

For publication

Modification of Off-Street Parking Places Order (TV260L)

Meeting:	Cabinet Member for Town Centres and Visitor Economy
Date:	31 March 2021
Cabinet portfolio:	Cabinet Member for Town Centres and Visitor Economy
Report By:	Parking and CCTV Manager Local Government and Regulatory Law Manager

For publication

1.0 Purpose of Report

- 1.1 To enable consideration of representations on proposed amendments to the Chesterfield Borough Council (Off-Street Parking Places) (Civil Enforcement) Order 2014 (as amended) to take account of changes to the parking provision in the borough.

2.0 Recommendations

- 2.1 That the Cabinet Member for Town Centre and Visitor Economy considers representations on the proposed changes to the off-street parking places order.
- 2.2 That any decision to change the off-street parking places order be subject to satisfactory conclusion of an agreement with any potential purchaser to ensure that the car park continues to be available for users.
- 2.3 That in the event that the Cabinet Member for Town Centre and Visitor Economy decides that the order should be made, the Local Government and Regulatory Law Manager be authorised to make the proposed changes to the 2014 Order in relation to Duke Street and/or Chapel Street parking places.

3.0 Background

- 3.1 The Council has statutory power to provide off-street parking places and can by order regulate use of those parking places. In 2009 the Council made an order relating to its off-street car parks which changed to an enforcement system through the civil (rather than criminal) courts. Parking in off-street car parks in the

borough is now regulated by the Chesterfield Borough Council (Off-Street Parking Places) (Civil Enforcement) Order 2014 (“the 2014 Order”).

3.2 The 2014 Order regulates car parking areas and sets out the controls, fees and enforcement provisions that apply to them. Fees are modified from time to time, in accordance with Council decisions on parking charges, by statutory public notice.

3.3 The 2014 order was modified by the Chesterfield Borough Council (Off Street) Parking Places Modification Order 2016 due to changes to car parks provision. Further changes were made by Chesterfield Borough Council (Off Street) Parking Places Modification Order 2018 in May 2018 (the 2018 Order) and then by the Chesterfield Borough Council (Off Street) Parking Places Modification Order 2019 in April 2019.

4.0 **Proposed Changes**

4.1 The following changes were proposed to the 2014 Order, and are detailed in Appendix A and B. The Cabinet Member approved consultation on these proposals on 24th October 2019, though consultation was not carried out until between 27th February and 24th March. This further report has been delayed due to other priorities arising from Covid-19.

4.2 **Duke Street**

Proposal: To remove the parking place from the 2014 Order.

Reason: The Council has carried out a corporate asset review of its parking places out of the town centre and is of the view that this small car park at the northern end of Whittington Moor (hatched red on the plan attached) is surplus to requirements for off-street parking in this part of the borough.

There is other public parking available on-street, though this is limited at peak times, and also customer and shoppers parking at the Lidl store on the opposite side of Sheffield Road which allows 90 minutes of free parking.

Consultation on a proposal to restrict parking at this car park to two hours (no return within 4 hours) took place in 2017. This led to representations by local businesses to the time restrictions proposed. This was on the basis that staff use the car park to park all day, have meetings with clients and hold events which require parking for longer periods. However, the proposal did not proceed at that stage due to emerging proposals regarding disposal due to the corporate review.

The parking place comprises an irregular area of land with parking for up to 33 vehicles. There are no charges for parking and no restriction on waiting time.

With the Chapel Street parking place (see below) there is no income to the council, but a cost of £6,500 p.a in business rates, together with other costs including repairs and maintenance, insurance, and back office management. There is also a disabled WC within the parking place for which utilities and legionella testing have cost the Council about £1,200 over the last 3 years.

It is intended that any purchaser of the land would liaise with surrounding businesses and shops about continued use of the car park in return for an appropriate contribution towards rates and running costs. However this arrangement would be private and outside the control of the Council or the parking order. Any purchaser would also maintain, repair/replace and manage the disabled WC facility.

4.3 **Chapel Street**

Proposal: To remove the parking place from the 2014 Order.

Reason: The Council has carried out a corporate asset review of its parking places out of the town centre and is of the view that this small car park at the northern end of Whittington Moor (hatched red on the plan attached) is surplus to requirements for off-street parking in this part of the borough.

There is other public parking available on-street, though this is limited at peak times, and also customer and shoppers parking at the Lidl store on the opposite side of Sheffield Road which allows 90 minutes of free parking.

The parking place comprises an area reserved for 5 residents parking (hatched blue on the plan) and 5 spaces for public parking (hatched red on the plan). There are no charges for parking and no restriction on waiting time. There is no income to the Council for this parking place. Information for costs of this parking place are included with figures relating to Duke Street above.

