

## 1. Overview

- 1.1.1 The study sets a ten-year parking strategy for Buxton town centre. This has been based on the analysis of the current parking supply and its use; analysis of the impact of current development proposals for the town centre; and the investigation and assessment of options for each aspect of the strategy.

## 2. Baseline analyses

### 2.1 Existing demand

- 2.1.1 The baseline analyses included a review of current planning and transport policies; analysis of the strengths of the town centre; assessment of existing parking conditions and stakeholder consultation.
- 2.1.2 With regard to current use of parking, surveys in September 2005 observed:
- A significant amount of spare capacity in the off-street car parks on Friday;
  - On the Saturday, demand was higher and all the car parks in Lower Buxton were at capacity;
  - Free on-street parking in the town centre was generally fully used; although the pay and display bays were not fully used and
  - Unregulated on-street parking in the residential streets is very heavily used.
- 2.1.3 Parking demand in the town centre is highest in June-August. In these months, parking is likely to be fully used on Saturday, but still to have spare capacity on weekdays.

### 2.2 Projections of future supply and demand

- 2.2.1 Future changes in the demand for car parking in Buxton town centre will arise from growth in visitation by car. The scale of growth will reflect increases in car availability, increased activity within the town centre; and the impact of policy measures aimed at reducing car use
- 2.2.2 Projections suggest that there should continue to be adequate parking capacity for projected demand outside the peak months in 2016, but that demand will exceed capacity on a Saturday by 150 spaces (300 spaces at 90% occupancy is taken as the target practical capacity of parking).
- 2.2.3 In the peak months, Saturday demand is projected to exceed capacity by around 370 spaces, or over 500 spaces if based on 'practical' capacity. The

majority of the excess demand being in Lower Buxton. The demand for off-street parking may be increased by increased regulation/enforcement of on-street parking, and decreased by policies/measures to encourage use of other modes.

## 3. The Strategy

### 3.1 Issues to be addressed by the strategy

#### 3.1.1 The key issues are:

- How should on-street parking be controlled, managed and priced to balance the interests of those who visit the town centre as well as those who live in or adjacent to it?
- What measures are required to ensure that the existing off-street capacity is used efficiently and supports the viability and vitality of the town centre?
- What additional parking capacity is required to support the town centre and how should it be provided?

### 3.2 On-street parking strategy

3.2.1 The main issues regarding on-street parking are that: limited waiting, permit parking and unregulated parking is generally fully occupied during much of the day; many residential roads within or adjacent to the town centre are catering for a considerable amount of non-residential parking; and adequate provision must be made for parking by the disabled, motor cyclists and cyclists, and coaches.

3.2.2 Recommendations for the regulation and management of on-street parking are that:

- Residents' parking should be extended – within the residents' parking area priority should be given to residents and short-stay parking;
- The current limited waiting regulations should be reviewed to increase the supply of very short-stay parking (40-minutes maximum wait) in appropriate locations;
- Limited waiting of one hour duration or more should be charged for;
- Cycle parking in the town centre should be increased;
- Dedicated motorcycle parking should be provided within the town centre; and
- A further assessment of the requirements for coach parking is necessary, based on more detailed quantitative information on the scale of demand.

### 3.3 Off-street parking – management and pricing

3.3.1 Effective management of the parking stock becomes increasingly important as demand increases. The objective of management policies should be to ensure an adequate supply of short-stay spaces and encourage efficient use of spaces. In this, key tools are:

- Designation of specific car parks for short-stay use (through regulations on maximum length of stay);
- Pricing to encourage an efficient turnover of spaces.

3.3.2 Other specific issues in Buxton include:

- The adequacy of provision of spaces for disabled drivers; and
- The potential designation of part of the parking stock for hotel valet parking.

#### Designation of short-stay parking

3.3.3 If on-street regulations are extended then long-stay use of the off-street car parks is likely to increase and it will be appropriate to consider allocating the car parks most accessible to the main visitor destinations in the town centre for short-stay use.

3.3.4 The most appropriate car parks for this will be Sylvan Park, Bridge Street, South Street and Kwik Save.

#### Pricing

3.3.5 Pricing has to reflect transport planning and economic development policy objectives, and financial objectives.

3.3.6 CB does not recommend reductions in parking charges, either generally or for specific groups such as residents. Research indicated that charges in Buxton generally reflect those in neighbouring centres.

3.3.7 Differential tariffs (through a premium on the most heavily used car parks) could be applied to encourage more use of the currently less well used car parks. Such tariff differentials should only apply to short-stay parking. Car parks where lower tariffs could apply are those in Higher Buxton.

3.3.8 CB recommends the introduction of hourly charges to ensure the cost of parking is more closely linked to length of stay. This will generate more efficient use of the parking stock through a higher turnover of spaces.

#### Provision for disabled parking

3.3.9 The study shows a significant shortfall in the overall provision for disabled parking. However, it is recommended that the number of disabled parking spaces in the Pavilion Gardens car park be increased (from 8 to 15) in line with national standards.

#### Provision of hotel valet parking

- 3.3.10 The promoters of The Crescent development are seeking to acquire an off-street car park to provide valet parking which would serve the proposed hotel at the Crescent and existing hotels. CB endorses The Slopes as the preferred location for valet parking. The removal of The Slopes from the public parking stock will impact on the requirement for new capacity, particularly to meet peak demand.

#### Improving the quality of car parks

- 3.3.11 There is scope to enhance the quality of the car parks, particularly through improved vehicle and pedestrian signage and enhanced surveillance/security, including CCTV.

### 3.4 Off-street parking – capacity

- 3.4.1 CB estimates that there will be a need to provide an additional 330 to 390 off-street spaces to serve the town centre up to 2016, and up to a further 60 spaces to cater for peak season demand. This estimate allows for a reduction in the demand for off-street car parking through a combination of pricing and mode shift measures and the displacement of demand into the off-street car parks due to increased on-street regulations,
- 3.4.2 Options to provide for this future demand are:
- Option 1: No increase in off-street capacity in the town centre - growth in demand to be catered for by Park and Ride.
  - Option 2: Provide sufficient parking in the town centre to cater for 'neutral month' demand conditions and provide for additional peak season demand by Park and Ride
  - Option 3: Increase parking capacity in the town centre to meet peak projected demand at all times of the year
- 3.4.3 Option 1 is not feasible. There is insufficient demand to support a daily Park and Ride service and insufficient demand in any one corridor to support a viable Saturday-only service.
- 3.4.4 Further, an acceptable site for the location of a Park and Ride car park has not been identified. The development of a dedicated car park to satisfy Saturday and peak season demand would not be economically justified.
- 3.4.5 Four options for new off-street car parking in the town centre were identified. These were:
- To increase capacity at Pavillion Gardens by extending/adding to the upper deck
  - Adding levels to the car park at Spring Gardens
  - A new MSCP on land at Charles Street
  - Additional parking as part of the development at Castle Market.

- 3.4.6 Each has outstanding feasibility issues to be resolved before one or more options can be taken forward.
- 3.4.7 Options 2 and 3 are very similar in terms of their implications for capacity within the town centre.
- 3.4.8 A limited number of options are also available for additional seasonal parking, if required. The University of Derby site would appear to be the most promising of these in terms of capacity and potential availability.
- 3.4.9 In the short term some additional capacity could be provided by minor changes to the layout at Spring Gardens and/or by rationalising the amount of parking taken up on market days by the market