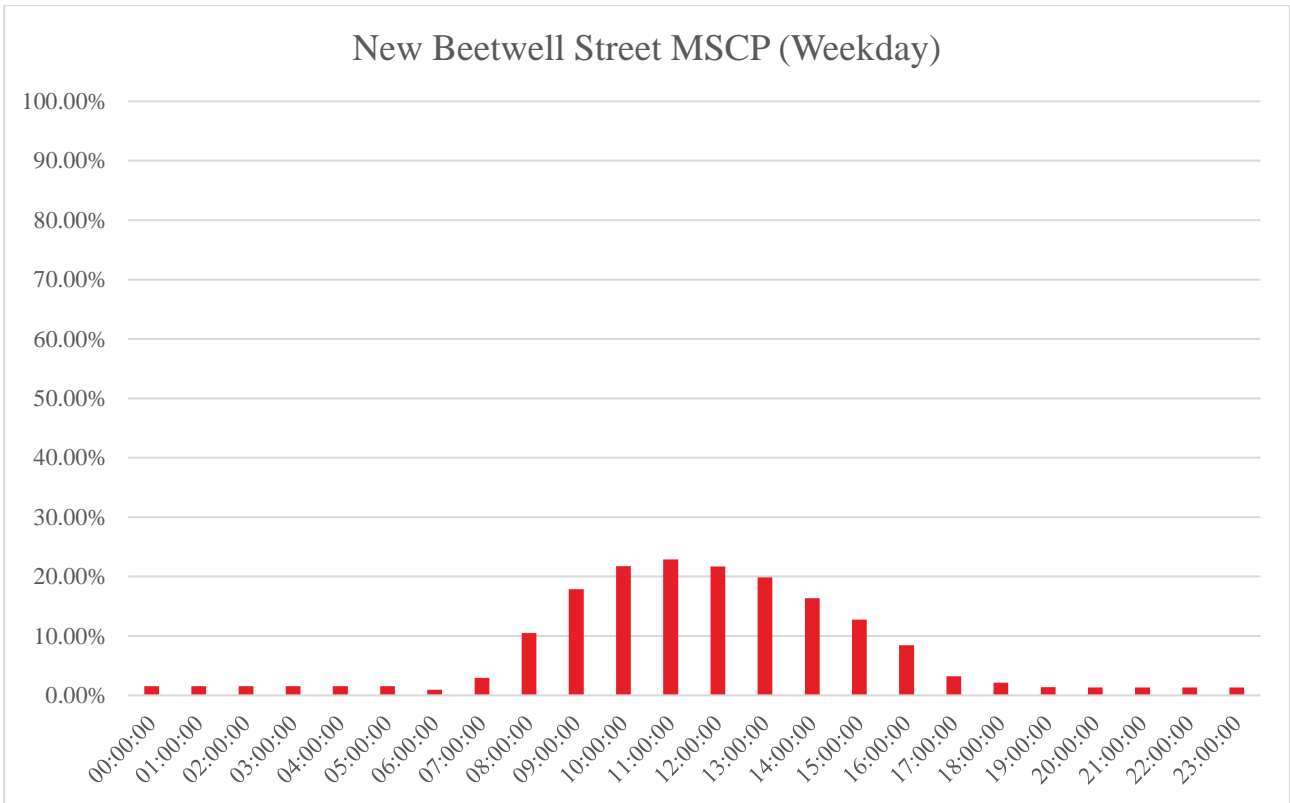


Figure 19: Average weekday occupancy at New Beetwell Street MSCP

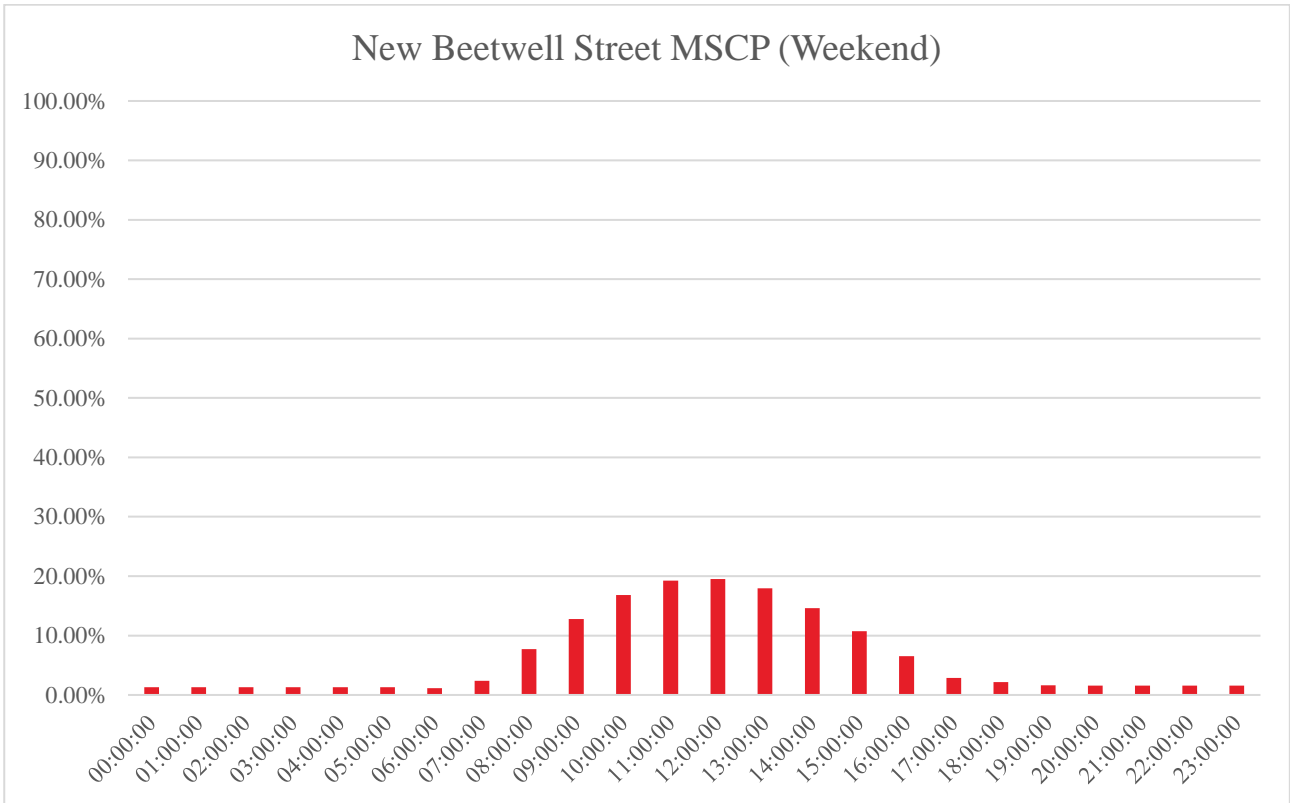


Figure 20: Average weekend occupancy at New Beetwell Street MSCP

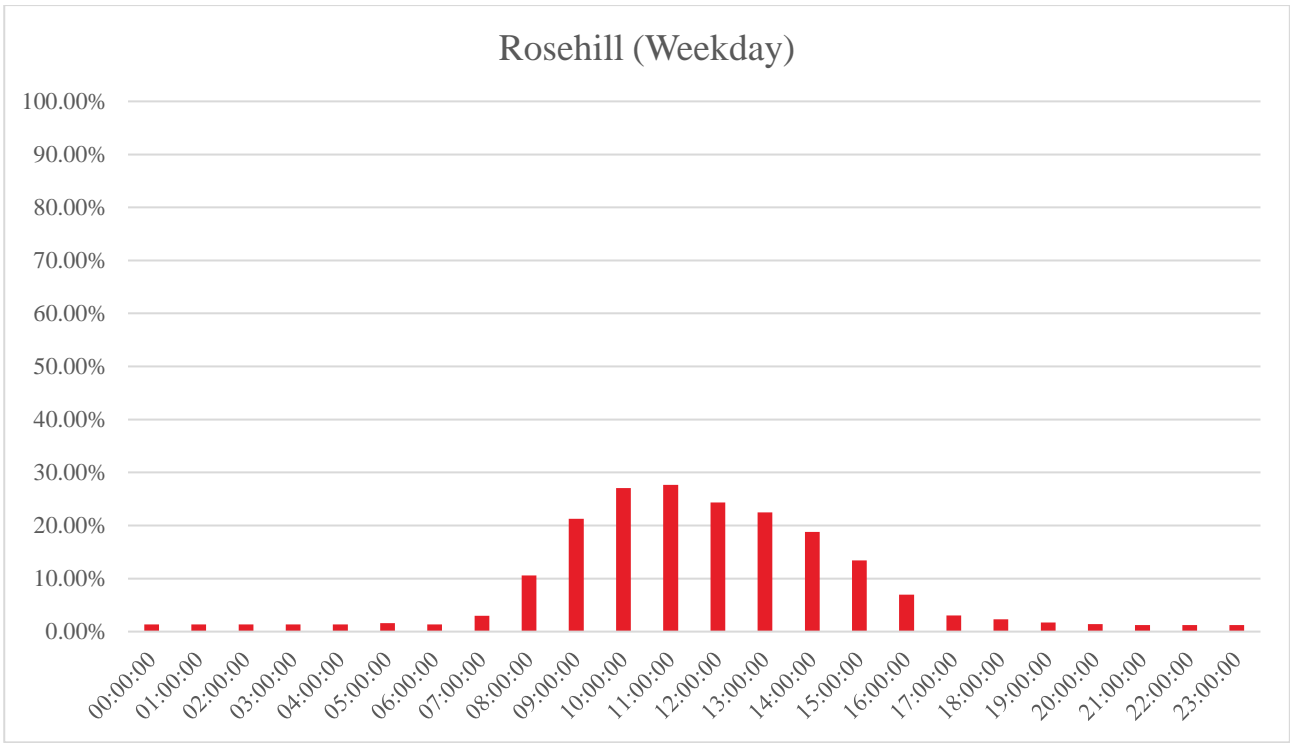


Figure 21: Average weekday occupancy at Rosehill

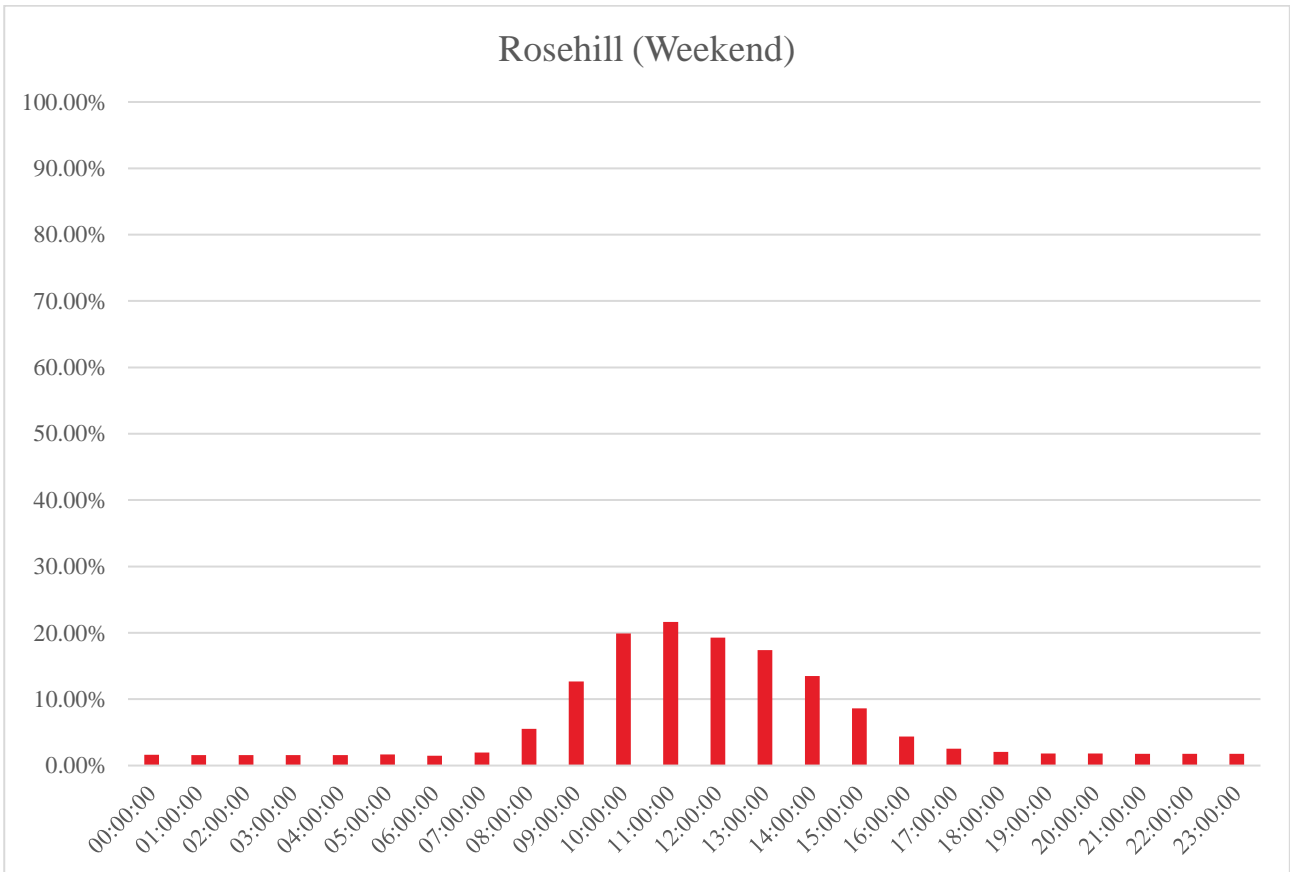


Figure 22: Average weekend occupancy at Rosehill