It is intended that any purchaser of the land would retain the existing residents' parking spaces and would liaise with surrounding businesses and shops about continued use of the car park in return for an appropriate contribution towards rates and running costs. However this arrangement would be private and outside the control of the Council or parking order.

5.0 **Consultation**

- 5.1 Before an order can be made information about the proposal must be published and members of the public have a statutory right to make representations on the changes. Public notices were placed on site and in the Derbyshire Times. Letters about the proposals were also delivered by policy staff to properties in the area bounded by Sheffield Road/Station Road, north side of Chapel Street and the north side of Sub-Station Lane, including Duke Street and Queen Street North.

5.2 It was proposed in the October 2019 report that after consultation the Cabinet Member for Town Centre and Visitor Economy consider any unresolved objections to the draft order and decide whether or not to make an order. It was also proposed in October that if there were no unresolved objections to the order it was recommended that the Local Government and Regulatory Law Manager be authorised to make the order. However, there are unresolved objections in this case.

6.0 Representations

6.1 The table at Part 2 of Appendix B sets out details of representations received (anonymised).

6.2 16 separate representations were received plus a 75 signature petition. The lead petitioner believes that there would have been double the total of signatures but for Covid-19.

6.3 Representations relate to either of the two car parks or both, though many can relate to both. The representations are summarised in Part 1 of Appendix B.

7.0 Other Relevant Consultation

7.1 Parking Services

Parking Services agree that parking is restricted in the Whittington Moor area and there is likely to be an impact on local businesses if parking provision is reduced and can understand the representations received. The Council operates other similar car parks, such as Storrs Road, which are a financial burden but continue to operate to service the parking needs of the community and businesses in that area.

7.2 Asset Management

The Council undertook a review of car parking assets where nil income was generated and they cost the Council money to manage and maintain. Duke Street and Chapel Street were two such areas identified. The proposal concerns the transfer of the property to a third party, who will work with local interested parties who want to use the car park in return for a share of the costs of maintenance and management. There would also be a positive obligation to refurbish the disabled w.c. and to preserve the rights for those residents parking on Chapel Street.

7.3 The Council is the administrator and collector of business rates but does not retain the whole amount. Part of the revenue is passed to other authorities such as Derbyshire County Council and the Fire Authority etc.

7.4 The intention of the proposed sale is to reduce costs to the Council at a time when its budgets are under significant pressure and it can no longer run services at a

loss, and to enable the asset to continue in its current use, with local businesses and users contributing to its running costs if they still want to park there or use the disabled toilet.

7.5 While the identity of any potential purchaser is commercially confidential it is understood that they would be happy to meet with the Council to resolve any concerns about continued use of the parking. They suggest that after ownership is transferred there is a period of consultation where they could be clear as to which businesses use the area on a regular basis and then cost the individual spaces against the ongoing running and rates charge. They could then issue each business with an appropriate licence thus providing each party with ample parking space as required.

7.6 **Ward Members**

It is understood that ward members have previously expressed concern about potential effect of loss of these public car parks, though there has been no response to consultation from them.

7.7 **Highway Authority**

The car parks always seem quite busy in the day and there is very limited space on the street on both roads in question due to accesses. There is limited on-street parking space on Sheffield Road and is only on one side of the road.

7.8 At Duke Street 33 parking spaces are currently available for businesses and there is nowhere for these to be displaced to. Though possibly most of the parking in that car park is used for Triangle staff and customers.

7.9 The highway authority asks whether surveys been carried out to establish who the majority of the cars parking in these two car parks actually belong to. This might help provide evidence of whether or not there will be displacement.

7.10 From a highways viewpoint, it would appear that as the intention is essentially handing over control and maintenance of the car parks to another owner and if so it appears unlikely there would be any impact on operation of the existing highway – or objection to any formal application for the changes.

7.11 **Police**

Derbyshire Constabulary comment that from a policing perspective there is likely to be a minimal impact and there are no grounds for police objection.

7.12 **Toby Perkins MP**

Chesterfield's MP forwards representations by an owner of a nearby fish and chip shop business about the effect that the sale of the Duke Street carpark could have on their business.

8.0 Consideration of representations

8.1 The representations made by the public (set out in Appendix B) include the following key issues:

- Many of the representations focus on the lack of alternative public parking in this important shopping and business area on a busy road, with suggestions that more public parking should be provided in the area rather than less.
- Over a dozen of the representations expressed concern about the effect on customers, and safety of young students, of the long established dance studio.
- The car parks are already well, or over, used including by nearby businesses.
- Loss of the car park would also affect visits to businesses including a chemist, dentist and other traders including an electrical business.
- Further congestion would be caused on busy Sheffield Road
- Residential side streets are already congested and would get worse.
- There is concern that the Council would not be able to guarantee availability of parking or residents parking if privately owned.
- Some objections queried the costs/savings that would be made.