Figure 23: Average weekday occupancy at Soresby Street



Figure 24: Average weekend occupancy at Soresby Street

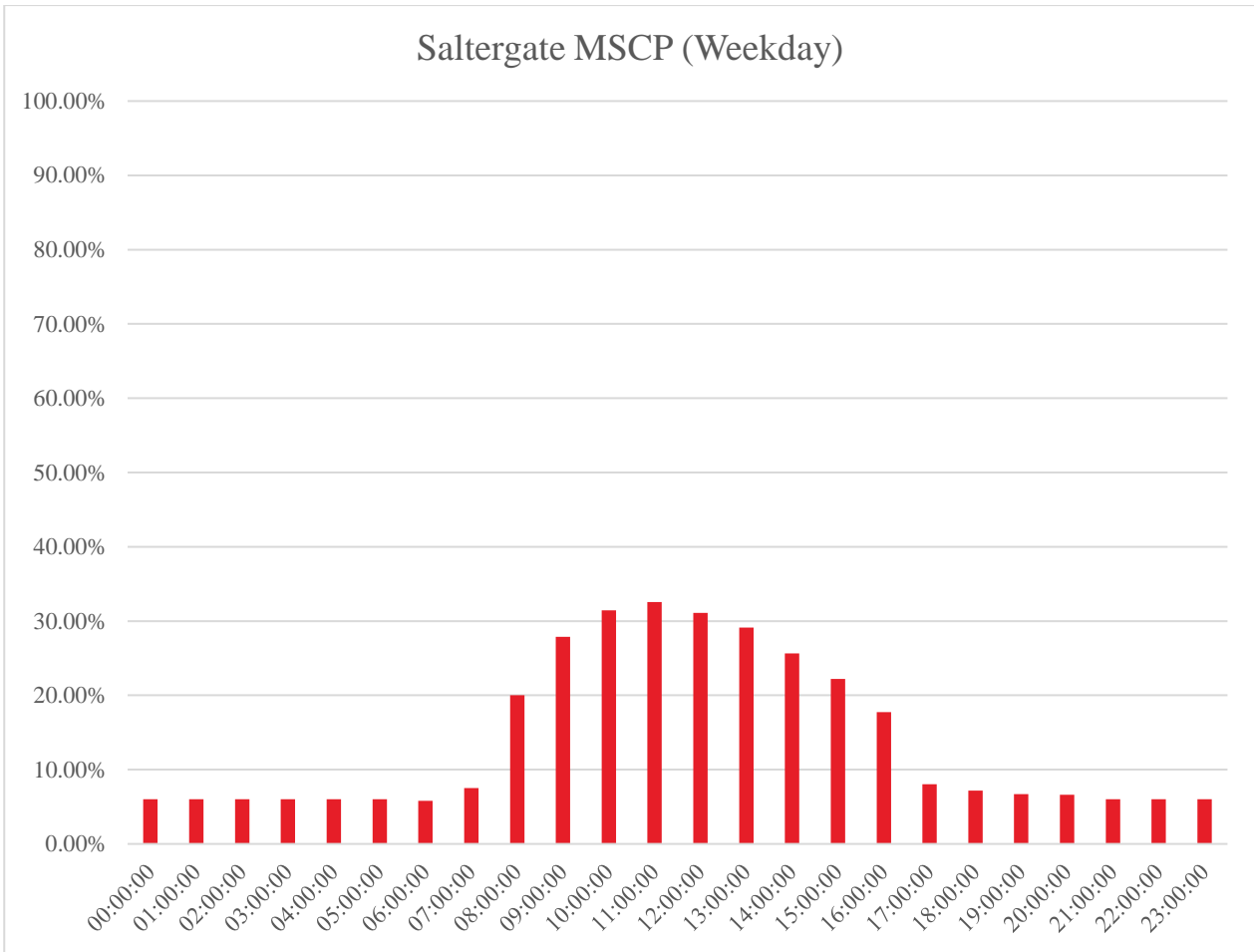


Figure 25: Average weekday occupancy at Saltergate MSCP

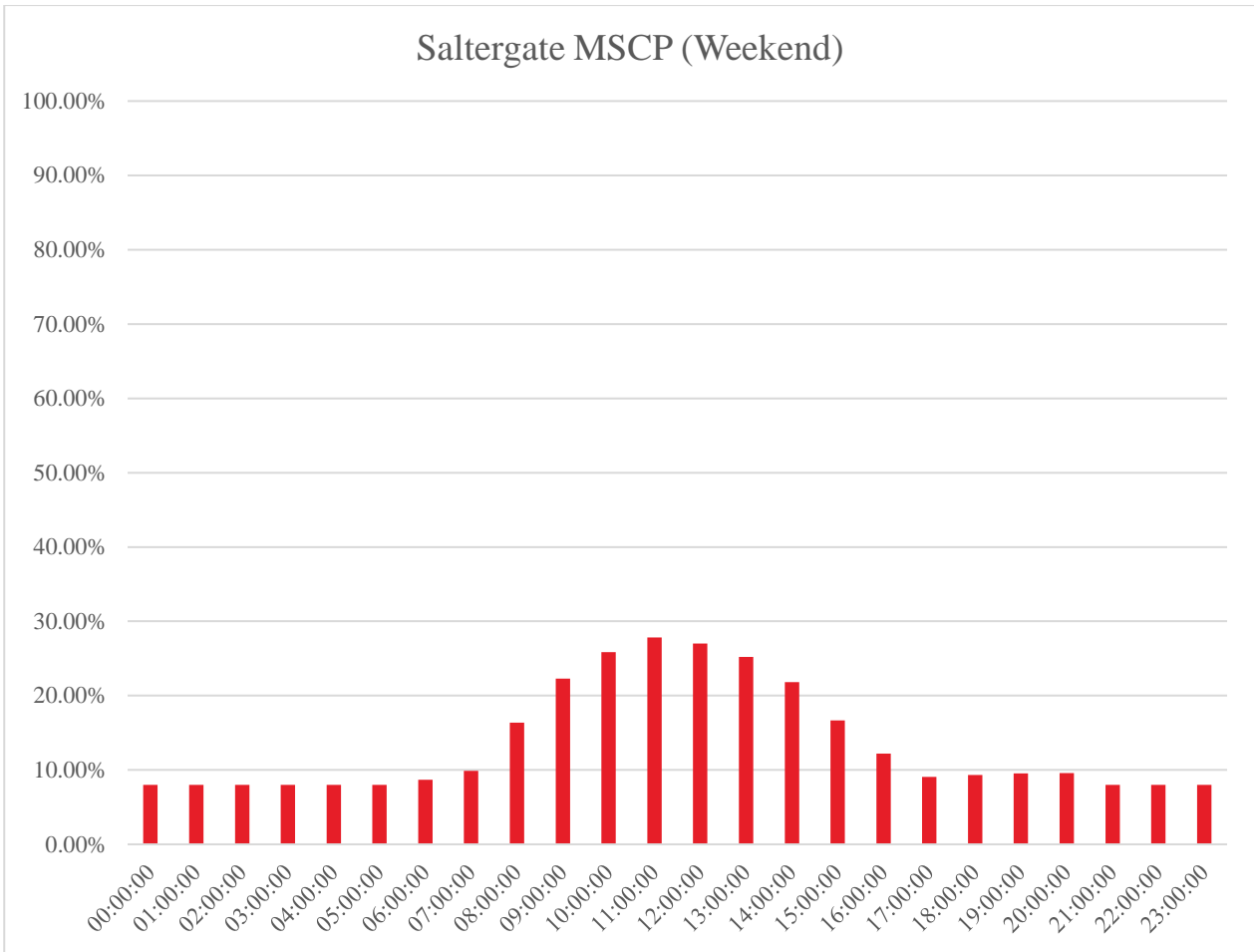


Figure 26: Average weekend occupancy at Saltergate MSCP

Appendix B

Private Car Park Data Analysis

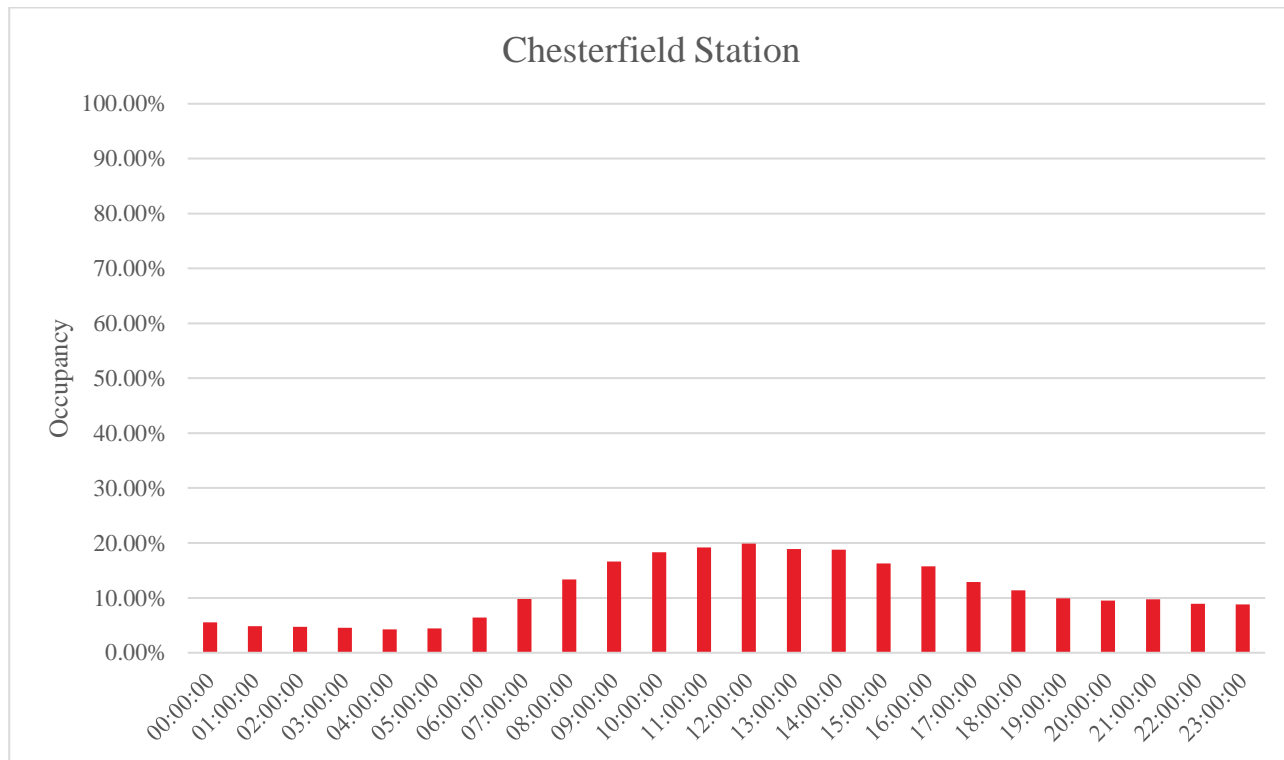


Figure 27: Average daily occupancy at Chesterfield Station

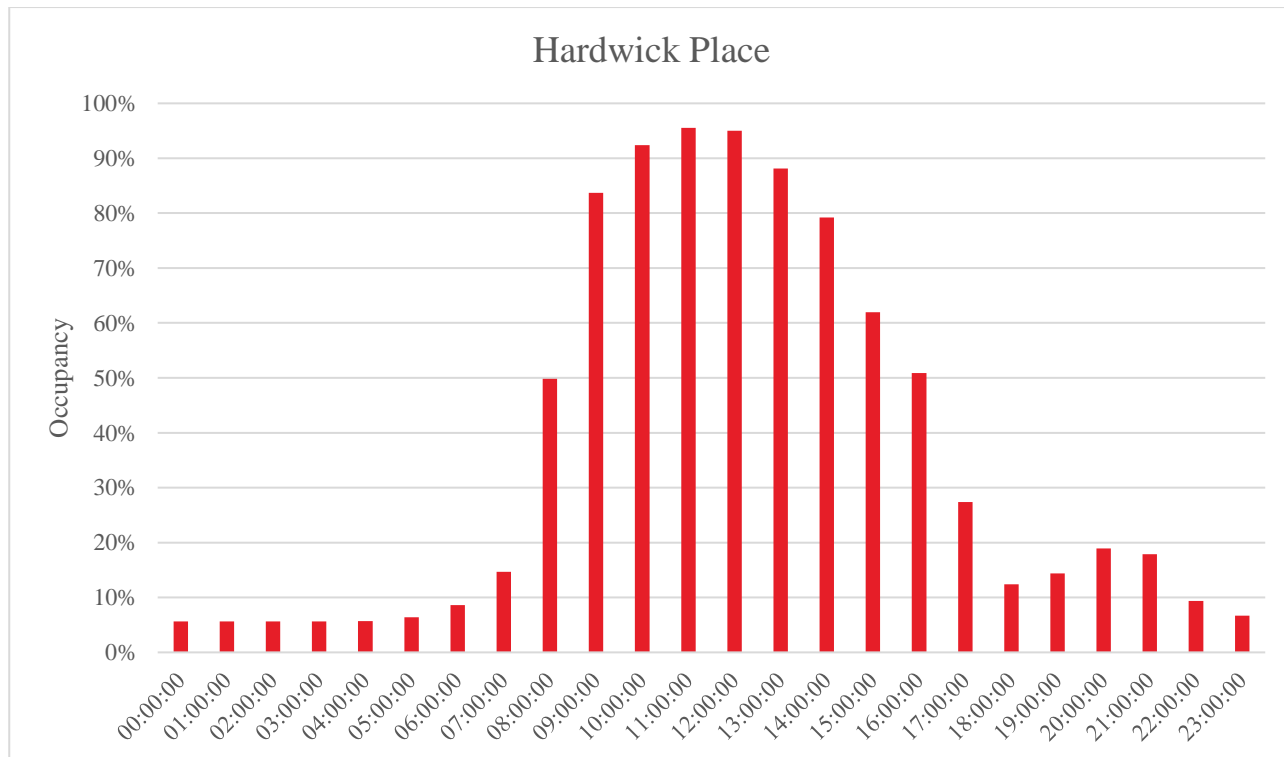


Figure 28: Average daily occupancy at Hardwick Place

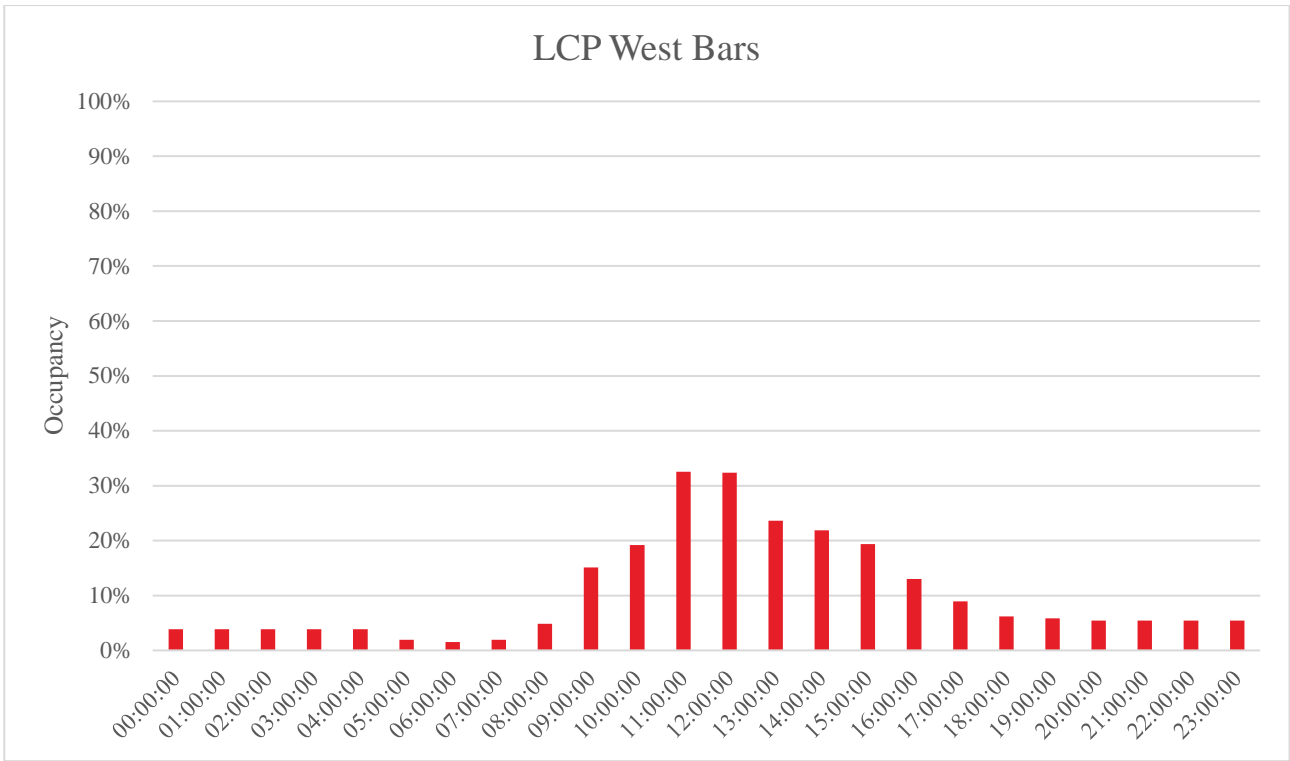


Figure 29: Average daily occupancy at LCP West Bars

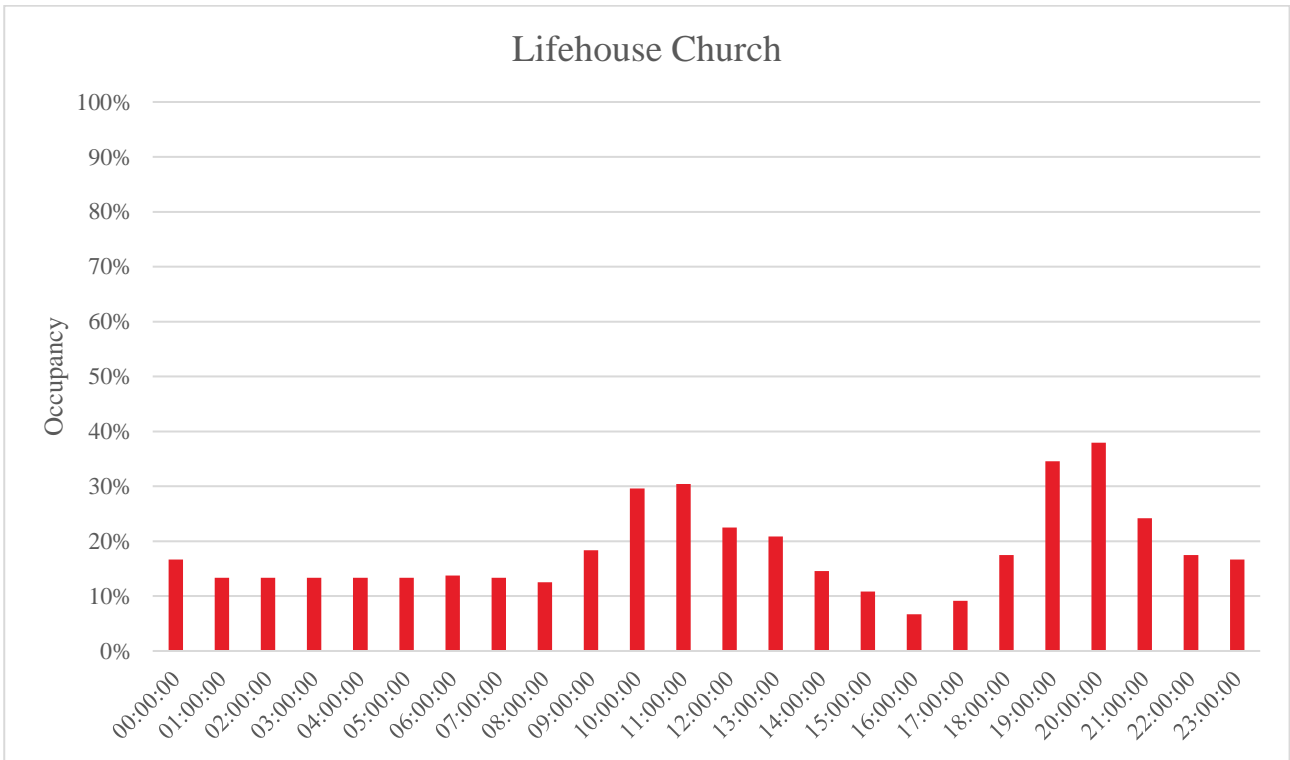


Figure 30: Average daily occupancy at Lifehouse Church

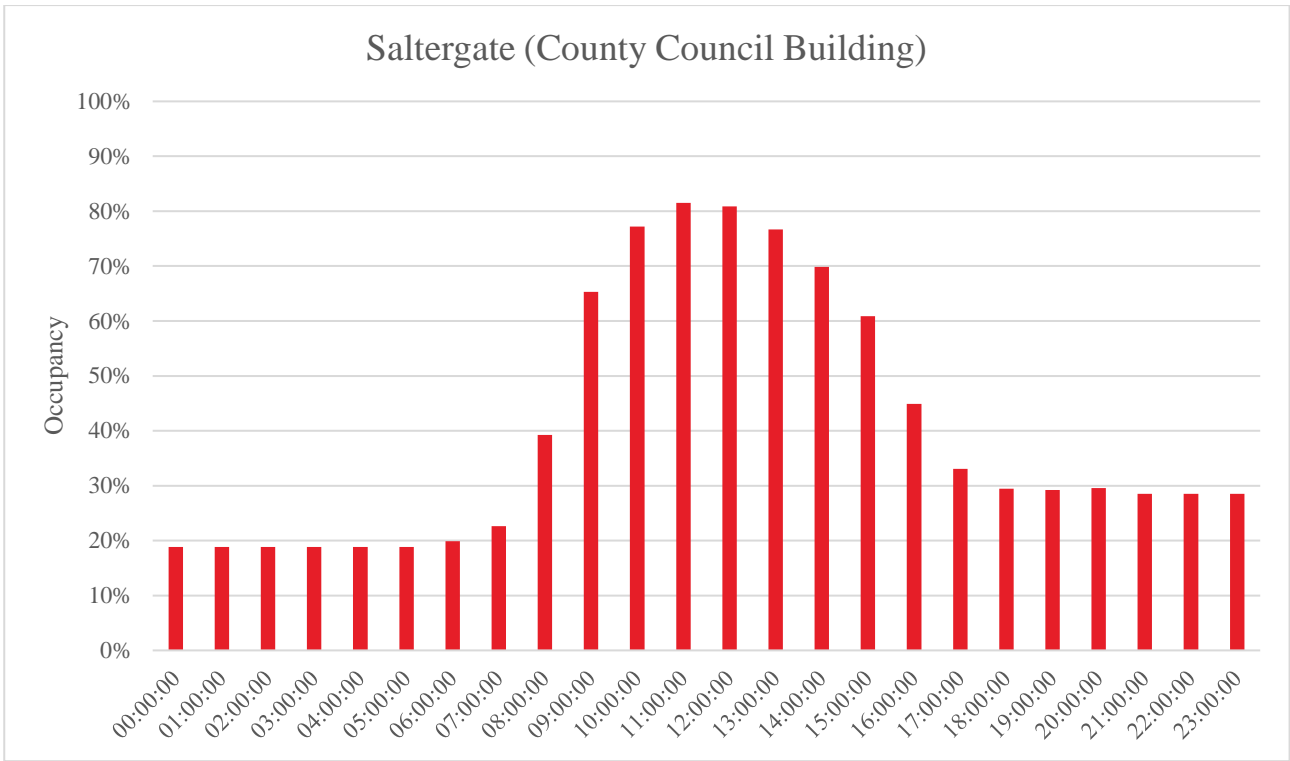


Figure 31: Average daily occupancy at Saltergate (County Council Building)