8.2 The highway authority and parking services confirm that other parking is limited in the area and there would be an impact if parking provision was reduced, though it is noted that the car parks may be used by the adjoining car sales business.

8.3 However, the proposal is not for the parking to be removed, but for management and maintenance to be taken over privately, with facilities available for other businesses by agreement and contribution to maintenance and facilities. The Residents' parking would also be required to be retained. This arrangement would mean that in addition to the Council receiving revenue from the disposal the responsibility for upkeep of the car park would pass to a third party. However, careful attention to the disposal terms and documentation would be needed to achieve the aim of ensuring continued provision.

8.4 This council has not carried out a survey as suggested by the highway authority. This is because the proposal is for the car park to be retained as a car park, and

businesses will have the opportunity to park there if they are willing to share the costs of its upkeep with the proposed owner. Therefore, displacement would be less of an issue.

8.5 With regard to representations about toilets, while these don't relate directly to the closure proposal, the Council did approve the closure of public toilets as a cost cutting exercise. Disabled toilets were excluded as alternative provision was less available generally for this group of users. Legionella testing is a statutory requirement and utility costs are standing charges.

8.6 Some of the representations question the business rates figure, believing that the Council retains business rates income. In fact the Council only retains a proportion of these charges. The remaining revenue is passed to central government.

9.0 Legal implications

9.1 The changes proposed will help ensure appropriate parking provision in this part of the borough following a corporate asset review of parking places, which would need to be included as modifications to the 2014 Order.

9.2 If the decision is to make a modification order, the order once made would have to be advertised on site and in the press, setting out when the order would come into effect. While there is no appeal against this, there are the usual rights to legal challenge or complaint about the decision.

9.3 With regard to the ability to ensure any purchaser made provision for parking by businesses and their customers, this would be sought through further negotiation and any agreement included in documentation leading to the transfer of the land. This could be dealt with by way of title covenants, but then there is always the issue of what action the Council could take in case of breach as it is unlikely an injunction would be appropriate and a remedy of damages would not achieve what would be needed. Given the level of concern about parking critical to the transaction, greater control could be achieved through using a long lease instead of transfer of the freehold. This has not been discussed with any potential purchaser as yet and may not be acceptable. This would ensure other remedies were available to the council, including ultimately forfeiture of the lease. However, it is not the responsibility of this Cabinet Member to decide terms for disposal of land, though recommendations could be made.

9.4 There are powers for the Council to control parking through an off-street parking order, even though it does not own the land, by agreement with the land owner. This would mean that there would be additional controls in place which might help give assurances to users. This is not something that has been discussed so far with potential purchasers.

9.5 Accordingly while the Cabinet Member can reach a view on whether or not to make the modification order, it is suggested that in view of these considerations the order is subject to conclusion of a legally binding agreement with any potential purchaser over terms of any sale.

10.0 Risk Management

Description of Risk	Likelihood	Impact	Mitigating Action	Resultant Likelihood	Resultant Impact
Parking place provision in the Whittington Moor area is inappropriate resulting in unnecessary costs to the Council	H	M	Remove parking places from the order, while seeking to ensure the parking places remain available to key users if the land is sold	L	L
Parking provision is insufficient for local users	M	M	Other parking available locally for shoppers (Lidl – 90 minutes) and any purchaser of the land would be required to allow local businesses (subject to contributions) and existing residents to continue to use the car parks. Concern by objectors that other parking insufficient or inappropriate. Seek other legal measures when negotiating terms of transfer of the land including long lease and agreement for new off-street parking order.	M	L

The parking places order fails to reflect current position	M	H	While the parking order help ensure that parking can be properly managed and controlled, with effective enforcement in the event of breach, removal from the order to private control means Council control could be more remote.	L	L
Public properly informed of changes to 2014 Order	L	M	Public notices will be published and displayed at the car parks. Consultation has take place. Communications and Marketing Manager will publicise.	L	L
Representations made will be taken into account	L	M	This report will considers representations made and recommend as appropriate	L	L

11.0 Equalities Impact Assessment (EIA)

- 11.1 A preliminary EIA has been carried out by a Council policy officer and a copy is attached at Appendix C. This concludes a neutral impact as all users are affected by the proposed change.
- 11.2 In recommending that a full EIA not be prepared, the officer comments:

All users: The removal of Duke Street and Chapel Street from the car parking order does not mean the closure of the car parking service, simply a transfer of the facility and service to a third party. The prospective owner will be seeking a contribution towards repairs, rates and running costs from users of the car park

going forward, so using the car park will no longer be a free facility. This does not affect a particular protected characteristic, but all users of the car park.