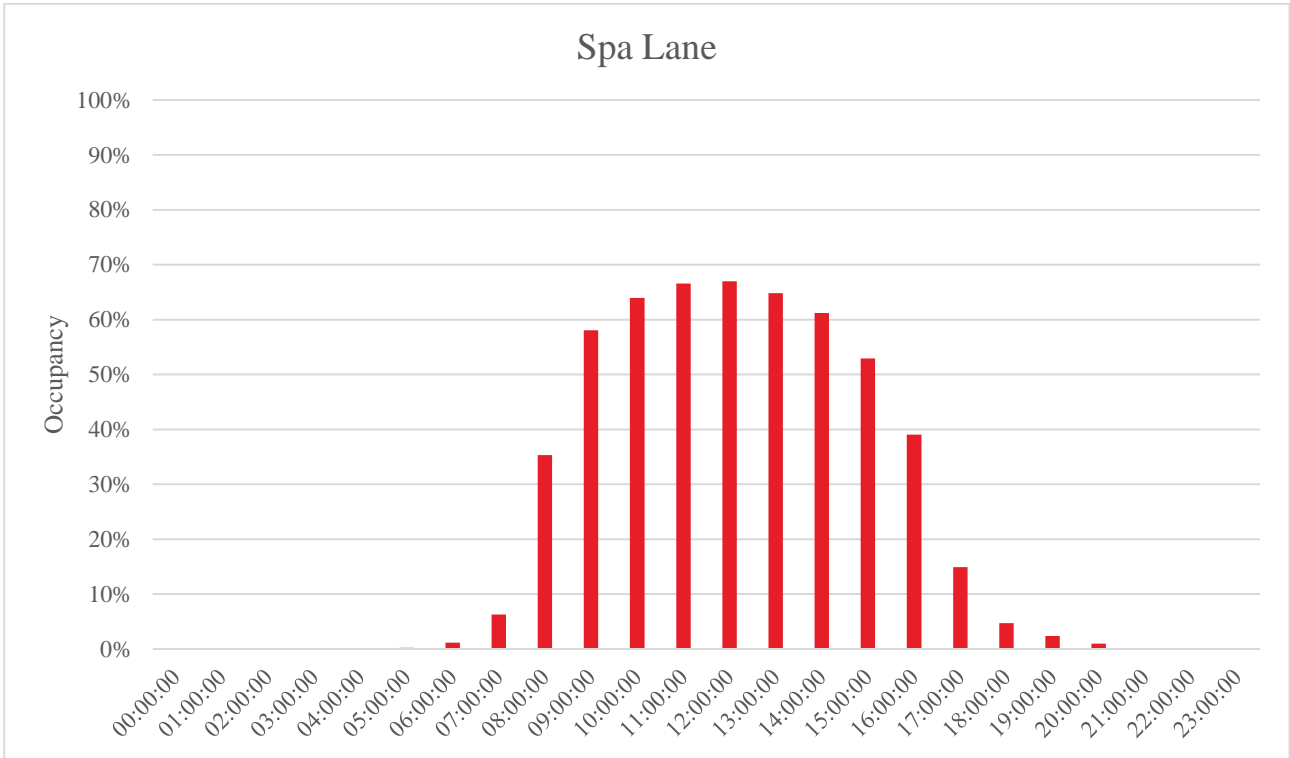


Figure 32: Average daily occupancy at Spa Lane

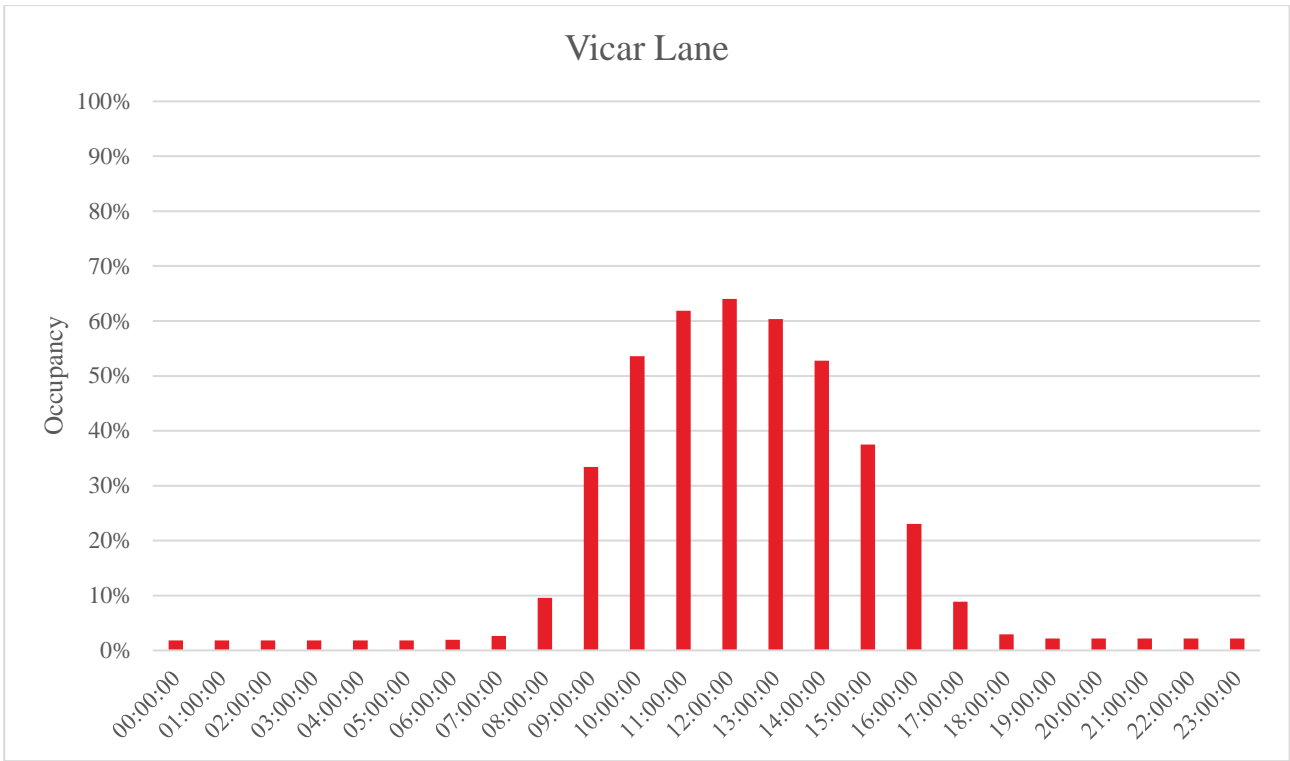


Figure 33: Average daily occupancy at Vicar Lane

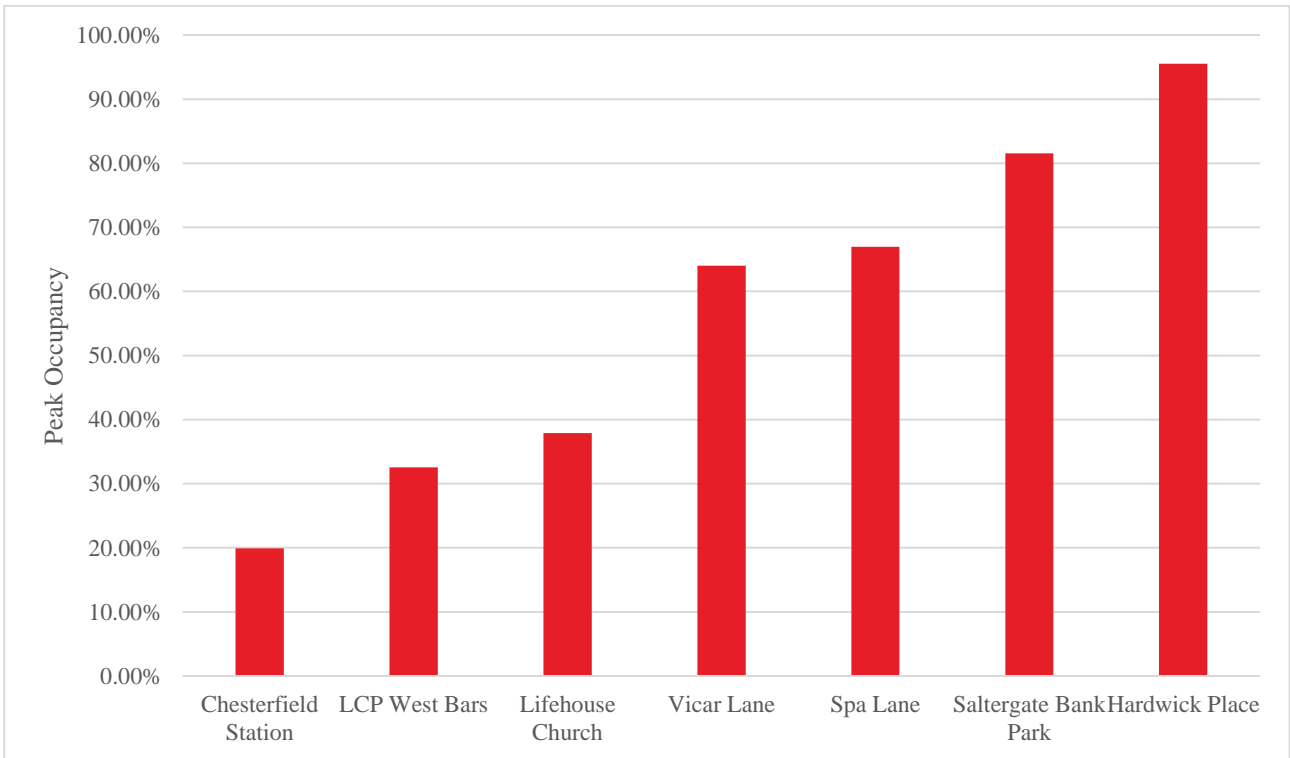


Figure 34: Peak occupancies recorded at private car parks

Appendix C

Indicative Costs

293767-00/LS **Chesterfield Parking Strategy - Landscape Indicative Costings**
06/08/2023

Notes

Please note prices are high level and indicative only. They are based on Spons External Works and Landscape Price Book 2023 and other guidance.

Detail of exact items costed below is for reference only and does not demonstrate recommended design - Detailed design required for all interventions.

Does not include prelims, site set up, plant hire etc.

Approvals costs and associated fees where required are not included.

Site clearance, surface prep costs are not included as these will vary significantly depending on where a provision is being installed and what is there currently.

Intervention number	Intervention (incl. description of items costed)	Unit	Cost
1	Rain gardens/ swales		
	Breaking out existing hardstanding; excavating trench down to depth (not exceeding 1.00m); disposal of inert arising off-site and discposal of hardstanding; providing support to opposing faces of excavation- timber (distance between faces not exceeding 500mm). Drainage layer assumed to be gravel, geotextile layer. Filter medium assumed sandy loam and half battered kerb straight or curved.	per m2	£290
	The soft landscape comprises 100% planting; planting at 400mm ccs – 2–3 litre plants.	per 100m2	£9,800
		per m2 total	£388
2	Tree planting		
	Excavate tree pit deep by machine; fork over bottom of pit; plant rootballed tree using telehandler where necessary; backfill with excavated material, incorporating Melcourt Topgrow bark/manure mixture at 1 m3per 3m3 of soil; Platipus underground guying system; tree pits 1500x1500x1500mm deep inclusive of Platimats; excavated material not backfilled to treepit spread to surrounding area 16–18 cm girth; PC £110.00	each	£470

	Extra to the above for imported topsoil moved 25 m from tipping area and disposal off site of excavated material.		
	Tree pits 1500x1500x1500mm deep 16–18 cm girth	each	£345
		per tree total	£815
3	Meadow planting		
	Topsoil stripping for wild flower planting. Stripping to subsoil layer 300m deep spreading locally	per m2	£3.80
	Cultivation and preparation of seedbeds for wildflower meadows Cultivate stripped, filled or existing surface prior to application of herbicides and leave fallow for seedbank eradication period; by hand drawn rotavator including hand raking, and handgrading, to medium tilth	per 100m2	£27.29
	Seeding to wildflower meadows; Spreading of selected wildflower seed to manufacturers specifications; by pedestrian drawn seeder DLF Seeds Ltd; Pro Flora 8 Old English Country Meadow Mix; 5g/m2	per 100m2	£30.09
		per m2 total	£4.37
4	Hedge planting		
	Readyhedge Ltd; Fully preformed hedge planting excavate trench by machine 700mm wide x 500mm deep; add compost at 100 mm/m2 mixed to excavated material; plant mature hedge plants; backfill with excavated material and compost; allow for disposal of 50% of excavated material to spoil heaps 50m distant		
	Beech or hornbeam hedging 1.75m x 400 mm wide at 500 mm centres		
		per m	£100
5	Option 1 - Permeable/ porous paving		
	Excavate 450mm and prepare base of 150mm Type 3 open; work to falls, crossfalls and cambers not exceeding 15° mark out car parking bays 5.0 x 2.4m with thermoplastic road paint; surfaces all mechanically laid; edgings not included		
	Conservation Priora – Silver Grey 200x400x65 mm		
		per m2	£120
	option 2 - Green surfacing		

	Grass Concrete Grasscrete in situ continuously reinforced cellular surfacing; fill with topsoil and fertilizer at 35 g/m ² ; seed with dwarf rye grass at 35 g/m ² ; excludes marking GC1; 100mm thick for cars and light traffic; per bay; 5.0×2.4 m	each parking bay	£1,275
6	Benches and seating		
	In grassed area excavate for base 2500 × 1575 mm and lay 100 mm hardcore, 100mm concrete, brick pavers in stack bond bedded in 25mm cement: lime: sand mortar; supply and fix where shown on drawing proprietary seat, hardwood slats on black powder coated steel frame, bolted down with 4 nr 24 × 90mm recessed hex-head stainless steel anchor bolts set into concrete	set	£2,150
7	Food growing		
	Container planting; fill with 50mm shingle and cover with geofabric; fill with screened topsoil incorporating 25% Topgrow compost and Enmag Planters 1.00m deep 1.00m dia. × 1.00m deep Does not include seeding or vegetation.	each	£85
9	Cycle stand		
	Supply and fix cycle stand 1250 m × 550mm of 60.3mm black powder coated hollow steel sections, one-piece with rounded top corners; set 250mm into paving	each	£570
10	Canopy		
	Pergolas; construct timber pergola; posts 150×150mm×2.40m finished height in 600mm deep minimum concrete pits; beams of 200×50mm × 2.00m wide; fixed to posts with dowels; rafters 200×38mm notched to beams; inclusive of all mechanical excavation and disposal off site Pergola 3.00m wide in green oak; posts at 1.50m centres rafters at 600mm centres	each	£690
11	Green/ living wall		

Living wall; Scotscape Ltd; design and installation of planted modules with automatic irrigation systems.

Does not include pricing for connections to drainage outlets, water storage system (or connection to water mains), water treatment systems (if storage needed) and any associated costs/approvals it would require. Nor does overall price include prelims/design costs or maintenance (which would be in the region of £5500 per year).

Fabric based systems; indicative area rates as shown

Wall 50m2

per m2

£600

Appendix D

Regeneration Policy Review

Policy Number	Policy Wording
CLP3 Built Up Area	<p>Planning permission will be granted for residential development on the sites allocated on the Policies Map and as set out in Table 4, provided they accord with other relevant policies of the Local Plan.</p> <p>Outside of the built-up area (as set out on the Policies Map), and subject to other relevant policies of the Local Plan, new residential development on sites not allocated in Table 4 will only be permitted where:</p> <ul style="list-style-type: none"> a) The development can demonstrate that it would have reasonable access to a range of key services as set out in Policy CLP2; and b) It re-uses redundant or disused buildings and enhances their immediate setting; or c) It is for the sub-division of an existing residential dwelling; or d) It is for the redevelopment of previously developed land in a manner that would not harm the intrinsic positive character of the countryside; or e) It represents the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of the heritage asset; or f) It meets a specific demonstrable housing need for a rural worker; or g) It is of exceptional quality of design quality, in that it: <ul style="list-style-type: none"> i. is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and ii. would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.
CLP8 Vitality and Viability of centres	<p>Role of centres</p> <p>The Council will support the role of the town, district, local service centres and local centres in providing shops and local services in safe, accessible and sustainable locations. New development within centres shown on the Policies Map should make a positive contribution to the centre's vitality and viability and be of an appropriate scale. To ensure the vibrancy, inclusiveness and economic activity of the borough's centres, main town centre uses including health, leisure, entertainment, community facilities, sports, offices, art, food and drink, cultural and tourism facilities will be supported. Within centres and Chesterfield Town Centre Primary Shopping Area (PSA) planning permission will normally be granted for A1 retail uses. For main town centre uses other than A1 retail, consideration will be given to the extent to which proposals accord with criteria a) to e) below:</p> <ul style="list-style-type: none"> a) have a positive impact on vitality and/or viability; b) provide active ground floor uses; c) cater for a wide public through diversity of leisure and cultural attractions and events; d) contribute to an appropriate mix of licensed premises; and e) contribute to efforts to tackle vacant, under-used and derelict buildings within centres, particularly in historic buildings. Within Secondary shopping areas of Chesterfield Town Centre planning permission will normally be granted for any main town centre uses.

	<p>Residential uses (C3) will be permitted at first floor level and above (with the exception of suitable provision for access) and on appropriate redevelopment sites where it would not undermine the vitality of the centre. The Council will support the temporary occupation of empty buildings and cleared sites by creative industries and cultural and community organisations where they contribute to regeneration and enhance the character of the area. Proposals for comprehensive redevelopment of a centre or part of a centre will be considered where the proposals can demonstrate the community benefits of redevelopment and justify any loss of retail facilities. The provision of new local centres may be considered where a need arises.</p>
<p>CLP21 Town Centre Historic Core</p>	<p>In assessing the impact of a proposed development on the significance of a designated heritage asset, the council will give great weight to the conservation of designated heritage assets and their setting and seek to enhance them wherever possible.</p> <p>In order to ensure that new development conserves or enhances the significance of designated and non-designated heritage assets and their settings, the council will:</p> <ul style="list-style-type: none"> a) apply a presumption against development that would unacceptably detract from views of St Mary’s Church (the Crooked Spire) by virtue of its height, location, bulk or design; b) protect the significance of designated heritage assets and their settings including Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens; c) use Conservation Area Appraisals and associated Management Plans to ensure the conservation or enhancement of the individual character of each of the borough’s Conservation Areas; d) identify and, where appropriate, protect important archaeological sites and historic environment features; e) identify and, where appropriate, protect non-designated heritage assets of local significance, set out in and referred to as the Local List; f) enhance the character and setting of Queens Park, Chesterfield Market Place, the Hipper River Valley, Chesterfield Canal and locally important Historic Parks and Gardens. g) within the Town Centre Core and other areas of archaeological significance, require relevant development proposals to demonstrate appropriate consideration of archaeological impact. Where a development is likely to result in harm to, or a degree of loss of significance of designated heritage assets and/or their setting, planning applications should be accompanied by evidence that sets out: <ul style="list-style-type: none"> 1. a description of the significance of the affected assets and their setting and an assessment of the nature and degree of impact on this; 2. an evaluation of how harm or loss would be avoided, minimised or mitigated; and 3. a clear and convincing justification for the development and the resulting harm or loss. <p>Development that would result in substantial harm to or total loss of significance to a designated heritage asset will not be permitted unless:</p> <p>Either:</p> <ul style="list-style-type: none"> i) it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply: ii) the nature of the heritage asset prevents all reasonable uses of the site; <p>and</p>

	<p>iii) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;</p> <p>and</p> <p>iv) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and</p> <p>v) the harm or loss is outweighed by the benefit of bringing the site back into use.</p> <p>The council will consider the use of measures including Article 4 directions and Local Development Orders where they are appropriate to ensure the conservation and enhancement of heritage assets.</p> <p>The council has a presumption in favour of retaining non-designated heritage assets on the Local List. Development that involves substantial harm or loss of</p> <p>a non-designated heritage asset will be assessed as part of a balanced judgment which considers:</p> <p>I. whether or not the asset is structurally unsound and poses a safety risk;</p> <p>II. the viability of repairing or maintaining the asset;</p> <p>III. whether or not alternative uses have been fully explored;</p> <p>IV. whether or not the proposal would have wider social, economic or environmental benefits as part of a master planned regeneration scheme. Where a proposal that involves unavoidable harm or loss of a non-designated heritage asset on the Local List meets the criteria above, the council will seek a replacement development which is of an equivalent standard of design to the non-designated heritage asset and where possible retains the features of the non-designated heritage asset.</p> <p>In the exceptional circumstances where loss or partial loss of designated or non-designated heritage asset is considered to be justified, the council will</p>
<p>CLP6 Economic Growth</p>	<p>Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below:</p> <p>a) B1(a) Office development within and on the edge of existing town and district centres and at developments at Chesterfield Waterside and Markham Vale as set out in policies SS3, SS4 and SS5.</p> <p>b) B1(b&c) Light Industrial in locations within and close to existing town and district centres.</p> <p>c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor.</p> <p>d) B8 uses at Markham Vale and the Staveley and Rother Valley Corridor. In other Established Business Areas, new B8 uses will be permitted where they would not have an unacceptable adverse impact as a result of traffic movements.</p> <p>Within Established Business Areas (as shown on the Policies Map) other business and industrial uses, not falling within the B1, B2 or B8 classes, and ‘B’ class uses outside of the criteria set out above will be considered based upon the locational criteria set out in policy CLP2, the suitability of the use for the location and the employment generation of the proposed use when compared to the existing or previous use, and will normally be permitted where they would otherwise not have a significant adverse impact upon the surrounding</p>

	<p>area. Where appropriate, conditions will be used to manage the future use of developments, including the restriction of future permitted development rights where these are appropriate to ensuring the viability and vitality of employment areas in the future. Proposals for farm and rural diversification developments, live/work units and rural businesses will be supported where they are appropriate to the character and scale of the area and otherwise meet the policies of the plan.</p> <p>Subject to policy CLP2, the redevelopment or change of use of existing business and industrial sites within Established Business Areas (as shown on the Policies Map) for non-employment uses will only be permitted where:</p> <ul style="list-style-type: none"> i. It would not lead to a quantitative and/or qualitative deficiency in the supply of available employment land; and ii. It would not inhibit existing or future business and industrial activity on adjacent sites. <p>Where appropriate, conditions will be used to manage the use of such developments.</p> <p>For all major development proposals, the council will seek to negotiate agreements with developers and occupiers covering recruitment, training and procurement to benefit the local economy and supply chain, so as to contribute to the sustainability of the borough and the surrounding area, both during construction and on a long-term basis.</p>
CLP17 Open Space	<p>Where proposed development would result in a need for new open space and outdoor sports facilities and/or exacerbate existing deficiencies in provision, development must contribute to public open space, sports facilities and play provision in accordance with the council’s adopted standards as set out in Appendix B of the Local Plan and in line with the following requirements:</p> <ul style="list-style-type: none"> a) on-site in a suitable location taking account of accessibility wherever possible; or b) where on site provision is not feasible or suitable, as a financial contribution to the creation of a new facility off-site or the upgrading and improvement of an existing facility, secured by planning obligation or CIL; or c) where new public open space is to be provided on site, as multifunctional, fit for purpose space that supports local communities health and wellbeing and activity levels and the ecological network. Contributions to off-site provision will be secured through CIL and/or S106 agreements as appropriate. On-site provision will be incorporated into development proposals with suitable management and maintenance arrangements secured through S106 agreements. Planning permission will not be granted for development which would have a negative impact on, or result in the loss of, open space, play provision and/or sports facilities unless: <ul style="list-style-type: none"> i. the site is clearly surplus to requirements and the land is not needed or is not suitable to meet a deficiency in a different type of open space provision; or ii. equivalent or better alternative open space provision in terms of quantity, quality and accessibility will be provided on a replacement site; or iii. the development is for alternative sports and/or recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
SS1 Chesterfield Town Centre	<p>Subject to other relevant policies of the plan, the council will support planning applications that contribute towards:</p> <ul style="list-style-type: none"> a) protecting and enhancing the centre’s sub-regional and local role in providing housing, employment, services, leisure, cultural venues and retail; b) supporting the objectives of Chesterfield Town Centre Masterplan;

- c) economic development and community safety by providing a diverse range of uses including retail, office, community facilities, leisure and food and drink uses;
- d) conserving and enhancing the historic character of the centre and the role of the Historic Market and Market Hall;
- e) improving accessibility between the centre and surrounding areas, including Chesterfield Railway Station, Waterside, Queen’s Park, Chesterfield College and Ravenside Retail park;
- f) enhancing walking, cycling and public transport provision;
- g) maintaining the overall level of provision of public car parking; new offstreet car parking will usually only be permitted when justified through a transport assessment or travel plan;
- h) reducing through traffic.
- i) enhancing the range and quality of residential uses within Chesterfield town centre;
- j) undertaking appropriate assessment, evaluation and, if necessary, recording of archaeological remains within the Town Centre Historic Core (as set out on the Policies Map). Outside of the Town Centre Primary and Secondary Shopping Areas, as shown on the Policies Map and set out in policy CLP8, planning permission will not normally be granted for new retail uses (A1) other than small shops as set out in policy CLP9. Planning permission will normally be granted for other main town centre uses, including B1(a) offices, health and education uses subject to the other policies of this plan.

Northern Gateway

Land between Newbold Road/Holywell Street and Saltergate, as shown on the Policies Map, will be safeguarded for the future expansion of Chesterfield Town Centre. Within this area, planning permission will only be granted for proposals that enhance and support the centre’s sub regional role in providing housing, employment, services, leisure and retail and where they can demonstrate that they would not prejudice the future development of the site.

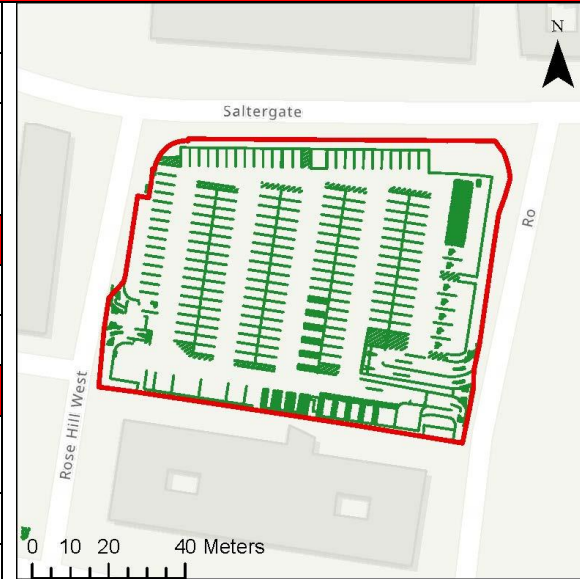
Spire Neighbourhood

Proposals will be supported for new residential development on land to the east of St Mary’s Gate and to the west of the A61 and to the north of Holywell Street and south of Brewery Street, subject to other relevant policies of the plan. Where development within this area results in the loss of public car parking, the effect of this on the viability of Chesterfield Town Centre should be assessed, and if necessary compensatory parking provided elsewhere within or closely related to Chesterfield Town Centre.

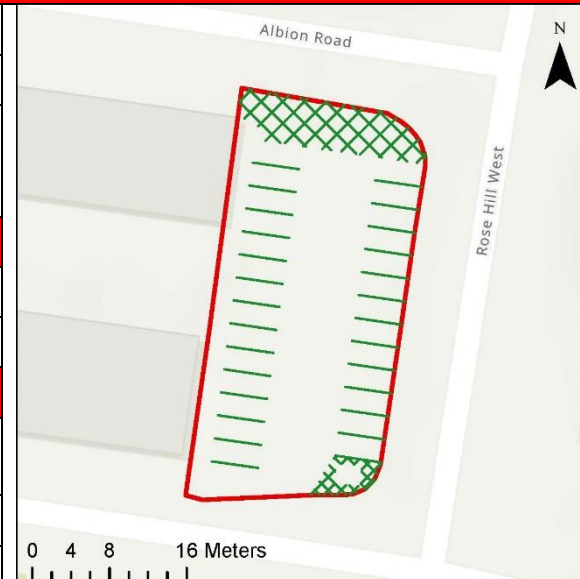
Appendix E

Car Park Site Regeneration Potential

Rose Hill				
Site Address:				
Site Area(ha):	1.7			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	16			
Solar Potential Generation in Mwh at 15% efficiency:	11			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	68			
Potential housing delivery at 50 dwellings per hectare:	85			
Potential housing delivery at 100 dwellings per hectare:	170			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	4,250	5,666	11,333	17,000
Two	8,500	11,333	22,666	34,000
Three	12,750	17,000	34,000	51,000
Conclusions:				
<p>The site is well placed within the town centre with access to a range of amenities. The site is one of the larger car parks that CBC has in its ownership and has the potential to generate a large amount of residential development or employment. The site sits within the SS1 Chesterfield Town Centre Local Plan policy area and development would accord with the town centre masterplan as outlined in SS1. The site would be suitable for both housing and economic regeneration with the potential to have a mix due to its location.</p>				



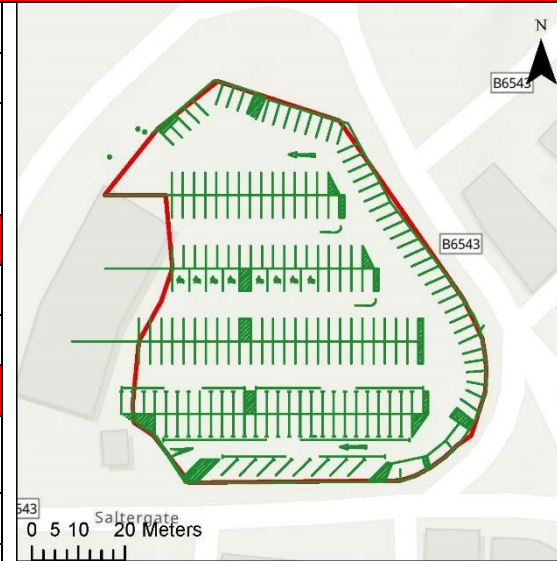
Albion Road				
Site Address:				
Site Area(ha):	0.2			
Local Plan policies impacting the site:	CLP3 Built Up Area,			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	2			
Solar Potential Generation in Mwh at 15% efficiency:	1			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	8			
Potential housing delivery at 50 dwellings per hectare:	10			
Potential housing delivery at 100 dwellings per hectare:	20			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	500	666	1,332	2,000
Two	1,000	1,332	2,664	4,000
Three	1,500	1,998	3,996	6,000
Conclusions:				
Development of the site is not fully assessed due to its small scale. Utilising the methodology set out in the 2018 Land Availability Assessment Stage 1 and 2a Site Assessment Criteria 2018 Methodology, the site is smaller than 0.25ha and is therefore deemed to be of a size that would not have a sufficient impact on housing supply to be allocated in the Local Plan. There may still be opportunity at this site for small scale development. However, given its proximity to other car parks (such as Rose Hill), a collective Local Plan allocation could be considered in the future.				



Soresby Stret				
Site Address:				
Site Area(ha):	1.9			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, CLP21 Town Centre Historic Core, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	16			
Solar Potential Generation in Mwh at 15% efficiency:	11			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	76			
Potential housing delivery at 50 dwellings per hectare:	95			
Potential housing delivery at 100 dwellings per hectare:	190			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	4,750	6,333	12,666	19000
Two	9,500	12,666	25,332	37,998
Three	14,250	18,999	37,998	56,997
Conclusion:				
Similarly to the Rose Hill site the site is well placed within the town centre with access to a range of amenities. The site is one of the larger carparks that CBC has in its ownership and has the potential to generate a large amount of residential development or employment. The site sits within the SS1 Chesterfield Town Centre Local Plan policy area and development would accord with the town centre masterplan as outlined in SS1. The site would be suitable for both housing and economic regeneration with the potential to have a mix due to its location.				