Disability: As a condition of any disposal, the disabled wc will be maintained on the Duke Street site, and managed by any prospective purchaser and its successors in title thereafter. The purchaser shall be responsible for the cost of any connection, installation/upgrade and extension of any services on site, and any other on and off site works necessary for the refurbishment of the disabled toilet facility. However, it is noted the Tesco's superstore on Lockoford Lane, approximately 1 mile distance from the car park at Duke Street/Chapel Street has disabled parking facilities and fully accessible WCs. The store is open from 6am to midnight, apart from Sunday trading hours.

12.0 **Alternative options and reasons for rejection**

12.1 *Not to vary the off-street parking places order.* This would be contrary to the conclusion of the review of parking assets under which this parking place was viewed as surplus to requirements.

12.2 *To vary the off-street parking places order for only one of the two car parks.* It is suggested that due to the respective sizes of the car parks the proposal is only feasible in terms of parking provision and ability to dispose if both car parks are considered.

12.3 *Ensure legally binding terms for the disposal of the car parks to secure continued availability of the car park to users.* This is one of the options considered in the report.

13.0 **Recommendations**

13.1 That the Cabinet Member for Town Centre and Visitor Economy considers representations on the proposed changes to the off-street parking places order.

13.2 That any decision to change the off-street parking places order be subject to satisfactory conclusion of an agreement with any potential purchaser to ensure that the car park continues to be available for users.

13.3 That in the event that the Cabinet Member for Town Centre and Visitor Economy decides that the order should be made, the Local Government and Regulatory Law Manager be authorised to make the proposed changes to the 2014 Order in relation to Duke Street and/or Chapel Street parking places.

14.0 **Reasons for recommendations**

14.1 To ensure that the 2014 Order (as amended) is modified to reflect appropriate changes to parking provision.

Decision information

Key decision number	991
Wards affected	Dunston

Document information

Report author	Contact number/email
Gerard Rogers, Local Government and Regulatory Law Manager, Monitoring Officer	Gerard.rogers@chesterfield.gov.uk
Background documents These are unpublished works which have been relied on to a material extent when the report was prepared.	
Consultation responses Chesterfield Borough Council (Off-Street Parking Places) (Civil Enforcement) Order 2014 (as amended): https://www.chesterfield.gov.uk/parking-roads-and-travel/parking-car-parks-and-parking-fines/car-parks-in-chesterfield/civil-parking-enforcement-order.aspx	
Appendices to the report	
Appendix A	Proposed removal of parking places from the 2014 Order
Appendix B	Summary and details of representations received
Appendix C	Preliminary EIA

APPENDIX A

AMENDMENTS TO SCHEDULE 1 OF THE 2014 ORDER

Proposed removal of parking places from the 2014 Order

The Parking Places under this Order are listed below and shown edged and hatched in red (or shown edged and hatched in blue where indicated) on the corresponding attached plans

1 name of Parking Place	2 position in which vehicle may wait	3 classes of vehicle	4 days of operation of Parking Place	5 hours of operation of Parking Place	6 Charging Days and Charging Hours	7 Maximum period for which vehicles may wait
Chapel Street, Whittington Moor, Chesterfield	Wholly within a Parking Bay	Any Vehicle	All Days	All Hours	00:00 hours to 23:59 hours	No Limit
Chapel Street, Whittington Moor, Chesterfield (shown edged and hatched blue on the corresponding plan)	Wholly within a Parking Bay	Any Vehicle displaying a Parking Permit	All Days	All Hours	00:00 hours to 23:59 hours	No Limit
Duke Street, Whittington Moor, Chesterfield	Wholly within a Parking Bay	Any Vehicle	All Days	All Hours	00:00 hours to 23:59 hours	No Limit

APPENDIX B

Part 1 Summary of representations

Duke Street

- Car park not surplus to requirements as always nearly full
- Needed for shopping and businesses on Whittington Moor
- Used to park when collecting prescriptions
- Plans selfish and unnecessary
- The only public car park on Whittington Moor
- Removal will detrimentally affect all businesses and residents on Whittington Moor
- Loss of business to retail outlets
- Knock on effect will cause crowding on residential side streets
- Dispute the cost of maintenance of the toilets as male and female toilets closed
- Closure of male and female toilets but not disabled toilets is discriminatory
- Longstanding use for dropping children (as young as 2 or 3 up to late teens) off at the very busy Kickers Dance Studio which is open 7 days a week. Some parents use it several times a week for this. No alternative parking, apart from crossing busy Sheffield Road. Parents can't just drop their children off. No alternative parking. Dangerous and safeguarding issues. Huge impact on the business if parking lost (also see Both below) (14 representations)
- Midall & Stones Electrical Services office based staff use the car park and clients park when visiting for 2 hour plus meetings. Fleet of 20 engineers use the car park regularly. The car park is vital for day to day running of the business. No alternative parking.
- 33 car parking spaces would become privately owned, Tesco allows 2-3 hours, Lidl 90 minutes. More 24 hour parking facilities needed.

5.5 Chapel Street

- Will any purchaser be compelled to retain the residents parking?

5.6 Duke Street and Chapel Street

- Many businesses on Whittington Moor – retail, industry, offices, public services and entertainment along nearly a mile but little parking. On-street parking limited to an hour only. Loss of the car parks would be detrimental to the area and the adjacent 25 businesses
- Used when dropping children off at Kickers Dance studio – safer than using busy Sheffield Road
- Parking already tricky due to large number of children being dropped off and collected at the same time and use by businesses and the car showroom
- If parents have to park elsewhere there will be conflict with other traffic on one of busiest roads in Chesterfield, bus stop outside the dance studio, and near very busy roundabout, with several junctions and side streets. Parent will take risks. Accidents inevitable. Safety should be the main concern.
- Parents will have to walk a long way after finding safe parking
- Dance studio has been there for over 40 years
- Where will dance teachers park?
- Bewildered why this is even being considered
- Angry at the proposals – businesses already suffer badly from lack of parking in the area and existing parking often full of cars from car retailers.
- Many park all day in spite of limitations. Little done by parking wardens.
- Simple solution is to have parking charges for these car parks
- Used for parking when visiting dental surgery across the road
- Wider consultation necessary
- Is this a two way dialogue
- Council gets benefit of business rates it pays for the car parks
- Who is the intended purchaser of the car park?
- Will the purchaser be compelled to reach agreement with businesses for continued use fixed number of spaces in the car parks?
- Businesses on Whittington Moor will be suppressed for the benefit on one business
- Should consider wider business community not just offloading assets

- New car parking should be provided in Whittington Moor – there's been a new multi-storey in the Town Centre
- Well used by shoppers for more than an hour at a time (the limit elsewhere in the locality)
- Other nearby provision is inadequate for the demand
- Kia garage use makes parking even harder
- Closure will affect traffic on busy Sheffield Road and add further chaos
- People will go elsewhere to shop
- Residents parking needed on side streets as they are already congested from use by car dealers, commuters, residents from other streets and flats on Sheffield Road
- Effect of use of Proact Stadium, Lidl supermarket, effect on Manknell Road on residential side streets including inconsiderate parking at the Victoria Club and articulated lorries delivering there and blocking the street