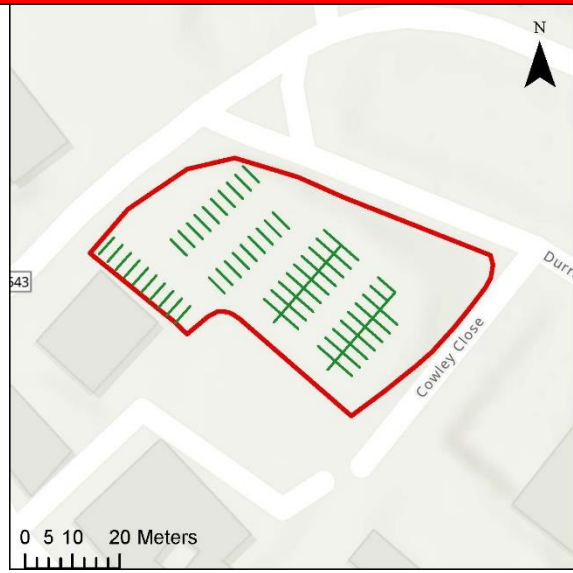


Holywell Cross				
Site Address:				
Site Area(ha):	1.2			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, CLP21 Town Centre Historic Core, Spire Neighbourhood Boundary, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	11			
Solar Potential Generation in Mwh at 15% efficiency:	7			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	48			
Potential housing delivery at 50 dwellings per hectare:	60			
Potential housing delivery at 100 dwellings per hectare:	120			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	3,000	4,000	8,000	12,000
Two	6,000	8,000	16,000	24,000
Three	9,000	12,000	24,000	36,000
Conclusion:				
This site has recently been redeveloped for an employment use. There is potential for the site to further accommodate redevelopment for both employment and residential uses though the site is constrained by the requirement of several local plan policies				



Devonshire Street Part 1

Site Address:	
Site Area(ha):	0.6
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, CLP21 Town Centre Historic Core, Spire Neighbourhood Boundary, SS1 Chesterfield Town Centre



Solar potential of site with solar PV canopy:

Solar Potential Generation in Mwh at 22% efficiency:	5
Solar Potential Generation in Mwh at 15% efficiency:	3

Housing potential of site:

Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	24
Potential housing delivery at 50 dwellings per hectare:	30
Potential housing delivery at 100 dwellings per hectare:	60

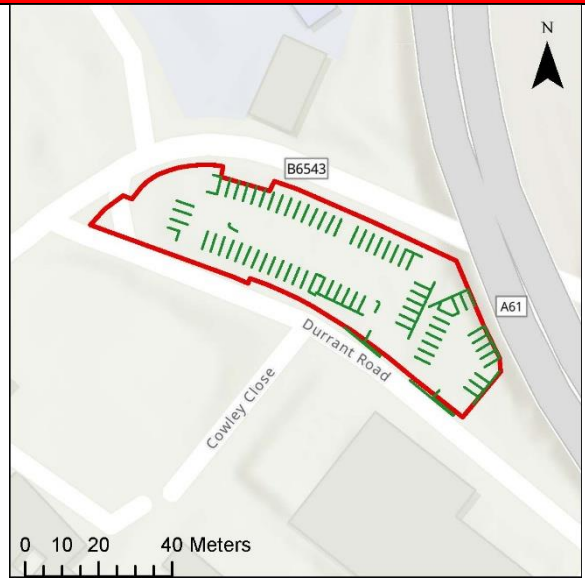
Potential for employment use of site:

	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,500	2,000	4,000	6,000
Two	3,000	4,000	8,000	12,000
Three	4,500	6,000	12,000	18,000

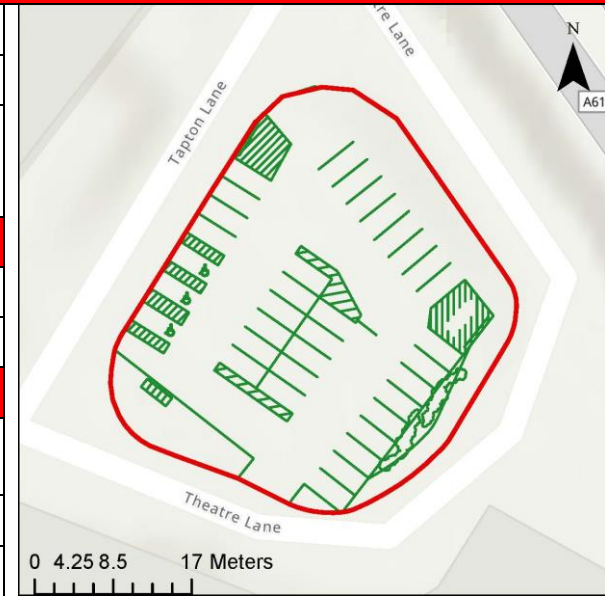
Conclusion:

This site is positioned to the northern edge of the town centre and has good connectivity to both the town centre and the towns train station. The site has the potential to be redeveloped for both residential and employment uses. The site is situated with a range of Local Plan policy areas but due to its location within the Spire Neighbourhood area it would be most suited for residential redevelopment.

Durrant Road				
Site Address:				
Site Area(ha):	0.7			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	6			
Solar Potential Generation in Mwh at 15% efficiency:	4			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	28			
Potential housing delivery at 50 dwellings per hectare:	35			
Potential housing delivery at 100 dwellings per hectare:	70			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,750	2,333	4,667	7,000
Two	3,500	4,667	9,333	14,000
Three	5,250	7,000	14,001	21,000
Conclusion:				
Similarly to the Devonshire Street site, this site is positioned to the northern edge of the town centre and has good connectivity to both the town centre and the town’s train station. The site has the potential to be redeveloped for both residential and employment uses. The site is situated with a range of Local Plan policy areas but due to its location within the Spire Neighbourhood area it would be most suited for residential redevelopment.				



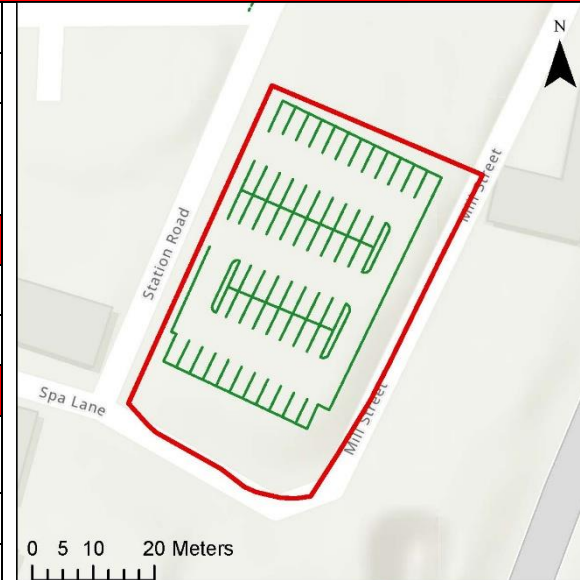
Theatre Lane				
Site Address:				
Site Area(ha):	0.3			
Local Plan policies impacting the site:	CLP3 Built Up Area, Spire Neighbourhood Boundary, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	2			
Solar Potential Generation in Mwh at 15% efficiency:	2			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	12			
Potential housing delivery at 50 dwellings per hectare:	15			
Potential housing delivery at 100 dwellings per hectare:	30			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	750	1,000	2,000	3,000
Two	1,500	2,000	4,000	6,000
Three	2,250	3,000	6,000	9,000
Conclusion:				
<p>This site is positioned to the northern eastern edge of the town centre and has fair connectivity to both the town centre and the town’s train station. The site has the potential to be redeveloped for both residential and employment uses. The site is situated with a range of Local Plan policy areas but due to its location within the Spire Neighbourhood area it would be most suited for residential redevelopment, though it would require desification to be able to yield any substantial number of dwellings.</p>				



St Mary's Gate				
Site Address:				
Site Area(ha):	0.5			
Local Plan policies impacting the site:	CLP3 Built Up Area,CLP21 Town Centre Historic Core, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	4			
Solar Potential Generation in Mwh at 15% efficiency:	3			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	20			
Potential housing delivery at 50 dwellings per hectare:	25			
Potential housing delivery at 100 dwellings per hectare:	50			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,250	1,666	3,333	5,000
Two	2,500	3,333	6,666	10,000
Three	3750	4,998	9,999	15,000
Conclusion:				
<p>This site is situated to the east of the town centre and has good connectivity to both the town centre and the wider town. The site is located close to four other car parks and has the potential to be consolidated with these to create a potentially large scale site for redevelopment. The consolidation of these sites would mean that future redevelopment could have a mix of both residential and employment uses. The site is also situated within the Spire Neighbourhood and as such any residential redevelopment would be supported. As a stand alone site there is the potential to deliver a small number of dwellings though would potentially be suitable for employment redevelopment.</p>				



Station Road				
Site Address:				
Site Area(ha):	0.5			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP6 Economic Growth, CLP8 Vitality and Viability of centres, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	5			
Solar Potential Generation in Mwh at 15% efficiency:	3			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	20			
Potential housing delivery at 50 dwellings per hectare:	25			
Potential housing delivery at 100 dwellings per hectare:	50			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,250	1,666	3,333	5,000
Two	2,500	3,333	6,666	10,000
Three	3750	4,998	9,999	15,000
Conclusion:				
<p>This site is situated to the east of the town centre and has good connectivity to both the town centre and the wider town. The site is located close to four other carparks and has the potential to be consolidated with these to create a potentially large scale site for redevelopment. The consolidation of these sites would mean that future redevelopment could have a mix of both residential and employment uses. The site is also situated with in Spire Neighbourhood and as such any residential redevelopment would be supported. As a stand alone site there is the potential to deliver a small number of dwellings though would potentially be suitable for employment redevelopment.</p>				



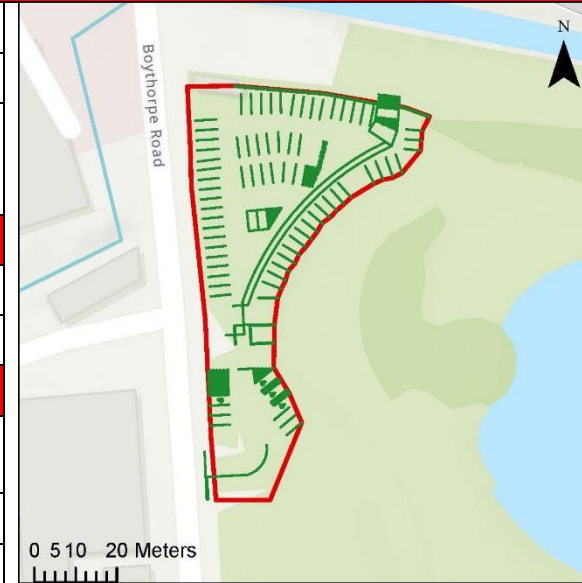
Spa Lane				
Site Address:				
Site Area(ha):	0.08			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP6 Economic Growth, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	1			
Solar Potential Generation in Mwh at 15% efficiency:	1			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	3.2			
Potential housing delivery at 50 dwellings per hectare:	4			
Potential housing delivery at 100 dwellings per hectare:	8			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	200	267	533	800
Two	400	533	1,066	1,600
Three	600	800	1,599	2,400
Conclusion:				
Development of the site is not fully assessed due to its small scale. Utilising the methodology set out in the 2018 Land Availability Assessment Stage 1 and 2a Site Assessment Criteria 2018 Methodology, the site is smaller than 0.25ha and is therefore deemed to be of a size that would not have a sufficient impact on housing supply to be allocated in the Local Plan. There may still be opportunity at this site for small scale development.				



Hollis Lane				
Site Address:				
Site Area(ha):	0.9			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP6 Economic Growth, CLP8 Vitality and Viability of centres, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	10			
Solar Potential Generation in Mwh at 15% efficiency:	7			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	36			
Potential housing delivery at 50 dwellings per hectare:	45			
Potential housing delivery at 100 dwellings per hectare:	90			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	2,250	3,000	6,000	9,000
Two	4,500	6,000	12,000	18,000
Three	6,750	9,000	18,000	27,000
Conclusion:				
<p>This site is situated to the east of the town centre and has good connectivity to both the town centre and the wider town. The site is located close to four other carparks and has the potential to be consolidated with these to create a potentially large scale site for redevelopment. The consolidation of these sites would mean that future redevelopment could have a mix of both residential and employment uses. The site is also situated with in Spire Neighbourhood and as such any residential redevelopment would be supported. As a stand alone site there is the potential to deliver a large number of dwellings from its redevelopment. The site also has the potentially to be suitable for employment redevelopment being able to deliver a large amount of floorspace</p>				



Queen's Park North				
Site Address:				
Site Area(ha):	0.7			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP17 Open Space			
Solar potential of site with solar PV canopy:				
Solar Potential Generation in Mwh at 22% efficiency:	6			
Solar Potential Generation in Mwh at 15% efficiency:	4			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	28			
Potential housing delivery at 50 dwellings per hectare:	35			
Potential housing delivery at 100 dwellings per hectare:	70			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,750	2,333	4,667	7,000
Two	3,500	4,667	9,334	14,000
Three	5,250	7,000	14,000	21,000
Conclusion:				
As the site is situated in a designated open space, as per Local Plan policy CLP27 – Open Space the site will have to be shown as surplus to requirements and would not adversely impact the rest of the open space provision the carpark is utilised for. The site would be able to support both employment and residential development as long as these requirements could be met.				



Queen's Park South				
Site Address:				
Site Area(ha):	0.4			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP27 – Open Space			
Solar potential of site with solar PV canopy :				
Solar Potential Generation in Mwh at 22% efficiency:	4			
Solar Potential Generation in Mwh at 15% efficiency:	3			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	16			
Potential housing delivery at 50 dwellings per hectare:	20			
Potential housing delivery at 100 dwellings per hectare:	40			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	1,000	1,333	2,667	4,000
Two	2,000	2,667	5,334	8,000
Three	3,000	4,000	8,001	12,000
Conclusion:				
As the site is situated in a designated open space, as per Local Plan policy CLP27 – Open Space the site will have to be shown as surplus to requirements and would not adversely impact the rest of the open space provision the carpark is utilised for. The site would be able to support both employment and residential development as long as these requirements could be met.				



Devonshire Street Part 2				
Site Address:				
Site Area(ha):	0.17			
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, CLP21 Town Centre Historic Core, Spire Neighbourhood Boundary, SS1 Chesterfield Town Centre			
Solar potential of site with solar PV canopy :				
Solar Potential Generation in Mwh at 22% efficiency:	2			
Solar Potential Generation in Mwh at 15% efficiency:	1			
Housing potential of site:				
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	6.8			
Potential housing delivery at 50 dwellings per hectare:	8.5			
Potential housing delivery at 100 dwellings per hectare:	17			
Potential for employment use of site:				
	Area of site utilised for re-development			
Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
Single	567	567	1,133	1,700
Two	1,133	1,133	2,267	3,400
Three	1,700	1,700	3,400	5,100
Conclusion:				
Development of the site is not fully assessed due to its small scale. Utilising the methodology set out in the 2018 Land Availability Assessment Stage 1 and 2a Site Assessment Criteria 2018 Methodology, the site is smaller than 0.25ha and is therefore deemed to be of a size that would not have a sufficient impact on housing supply to be allocated in the Local Plan. There may still be opportunity at this site for small scale development. However, given its proximity to other car parks (such as Devonshire Street Part 1), a collective Local Plan allocation could be considered in the future.				



Coach Station									
Site Address:									
Site Area(ha):	0.13								
Local Plan policies impacting the site:	CLP3 Built Up Area, CLP8 Vitality and Viability of centres, CLP21 Town Centre Historic Core, SS1 Chesterfield Town Centre								
Solar potential of site with solar PV canopy:									
Solar Potential Generation in Mwh at 22% efficiency:	1								
Solar Potential Generation in Mwh at 15% efficiency:	1								
Housing potential of site:									
Potential housing delivery at 40 dwellings per hectare as per LAA methodology 2018:	5.2								
Potential housing delivery at 50 dwellings per hectare:	6.5								
Potential housing delivery at 100 dwellings per hectare:	13								
					Potential for employment use of site:				
						Area of site utilised for re-development			
					Number of Stories	Potential for employment use yield utilising ¼ of the site in square meters	Potential for employment use yield utilising 1/3 of the site in square meters	Potential for employment use yield utilising 2/3 of the site in square meters	Potential for employment use yield utilising the whole of the site in square meters
					Single	325	433	867	1,300
Two	650	867	1,734	2,600					
Three	975	1,300	2,601	3,900					
Conclusion:									
<p>Due to the size of the site and its function supporting the coach station, it would likely be unsuitable for redevelopment. Should development be considered, utilising the methodology set out in the 2018 Land Availability Assessment Stage 1 and 2a Site Assessment Criteria 2018 Methodology, the site is smaller than 0.25ha and is therefore deemed to be of a size that would not have a sufficient impact on housing supply to be allocated in the Local Plan. There may still be opportunity at this site for small scale development.</p>									

For publication

Car Parks Fees and Charges 2024-25

Meeting:	Cabinet
Date:	16 January 2024
Cabinet portfolio:	Town Centre and Visitor Economy
Directorate:	Leisure, Culture and Community Wellbeing
For publication	

1.0 Purpose of the report

- 1.1 To set new fees and charges for Car Parks for the financial year 2024-25 for implementation from 1 April 2024.

2.0 Recommendations

- 2.1 That the fees and charges for car parks from Monday 1 April 2024 be as detailed in Appendix 1.
- 2.2 That a revision to the current Residents Parking Scheme be made, to introduce a one-off tariff of £1 before 10am (Monday to Saturday) and a one-off tariff of £2 after 3pm (Monday to Saturday) and a one-off tariff of £2 on a Sunday (all day) and £2 on Bank Holidays (all day).
- 2.3 That the Service Director for Leisure, Culture and Community Wellbeing, through delegated authority with the Cabinet Member for Town Centre and Visitor Economy, apply appropriate negotiated fees for new activities and opportunities that are introduced during the period covered by this report.

3.0 Reason for recommendations

- 3.1 The Council continues to face significant financial challenges. The sustained period of austerity since 2010, the ongoing risks and uncertainties over future funding arrangements, the budgetary impacts of the Covid-19 pandemic and a sustained period of exceptionally high inflation, have all impacted on the Council's financial position.
- 3.2 The Council's budget strategy is to deliver a balanced and sustainable budget. Given the forecast budget deficits it is important that all potential increases to income streams are implemented as soon as possible to help mitigate these pressures.
- 3.3 It is therefore prudent to implement an uplift to assist the Council in achieving a balanced budget for 2024-25 and to continue to recover ground on the increasing costs associated with car park operations.

4.0 Report Details

Introduction

- 4.1 Providing appropriate parking is key to ensuring a thriving town centre for Chesterfield. While adequate parking is vital to ensure that those who need to drive to access the town centre are able to do so, income from car parking is a vital source of funds to support public services for local authorities and Chesterfield Borough Council is no different on this point.
- 4.2 Chesterfield faces similar challenges to other United Kingdom town and cities with competition from online shopping and out-of-town retail opportunities for footfall and spend. There have been successes over the last decade in the local economy with the creation of new jobs and new businesses. The town centre continues to attract visitors from across the borough as well as further afield and as a result it is appropriate for fees and charges for car parking to remain relevant and competitive to support local public services.
- 4.3 The charges for parking in council-owned sites are consistent across the whole estate and are currently complimented by our residents parking scheme that offers residents free parking before 10:00 AM and after 15:00 PM. A review of this scheme has been undertaken, as recommended in the Arup Parking Study, in relation to its usage and potential income opportunities to further mitigate parking income pressures.
- 4.8 From 5 September 2023 we successfully moved to the RingGo payment application replacing the previous PaybyPhone application. In making this change customers wishing to park now have enhanced functionality to book parking in seconds, select where they want to park, select the vehicle, select how long they want to stay and confirm their payment method.
- 4.9 Customers using this application will then be able to manage their car parking from the convenience of their mobile device. This includes extending a

session without returning to their car, update their vehicle details, download receipts which can be accessed any time after they make a booking and finally the ability to save the session as a favourite for faster booking next time round.

- 4.10 Utilising technology such as this along with having a clear and logical tariff structure will help to provide greater flexibility for customers to manage their car parking and their payments. Whilst the service continues to offer and accept other means of payment, having a strong and relevant mobile payment solution in place is important given the evolving demand for flexible and mobile payment options. Further technological advances in parking operations and cashless payment methods are being explored as part of the need to be customer focussed and take advantage of the operational savings these can deliver.

Cabinet approved an increase in car parking fees and charges on 19 September 2023 to reflect the challenging in-year budget position, and the fact that the two-year cycle of reviewing charges had fallen at a time of significant inflationary pressure. At that time no change were proposed to the residents parking scheme.

Review of fees and charges tariffs

- 4.4 The new fees and charges policy adopted at Cabinet on 12 December 2023 sets out that fees and charges should be reviewed on an annual basis. It recognises that there are a range of different factors to consider in setting fees and charges including legislative requirements and constraints, the full cost of delivering services, benchmarking with other local authorities and potential impacts upon other policy objectives. As a minimum, where legislation allows, a full cost recovery model will be adopted. The revised fees and charges policy allows for increasing rates on a more frequent basis to ensure that cost pressures can be recovered.
- 4.5 Car parking fees and charges have historically been on a two-yearly cycle of review and implementation. The Council recently commissioned a Car Parking Study to review the current operation and make recommendations to assist in maximising the benefit from our car parks across the Borough. The study and covering report have been presented to Cabinet today and as a result the study recommendation pertaining to an annual review of fees and charges to ensure price increases capture in-year costs and inflation has been reflected within this report and will be the approach going forward in line with the Councils newly adopted fees and charges policy.
- 4.6 The process being followed for the review of income levels has included an assessment of each fee to identify how it meets the Council's strategic purposes, the level of increase that is proposed and a consideration of associated economic conditions.

- 4.7 The proposed fees, set out in Appendix 1, have been based on a robust estimate of the impact of cost increases and demand and the Council's overall financial position. This includes assessing the affordability of any of these increases to our residents and visitors. Cost pressures and changes in demand that have and continue to impact on the overall financial position of the authority include;
- Increase in utility costs.
 - Significant inflationary pressures resulting in increases in supply costs and materials.
 - NJC Pay Claim which has resulted in a higher than budgeted for pay increase for staff.
 - Service specific issues around cost increases and service usage.
- 4.11 Reviewing current tariffs has been sensitive to any impact that changes may have on the town centre visitor and business economy. In presenting the new fees and charges schedule as set out in Appendix 1, assessments have been undertaken of other providers to ensure that the charges are not unrealistic or unsustainable.

Residents parking scheme

- 4.12 The service has reviewed the current free residents parking scheme that provides free parking before 10AM and free parking after 3.00PM, and free all day on Sunday's and Bank Holidays to Borough residents on selected car parks.
- 4.13 Arup Consultancy who undertook the Car Parking Study noted that they "estimate a loss of revenue equal to £287,547 per year through the Residents Parking Scheme" and "there may be an opportunity to release some of this lost revenue should amendments or removal of the parking permit take place".
- 4.14 The removal of the scheme is not recommended as it supports both residents and town centre businesses to make use of the town centre however the introduction of a small charge to use the scheme is viewed as both realistic and sustainable given the extent of the financial pressures facing the Council.
- 4.15 In reviewing the current provision and comparing with other authorities, the service has identified that a series of one-off tariffs would be a sensible, easy to understand, easy to operate and administer scheme for both residents and the council. It would continue the use of the permit that is sent out with resident's council tax bills. In addition, adopting this approach will ensure a

relatively smooth and rapid transition from the current scheme to the new scheme to become live from 1 April 2024.

- 4.16 The recommended charging structure would introduce a one-off tariff session fee of £1 before 10am and £2 after 3pm from Monday to Saturday, £2 on a Sunday (all day) and £2 on Bank Holidays (all day). It is estimated that this could achieve an additional £126,305 of net income. See Appendix 3 option 2.
- 4.17 The Council is committed to providing good quality, well maintained, safe and secure parking facilities with easy payment fulfilment options. The recommendations within this report will positively contribute to maintaining this commitment.

5.0 Alternative options

- 5.1 To not increase the fees and charges for 2024-25, however this would not assist the Council in delivering a balanced budget and place a significant pressure on the Council's medium term financial plan.
- 5.2 To increase the fees later in the 2024-25 financial year, potentially from 1 October 2024. This would potentially deliver a second half increase of £121,680 rather than the anticipated full year effect of £234,000.
- 5.3 A larger increase than proposed could be applied to the current fees and charges. It is felt that the proposed fees are sensitive and realistic, with the variable increases on each hourly tariff being proportionate to the pressures faced by the Council. Any increase above the level recommended is viewed at this moment in time as potentially having a negative impact on the town centre economy.
- 5.4 To retain the Residents Parking Scheme which allows residents of the Borough to park for free before 10am and after 3pm, Monday to Saturday and all day on Sunday's and Bank Holidays. This is not recommended due to the significant budgetary challenges that are currently being experienced.

6.0 Implications for consideration – financial and value for money

- 6.1 A tariff usage survey has been undertaken to establish which tariffs are most popular to inform the overall approach regarding fees and charges. The `up to 2 hours tariff` on Short Stay car parks is the predominant tariff at around 40% of total volume, with the Long Stay car parks indicating a relatively even split of 30% over the 1 hour to 3 hour's tariffs.

- 6.2 Consequently, considering the range of use it would be prudent to increase the rates charged sensitively, across all tariffs, rather than target specific individual tariff periods so as to maintain the current pricing differential across the various tariffs to help the consumer select the tariff most appropriate to their reason for parking.
- 6.3 It is anticipated that if the recommendations within this report are approved then this will raise a potential additional £234,000 of income over a twelve-month period. This figure includes an assumed attrition rate of 5% that would result from the changes to fees and charges.
- 6.4 The review of the Residents Parking Scheme suggests that there is potential to change the scheme to one where residents contribute to their parking session, using the data from a Residents Parking Scheme survey undertaken in April 2023 (and reviewed by Arup in March 2023) average session usage indicates the potential to deliver £126,305 in additional net income if the recommended tariff to use is introduced from 1 April 2024.

7.0 Implications for consideration – Legal

- 7.1 Statutory notices will be required notifying any increase in tariffs.
- 7.2 The National Planning Policy Framework (NPPF) outlines a high-level guidance regarding parking in town centres. It states that “local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate”.
- 7.3 Part 2 of the Traffic Management Act (2004) places a network management duty on Local Highway Authorities to keep all traffic flowing. The Act places a strong emphasis on the local authority taking responsibility for parking enforcement through the development and implementation of Civil Parking Enforcement.
- 7.4 The Derbyshire Parking Board, of which Chesterfield Borough Council is a member, looks to ensure that partners are mindful of the need to operate parking provision that reflects both national and local parking trends, following best practice in setting fees and charges and civil enforcement.

8.0 Implications for consideration – Human resources

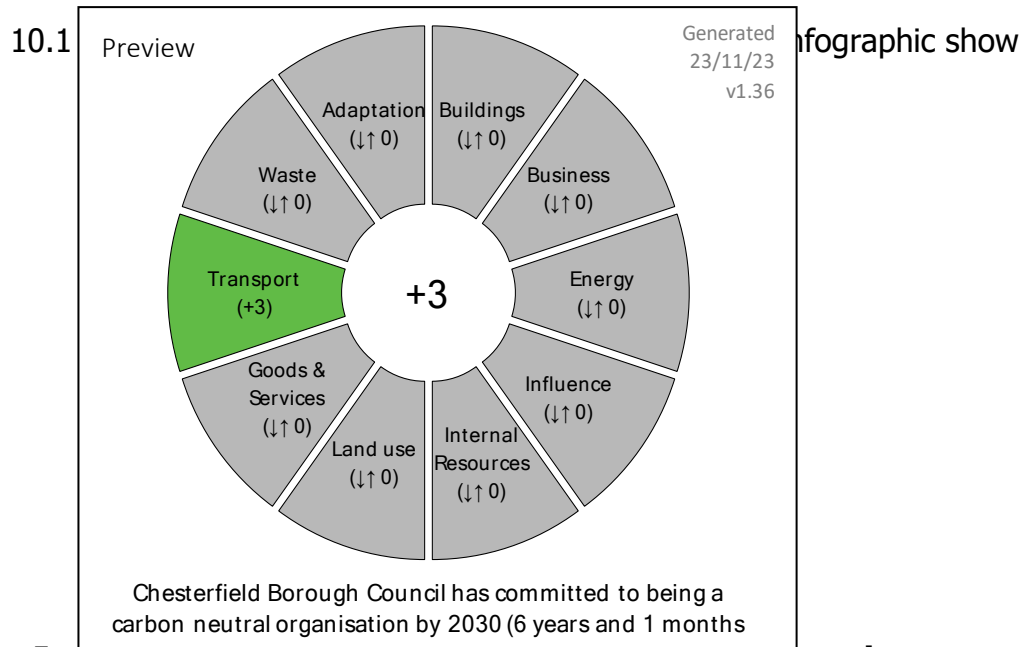
- 8.1 The recommendations have no Human Resources implications.