Part 2 Details of representations

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
1	Duke Street	How can the council say this car park is surplus to requirements? Whenever we use it the car park is always nearly full. People need a car park on Whittington Moor to access the shops and businesses. We use it to collect prescriptions from the chemist as well as carrying out shopping in the area.	Car park needed for shoppers and businesses	
2	Both	My daughter attends kickers dance studios and without being to park to be able to take her into and collect from dancing this will make things extremely difficult as the studios are on the busy main road there is nowhere to pull up and drop off. I consider these plans to be	Car park needed for children attending Kickers Dance Studio	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		rather selfish and unnecessary.		
3.1	Duke Street	From The Chip Shop. This is the only public car park on Whittington moor, and so will affect all business owners and residents of Whittington moor, as the reduction in parking availability will cause a significant loss of business to many retail outlets, and the displaced parking this will cause will affect local residents due to crowded parking in side streets. Notification and consultation should be given over a much wider area if you care for the views of the people you represent.	Only public car park on Whittington Moor. Loss to business and knock on effect on local residents. Wider consultation needed.	
3.2	Both	May I ask will this be a two way dialogue, is it your intention to respond to this letter and to others who raise objections, and to genuinely enter into a negotiation.	Negotiate with people	
3.3	Both	One of your reasons for doing this is the cost of £6.500 per annum in business rates. May I take this opportunity to point out to you that you are indeed the recipient of these business rates so it can also be said that you will lose £6.500 per annum by doing this.	Council benefits from business rates for the premises	
3.4	Duke Street	The toilets situated in the Duke Street car park. You claim that and again I quote you, 'utilities and legionella testing	Disputes cost of toilet maintenance	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		have cost you about £1,200 over the last 3 years'. I strongly dispute this as the men's and ladies toilets have been shut down for most of this period if not all of it. Please supply me with a factual break down of these costs and dates carried out.	and asks for breakdown.	
3.5	Duke Street	I would also take this opportunity to question your blatant discrimination show by shutting the men's and ladies toilets but not the disabled one. I would like an explanation for this act of discrimination.	Closure of toilets but not the disabled toilets is discriminatory.	
3.6	Both	Please advise me of any enquiries to purchase the car parks and adjacent areas, I would like to know who and when any enquiries have been made. And if any agreement in principle has been made or and contribution or payments have been made.	Who is interested in buying the car park and is any agreement in place?	
3.7	Chapel Street	You state that in this sale, that it's your intention that any purchaser of these car parks will retain the existing resident's car park spaces on Chapel street car park for the residents. Really? Are you prepared to make that a cast iron condition? If not then it's just meaningless and an insult to our intelligence.	Will any purchaser be compelled to retain residents parking	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
3.8	Both	You say again that it's your intention that the purchaser liaise with local businesses to reach agreement with local businesses for continued use of the car parks. Do you already know who this new owner is? But it's an intention not a stipulation so there would be no obligation on any future owner to take any action to aid us whatsoever. Are you prepared to make it a part of the condition to the sale that a fixed number of places be permanently available to locals and business owners?	Will any purchaser be compelled to retain fixed number of parking spaces for locals and business	
3.9	Both	This proposal will have the effect of suppressing the rest of the business community on Whittington Moor to the benefit of just one. Surely a fair and caring council will consider what's best for the majority of businesses in these hard times, not to mention the shortsighted policy wholesale offloading of assets with no regard to future requirements.	Detrimental effect on other businesses in favour of just one. Shortsighted.	
3.10	Both	I note that new a car park has been erected in Chesterfield town centre to complement numerous other public car parks, clearly you care about maintaining a thriving shopping community in town, I urge you to care about Whittington Moor's shopping community with the same zeal.	Town Centre has new car park. Council needs to care about Whittington Moor shopping in the same	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
			way.	
4	Both	I would like to express my concerns on closing the two free car parking car parks on Whittington Moor. I use these car parks at least twice a week and sometimes up to 5 times a week. My daughter attends Kickers Dance Studios and I would find dropping off and picking up a big problem. I also use many of the local businesses whilst my daughter is at her dance lessons. Please may I ask that these closures are reconsidered?	Car park regularly needed for child attending Kickers Dance Studio and use local shops.	
5	Duke Street	<p>We would like to register our objection to the proposed removal of Duke Street car park, Whittington Moor, by Chesterfield Borough Council. Along with many more mums/dads/grandparents, we use this car park several times a week, every week, to take our daughter to and from Kickers Dance Studios, Whittington Moor. We are very grateful to have had use of this facility for the past 11 years, to safely take our daughter to and from the studios.</p> <p>We are concerned that if this car park is removed, dozens of dance school children (aged from just two and three years old, up to late teens) will be forced to cross the extremely busy Whittington Moor.</p>	Car park needed for child attending Kickers Dance Studio. Danger if young children have to cross Sheffield Road. Parking already limited.	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		Parking is already extremely limited in this area, so we would therefore like the council to reconsider its plans and allow the continuation of free parking for all.		
6.1	Both	The Duke Street and Chapel Street car parks are well used car parks by local people who frequent the shops and businesses there. Much of this use can last for more than an hour, which is the restriction on the remaining limited parking in the area. As such, this other provision is neither suitable, nor sufficient for the number of people needing to park there.	Well used by shoppers for more than an hour at a time. Other provision is unsuitable.	
6.2	Both	If they were to close, this would have a detrimental effect on the businesses there, as people would have to go elsewhere with their business.	Detrimental effect on local businesses	
6.3	Both	This is a busy main road and adding to the volume of cars hovering and trying to find parking would cause further chaos on an already fraught stretch of road.	Effect on traffic on Sheffield Road	
6.4	Both	There is a very busy dance studio, which has peak times for children being dropped off and picked up. These car parks are ideal for catering for this high demand. Where would all these parents	Use for dropping off children attending the dance studio.	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		park to accompany their children? With such a busy road, it is not a good idea to encourage parents to simply drop and run and allow young children to have to run in on their own when the parent cannot find anywhere to park. This could be very dangerous.	Danger if they are dropped elsewhere.	
7	Both	This is used weekly by myself and many other parents of young children who frequent Kickers Dance Studio. There is very little safe parking around that area where you don't have to cross the busy road. Parents would need to pull up and drop off their child off rather than park up and take them into the studio.....in light of the recent safeguarding of children it would be extremely dangerous! It would make it dangerous for young children to follow their dreams if being a dancer!	Used for dropping off child at dance studio. Danger and safeguarding issues if facility removed.	
8	Both	I'd like to express my great concern at the proposal to restrict parking around Duke & Chapel Streets off Whittington Moor. My daughter is a pupil at Kickers Dance Studios & I & many other parents use these streets to drop off & collect children several times a week. Parking is already limited & if restricted further will cause chaos & a danger to all of our children.	Used for dropping off child at dance studio. Limited parking and further restriction will cause chaos and danger to children.	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
8.1	Duke Street	I would like to oppose the closing of Duke street car park. My daughter dances at the dance studio near this car park and the nearest car park would mean crossing the busy Sheffield Road.	Used for dropping off child at dance studio.	
8.2	Duke Street	A lot of local businesses will suffer from this closure .	Detrimental effect on local business	
9	Both	I frequently use these parking places as a Mum of two dancers at Kickers Dance Studios, an attendee myself of a class there on a Friday night, and a patient at the dental surgery across the road. Parking is already very tricky there due to large numbers of children (many very young) being dropped off and collected at the same time, and the customers from the numerous businesses also parking in that immediate area (including very busy car showrooms). Aside from the obvious impact this would have on local businesses at an already challenging time, my major concern is that closure of these parking spaces will result in parents being forced to park somewhere over the other side of one of the busiest areas of road in Chesterfield. Queuing traffic, a huge nearby roundabout, a bus stop directly outside the studios and several junctions with side streets all in a	Used for dropping off child at dance studio and attend myself. Use for dental surgery across the road. Danger to children due to busy road. Their safety should be paramount.	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		<p>small area, already make drop off and pick up challenging. If more parents are forced to cross the busy road with their children, I fear that accidents would be inevitable. Obviously, the safety of children is always paramount to parents, but as a working dance mum who often has to rush straight from work to get my children to class for a certain time, I understand the pressures that are already faced. I feel that this may lead to parents pulling up in a dangerous spot outside the studios, causing chaos for other road users, having children exiting cars on the road side, and having to enter the building not properly supervised. I know there is no excuse for this behaviour, but that is small comfort in the event of a serious accident.</p> <p>Knowing how tricky the parking situation already is, I am quite bewildered that removing the spaces currently there is even under consideration! Please consider the safety of our children as a priority before making any decision.</p>		
10	Both	There are many many families that this will effect with regards to parking for drop offs and pick ups for pupils at Kickers dance studios. Many use this street parking 2, 3 sometimes 4 times a	Used for dropping off children at dance studio.	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		week and I don't know what parents will do with out it. Really hope this doesn't become a reality.		
11	Both	There is a lot of families that this will effect regarding parking for dropping children off and picking them up from Kickers dance studios. Many use this street parking up to 4 times a week and I don't know what parents will do with out it. It is very much required by many. Hoping this doesn't take effect.	Used for dropping off children at dance studio.	
12.1	Duke Street	<p>Midall & Stones Electrical Services Limited strongly objects to the above proposals regarding changes specific to the Duke Street car park facility in Whittington Moor. As a successful business, Midall & Stones have occupied the offices at 443-445 Sheffield Road for over 19 years. Our ten office based staff commute to Whittington Moor on a daily basis from as far as the Sheffield area. Our clients come to the office for meetings that often last more than two hours. Lastly our fleet team of twenty engineers frequent the office on a regular basis. The bay parking facility on Duke Street is vital for us to run as a business on a day to day basis.</p> <p>Working to flexible office times between</p>	Vital use for parking by 10 office staff flexibly working between 7:30am and 6pm and also clients attending 2+ hour meetings and 20 engineers	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		7.30am-6.00pm, Monday to Friday we would like to ask where our staff and clients are supposed to park if the proposed changes come into effect.		
12.2	Both	The dance studio has occupied part of the building for over 40 years. Where do you suggest their teacher's park during the day?	Parking for dance school teachers	