9.0 Implications for consideration – Council plan

- 9.1 A sensitive increase in fees and charges supports the Council Plan by assisting in the three key objectives, making Chesterfield a thriving Borough,

Improving the quality of life for local people and importantly building a resilient council.

10.0 Implications for consideration – Climate change



11.00 Implications for consideration – Equality and diversity

11.1 An Equalities Impact Assessment has been undertaken and as a result of this it has been identified that there is no disproportionate impact for protected groups. The completed equality impact assessment can be found at Appendix 2.

12.0 Implications for consideration – Risk management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Increase in charges may result in lower usage and income	High	Medium	Sensitive assessment of proposed increases as referenced within the report. Continued Provision of a Residents Parking Scheme offering good value parking options, Permit scheme offering options for regular users giving reduced parking charges.	Medium	Low

			Communications plan to all users outlining the Council's need to increase tariffs sensitively and further promote the existing parking incentives.		
Damage to Council's reputation	High	Medium	Sensitive assessment of proposed increase. Continued provision of a Residents Parking scheme offering reduced fee continues to enable residents to park at a lower cost than non-residents. Permit options for regular users giving reduced parking. Communications plan to all users outlining the Council's need to increase tariffs sensitively and further promote the existing parking incentives.	Medium	Low

Decision information

Key decision number	<i>All key decisions must be in the Forward Plan at least 28 days in advance. There are constitutional consequences if an item is not in the Forward Plan when it should have been. Contact Democratic Services if in doubt.</i>
Wards affected	All

Document information

Report author	
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Andy Bond, Town Centre Operations Manager, Leisure, Culture and Community Wellbeing.

Background documents

These are unpublished works which have been relied on to a material extent when the report was prepared.

This must be made available to the public for up to 4 years.

Appendices to the report

Appendix 1	Current and Proposed Fees & Charges 2024-25
Appendix 2	Preliminary Equality Impact Assessment
Appendix 3	Resident Parking Scheme options

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Appendix 1

Car Parks fees and charges 2023-24 / 2024-25

Current and Proposed increase

Permits	Current Fees 2023-24	Proposed Fees 2024-25 (10%)
Annual Permit	£720	£800
Monthly Permit	£72	£80
Scratchcards	£4.20	£4.60
Market Trader	£2.20	£2.50
Short stay	Fees	Fees
Up to 1 hour	£1.90	£2.10
Up to 2 hours	£3.30	£3.60
Up to 3 hours	£3.60	£4.00
Up to 4 hours	£5.30	£5.80
Each hour after	£1.90	£2.10
Long stay	Fees	Fees
Up to 1 hour	£1.90	£2.10
Up to 2 hours	£3.30	£3.60
Up to 3 hours	£3.60	£4.00
Up to 4 hours	£5.30	£5.80
4 hours plus	£5.80	£6.40
Saltergate	Fees	Fees
Up to 1 hour	£1.90	£2.10
Up to 2 hours	£3.30	£3.60
Up to 3 hours	£3.60	£4.00
Up to 4 hours	£5.30	£5.80
Up to 5 hours	£5.80	£6.40
Over 5 hours/up to 24 hours	£7.50	£8.20
Lost Ticket – Beetwell St, Saltergate, Soresby Street, Rose Hill	£20.00	£20.00
Station Approach (C/field Hotel)	£3.00 (all day)	£3.00 (all day)

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Chesterfield Borough Council Equality Impact Assessment - Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>	Car Parks Fees and Charges 2024-25	
<i>Service Area:</i>	Leisure Culture and Community Wellbeing	
<i>Section:</i>	Town Centre Operations	
<i>Lead Officer:</i>	Andy Bond	
<i>Date of assessment:</i>	02/01/24	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input checked="" type="checkbox"/>	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input type="checkbox"/>	

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Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?

To agree the fees and charges applied to users of the car parking service for the financial year 2024-25 for implementation from 1 April 2024.

To revise the current Residents Parking Scheme; to introduce a one-off tariff of £1 before 10am (Monday to Saturday) and a one-off tariff of £2 after 3pm (Monday to Saturday) and a one-off tariff of £2 on a Sunday (all day) and £2 on Bank Holidays (all day).

2. Who is intended to benefit from the policy and how?

Visitors and businesses in the town centre, by setting fees that are sustainable and help manage the usage of car parks from a churn perspective, thus ensuring availability throughout the charging period.

Supports the Council by ensuring a reasonable return on a valuable asset, which ultimately will assist in facilitating a balanced budget, which in turn supports the delivery of services for residents.

3. What outcomes do you want to achieve?

To ensure a fair and appropriate charging rate for services provided. The Council is committed to providing good quality, well maintained, safe and secure parking facilities with easy payment fulfilment options.

4. What barriers exist for both the Council and the groups/people with protected characteristics to enable these outcomes to be achieved?

There are financial barriers to the council due to ongoing control and reductions by government of local government funding, alongside the requirement for the council to become self-funded. The council needs to more carefully target its resources to areas of most need and review and adjust its policies accordingly.

5. Any other relevant background information

The Council continues to face significant financial challenges. The sustained period of austerity since 2010, the ongoing risks and uncertainties over future funding arrangements, the budgetary impacts of the Covid-19 pandemic and a sustained period of exceptionally high inflation, have all impacted on the Council's financial position.

The Council's budget strategy is to deliver a balanced and sustainable budget. Given the forecast budget deficits it is important that all potential increases to income streams are implemented as soon as possible to help mitigate these pressures.

It is therefore prudent to implement an uplift to assist the Council in achieving a balanced budget for 2024-25 and to continue to recover ground on the increasing costs associated with car park operations.

Providing appropriate parking is key to ensuring a thriving town centre for Chesterfield. While adequate parking is vital to ensure that those who need to drive to access the town centre are able to do so, income from car parking is a vital source of funds to support public services for local authorities and Chesterfield Borough Council is no different on this point.

The new Fees and Charges Policy adopted at Cabinet on 12 December 2023 allows for fees and charges to be reviewed on an annual basis to ensure that the cost of providing the service is recovered. The Fees and Charges Policy was subject to a full Equalities Impact Assessment, whereby no negative impacts on those with protected characteristics was found.

Section 2 – Collecting your information

6. What existing data sources do you have to assess the impact of the policy, project, service, function or strategy?

The Council commissioned a Car Parking Study to review the current operation and make recommendations to help ensure we maximise the benefit from car parks across the Borough. This study recommended an annual review of fees and charges to ensure price increases capture in year costs and inflation, rather than the previous 2-year cycle of review which exposes the Council to these risks for longer than is financially viable. As such an increase in fees and charges was delivered from 1 November 2023. It is intended that this annual review continues in line with this recommendation.

Reviewing current tariffs has been sensitive to any impact that changes may have on the town centre visitor and business economy. In presenting the new fees and charges schedule, assessments have been undertaken of other providers to ensure that the charges are not unrealistic or unsustainable.

Arup Consultancy who undertook the Parking Study in March 2023 noted that they “estimate a loss of revenue equal to £287,547 per year through the Residents Parking Scheme” and “there may be an opportunity to release some of this lost revenue should amendments or removal of the parking permit take place”.

Section 3 – Additional engagement activities

7. Please list any additional engagement activities undertaken when developing the proposal and completing this EIA. Have those who are anticipated to be affected by the policy been consulted with?		
Date	Activity	Main findings
11/23	Budget Conversation with the wider public on the Council's Budget Strategy Implementation Plan.	<p>The initial phase of the budget conversation closed on 15th December 2023. The survey was available to all for completion (CBC staff, Chesterfield Borough residents, people who work, visit and study in the Borough and local community groups and businesses).</p> <p>Budget Theme 2; 'increasing income and behaving commercially' discussed how the council would like to look at opportunities to ensure that wherever possible the costs of service delivery are recovered, and that there is no cross-subsidy from other service areas. Examples included reviewing the charges for services such as car parking.</p> <p>Responses regarding car parking within the Budget Conversation were varied, some supporting the need for the council to behave more commercially, while others raised concerns about increased prices leading to reduced footfall. However, none of the feedback relating to increased parking charges were linked to any of the protected characteristics.</p> <p>An equalities profile of the respondents was captured when the consultation was conducted and the results broadly represent the profile of the Borough (Census 2021). In particular, the percentage of respondents who identify as having a disability was 22.3%, compared with the Borough profile of 29.7%.</p>

Section 4 – What is the impact?

8. Summary of anticipated impacts. *Please tick at least one option per protected characteristic. Think about barriers people may experience in accessing services, how the policy is likely to affect the promotion of equality, knowledge of customer experiences to date. You may need to think about sub-groups within categories eg. older people, younger people, people with hearing impairment etc.*

	Positive impact	Negative impact	No disproportionate impact
Age	<input type="checkbox"/>	<input type="checkbox"/>	√
Disability and long term conditions	<input type="checkbox"/>	<input type="checkbox"/>	√
Gender and gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	√
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	√
Pregnant women and people on parental leave	<input type="checkbox"/>	<input type="checkbox"/>	√
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	√
Ethnicity	<input type="checkbox"/>	<input type="checkbox"/>	√
Religion and belief	<input type="checkbox"/>	<input type="checkbox"/>	√

9. Details of anticipated positive impacts.

a)	n/a							
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion
b)								
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion
c)								
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion

10. Details of anticipated negative impacts.

a)	<i>Negative impact:</i> n/a.							
	<i>Mitigating action:</i>							
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion
b)	<i>Negative impact:</i>							
	<i>Mitigating action:</i>							
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion
c)	<i>Negative impact:</i>							
	<i>Mitigating action:</i>							
	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion

11. Have all negative impacts identified in the table above been mitigated against with appropriate action?

<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A	
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Section 5 – Recommendations and monitoring

12. How has the EIA helped to shape the policy, project, service, function or strategy or affected the recommendation or decision?

The council has a duty to achieve a balanced budget and changes to car parking charges / schemes detailed in the report will help to facilitate this. No disproportionate impacts have been identified within the proposals in the report for any protected characteristic, groups or individuals.

The existing discount scheme and parking spaces for people with Blue Badges will remain the same. Blue Badge holders who have chosen not to purchase either weekly or annual savers are not exempt from paying parking fees at any of our off street car parks, as such if they use the residents parking permit they will have to pay the £1 or £2 fee in line with other users.

13. How are you going to monitor the policy, project, service, function or strategy, how often and who will be responsible?

The Fees and Charges policy adopted at Cabinet on 12 December 2023 allows for fees and charges to be reviewed on an annual basis to ensure that the cost of providing the service is recovered.

Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

Reviewed by Head of Service/Service Manager	Name:	Andy Bond
	Date:	03/01/2024
Reviewed by Policy Service	Name:	Allison Potter
	Date:	03/01/2024
Final version of the EIA sent to Policy Service		x
Decision information sent to Policy Service		<input type="checkbox"/>

Appendix 3 Residents Parking scheme fee modelling

£1 per session before 10am, and £2 per session after 3pm, Sundays and Bank Holidays

Day	Users	Income x £1 Before 10am	Income x £2 After 3pm & Sunday / BH
Monday	223	£71.00	£306.00
Tuesday	223	£71.00	£306.00
Wednesday	211	£43.00	£336.00
Thursday	286	£72.00	£428.00
Friday	277	£49.00	£456.00
Saturday	316	£56.00	£520.00
Sunday	482	n/a	£482.00
SUB TOTAL	2,018	£362.00	£2834.00
TOTAL			£3,196.00

As such £3,196.00 x 52 weeks could generate £166,192 (gross)

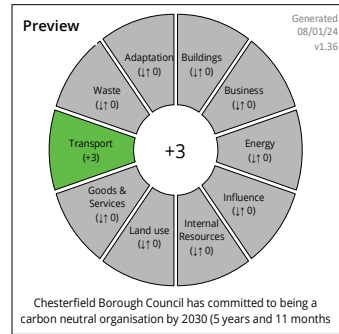
The net position including 5% attrition could generate circa **£126,305** annually.

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Climate Change Impact Assessment Tool (v1.36)

Developed by Chesterfield Borough Council 2021

Report Name	Car Park Fees and Charges 2024-25
Report date	23/11/23
Report author	Andy Bond
Project Notes	To set and agree the fees and charges at Car Parks for 2024-25.
Export filename	Car Park Fees and Charges 2024-25 CCIA 23.11.2023.png



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Category	Impact	Notes / justification for score / existing work (see guidance sheet or attached notes for more information)	Score (-5 to +5)
Buildings	Building construction		-
Buildings	Building use		-
Buildings	Green / blue infrastructure		-
Buildings			
Business	Developing green businesses		-
Business	Marketable skills & training		-
Business	Sustainability in business		-
Business			
Energy	Local renewable generation capacity		-
Energy	Reducing energy demand		-
Energy	Switching away from fossil fuels		-
Energy			
Influence	Communication & engagement		-
Influence	Wider influence		-
Influence	Working with communities		-
Influence	Working with partners		-
Influence			
Internal Resources	Material / infrastructure requirement		-
Internal	Staff time requirement		-
Internal	Staff travel requirement		-
Internal	External funding		-
Internal			
Land use	Carbon storage		-
Land use	Improving biodiversity adaptation		-
Land use	Natural flood management		-
Land use			
Goods & Services	Food & Drink		-
Goods & Services	Products		-
Goods & Services	Single-use plastic		-
Goods & Services	Services		-
Goods & Services			
Transport	Decarbonising vehicles		-
Transport	Improving infrastructure		-
Transport	Supporting people to use active travel	Paying to park potentially encourages people to change to a more sustainable form of transport such as cycling or walking.	+3
Transport			
Waste	End of life disposal / recycling		-
Waste	Waste volume		-
Waste			
Adaptation	Drought vulnerability		-
Adaptation	Flooding vulnerability		-
Adaptation	Heatwave vulnerability		-
Adaptation			
Other	Other 1		
Other	Other 2		
Other	Other 3		
Other	Other 4		

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