12.3	Both	Regarding your corporate asset review suggesting that the car parks at the northern end of Whittington Moor Chesterfield are surplus to requirements: Whittington Moor is currently host to many businesses from retail, industry, offices, public services and entertainment venues that stretches to nearly a mile. Despite being host to all these businesses Whittington Moor has very few parking facilities. The majority of the on street parking has been changed to short stay only. Proposed changes to the Duke Street car park would be detrimental not just to these businesses but to the area itself. Whittington Moor has over 25 different businesses on and around Sheffield Road.	Businesses and entertainment venues rely on this parking as few other parking facilities. And what there is is short stay only. Loss of the parking would be detrimental to businesses and the area as a whole.	
12.4	Duke Street	There are 33 car parking spaces in the Duke Street bay parking facility. By selling the car park, who would benefit	Loss of 33 spaces when more 24hour	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		<p>from this and who is this aimed at? Parking facilities where Tesco is based operates a 2-3 hour max stay. Lidl has a 90 minute maximum free parking. Why should we be encouraged to use a private car park with restrictions when what is clearly needed are more 24 hour car parking facilities. If the parking facility cannot be left as it is we would ask that provisions be made to provide 24 hour free parking allocation for businesses in the area.</p>	<p>parking needed in the area.</p>	
13.1	Both	<p>Our daughter attend 'Kicker's Dance Studios' several times a week and we use the parking to park safely, drop her off and pick her back up again. I often have additional young children in tow and with a very busy road outside, the off street parking enables us to park safely to walk and collect her. Without this facility, it would make access to the dance studios very difficult and I'm not sure where else we'd be able to park, without having to walk very long distances for small children, on the side a very busy road.</p>	<p>Used for dropping off child at dance studio.</p>	
13.2	Both	<p>We have concerns about the dangers of traffic that will only increase with the removal of these off street parking. Parking is already very limited as it is. We appreciate you taking our concerns</p>	<p>Detrimental to traffic safety</p>	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		into your consideration.		
14.1	Both	We are very angry at proposals to sell off the two car parks on Whittington Moor, The Businesses on Sheffield Road already suffer badly with prospective customers finding nowhere to park as the car parks in question are often full of cars from local car retailers, and many parking spaces on Sheffield Road have cars parked all day regardless of parking limitations.	Shortage of parking locally and car retailer fills these car parks. People abuse other parking restrictions on Sheffield Road.	
14.2	Both	There seems to be very little work done in this area by parking wardens and all day parkers are very blase about it. A sensible solution to the cramped car parks, which provide no income, would be to install parking charges, with perhaps a scheme to recompense shoppers in store.	Need charging and enforcement locally	
14.3	Both	All the streets on Whittington Moor need to have resident only parking on street as car dealers, and people travelling to Sheffield on the limited stop bus cause long term congestion on these side streets. We and indeed all the residents of Whittington Moor suffer difficulty parking near our own homes because of selfish drivers dumping their cars long term, We have people from Avenue Road parking on our street because	Residents parking needed on nearby streets to prevent abuse by commuter parking and from nearby residential streets, football spectators and	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		<p>there is insufficient places on their street, residents of the flats on Sheffield Road have nowhere to park.</p> <p>The Proact Stadium has become a thorough nuisance because it has far more activity than Saturday Football. The LIDL supermarket also causes issues on Manknell Road, partly due to drivers not knowing how to get to LIDL and others who are scared of overstaying at the supermarket and being fined, being also scared of getting blocked in on our street they usually take up two parking spaces, leaving no room for residents to come home.</p> <p>The parking problem on Manknell Road is further aggravated with inconsiderate people parking near the entrance to the Victoria Club as the Club now has deliveries with a giant articulated lorry, which cannot get close to the club, so the drivers often totally block our street. If the Council go ahead and sell off the car parks all the cramped side streets will have total blockages with no one able to get anywhere.</p>	<p>Lidl customers and Victoria Club deliveries. Especially an issue on Manknell Road. Loss of the car parks will lead to total blockage of residential streets.</p>	
15	Both	<p>Parking is already very limited on Whittington Moor and local shops will suffer. The spaces available are on a very strict basis as the parking attendant</p>	<p>Parking already limited locally and use by Kia garage limits it</p>	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		<p>is very keep in this area because of the parking situation. Kia garage already take advantage of the car park and Duke street parking. Making the parking even harder.</p> <p>I hope you consider these points.</p>	further.	
16	Duke Street	<p>Kickers Studios Ltd strongly objects to the above proposals regarding changes specific to the Duke Street car park facility in Whittington Moor. As a successful business for over 40 years, where do you suggest for my staff/teachers, parents & pupils to park? The studios is open 7days a week with very limited parking as it is, the closure or selling of the car park would have a huge impact on my business.</p>	<p>Used for dropping off children at dance studio. Detrimental effect on dance studio business.</p>	
17	Both	<p>We have attached a petition against the removal of the off street parking at Duke Street & Chapel Street, Whittington Moor, Chesterfield.</p> <p>I believe we would have doubled our signatures if it wasn't for the COV-19 special measures we had to put in place for the safety of parents & children.</p> <p>75 signature petition against the removal of the off-street parking Duke Street and</p>	General	

	Duke Street / Chapel Street / Both	Representation	Summary of Representation	Comment
		Chapel Street Whittington Moor, Chesterfield		