Mansfield Town Centre Car Parking Strategy Update

Final Report

Mansfield District Council

July 2007

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Project No: 120221
July 2007

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Status: Final   Issue no: 2   Date: 09 July 2007

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1. Introduction

1.1 Background

1.1.1 Colin Buchanan (CB) has been appointed by Mansfield District Council (MDC) to update the parking strategy for Mansfield town centre that emerged from the Mansfield Town Centre Parking Study, completed by CB in March 2002.

1.1.2 The original study developed a parking strategy for the town centre, taking into account a number of potential development scenarios relating principally to developments at Stockwell Gate and Chesterfield Road South. The study included surveys of the then current parking demand as well as an evaluation of the impact of development scenarios on both the demand for and supply of parking in the town centre.

1.1.3 The development scenario has inevitably moved on in the four years since completion of the original study. There are now a number of development projects in various stages of planning and implementation that will impact on parking in the town centre, not least because several development sites encompass existing public car parks. Hence the need to review the previous study and its conclusions in the light of this evolving situation.

1.1.4 The requirements of this review as set out in the brief to CB were to:

- Review the adequacy, suitability and location of current public off-street car parking provision to meet current demand
- Review the overall impact on public off-street parking provision arising out of the current, short, medium and long term re-development proposals within the town centre and the consequential impact to meet parking demand in the short, medium and long term i.e. over 5, 10 and 25 year horizons
- Formulate short, medium and long term recommendations for the future provision of public off-street parking capacity, including:
  - how improved demand management processes could increase utilisation of existing sites;
  - potential locations for any new provision, including recommendations on size and type of any new facilities and indicative costings;
  - the potential for enhancing existing sites to meet future demand and indicative costings;
  - the potential for rationalisation of existing sites linked to new provision of new sites to achieve service efficiencies; and
  - policies relating to tariff structures, restrictions, and management/payment systems.

1.1.5 Thus, the key questions needing to be addressed in the review were:

- How much parking (short and long-stay) is anticipated to be required to meet short, medium and longer-term demand projections?
- How should any requirements for additional capacity be met?
- What is the scope for and benefits of rationalising further the existing parking provision, releasing existing sites for other town centre uses and developing new car parking sites?

1.2 This report

1.2.1 Chapter 2 of this report summarises the policy context for the parking strategy. Chapter 3 describes the analysis of the existing parking situation on the town centre, based on data provided by MDC and surveys undertaken by CB in

November 2006. Chapter 4 considers the current development proposals and policies and their impact of them on future parking supply and demand.

1.2.2 Chapter 5 of the report then reviews the parking strategy for the town centre, with regard to supply, pricing and management. Chapter 6 summarises the conclusions and recommendations arising from the strategy review.

2. Policy context

2.1 Introduction

2.1.1 Town centre parking strategies and policies must be in general accordance with national, regional and other local planning and transport policies. This chapter reviews any changes to the policy context for Mansfield town centre since 2002.

2.1.2 National policy is discussed in section 2.2 and regional policy in 2.3. The local planning framework and the transport planning framework are outlined in sections 2.4 and 2.5 respectively.

2.2 National policy

2.2.1 The national policy frameworks that have particular relevance for the Mansfield Town Centre Parking Study update are *Planning Policy Guidance 13: Transport (PPG13)* and *Planning Policy Statement 6: Planning for Town Centres (PPS6)*.

PPG13: Transport

2.2.2 *PPG13* was issued in 2001 and has not been revised since the original parking study. However its main provisions are summarised here for completeness.

2.2.3 PPG13 reaffirms the Government's approach to transport and encourages authorities to use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce the reliance on the car for work and other journeys.

2.2.4 In general it promotes reduced levels of parking to encourage the use of sustainable transport modes and states that developers should not normally be required to provide more parking than they themselves wish. Maximum parking standards to apply to new developments are set out. However, with retail and leisure developments located in or on the edge of town centres, local planning authorities should consider allowing parking additional to the relevant maximum standards provided it genuinely serves the town centre as a whole.

2.2.5 The PPG advises that parking controls and charging should be used to encourage the use of alternative modes. It also encourages the redevelopment of existing car parking facilities and the refusal of planning permission where a proposal conflicts with the PPG or the policies set out in development plans or local transport plan.

PPS6: Planning for Town Centres (2005)

2.2.6 It is recommended that PPG13 be read in conjunction with PPG6 – which was amended in 2005 to form Planning Policy Statement 6 (PPS6) – when dealing specifically with proposed land use and transport developments within town centres.

2.2.7 PPS6 demonstrates the Government's commitment to supporting town centres as a key part of promoting sustainable and inclusive patterns of development. It seeks to promote the vitality and viability of town centres by planning for the growth and development of existing centres. The key features of PPS6 can be summarised as follows:

- To promote social inclusion, ensuring that communities have access to a range of main town centre uses

- To encourage investment to regenerate deprived areas
- To promote economic growth of regional, sub-regional and local economies
- To deliver more sustainable patterns of development, through encouraging high-density, mixed-use development, and
- To promote high quality and inclusive design, improving the quality of the public realm and open spaces

2.2.8 PPS6 makes a number of references to parking provision in the assessment of sites for development and the sequential assessment of sites. It echoes the advice in PPG13 regarding the need for development to be accessible by a choice of modes. However, it refers back to PPG13 for advice with respect to transport assessments, accessibility analyses and parking matters.

2.3 Regional planning policy

2.3.1 The regional planning framework comprises the Regional Spatial Strategy for the East Midlands (RSS8). This strategy is currently under review and the Draft Regional Plan for East Midlands was produced in September 2006. It provides a broad development strategy for the East Midlands up to 2026.

2.3.2 The Regional Transport Strategy (RTS) is part of the Draft Regional Plan and the core strategy of this is based on:

- reducing the need to travel, especially by car, and reducing traffic growth and congestion;
- significantly improving opportunities for walking and cycling;
- promoting a step change increase in the level of public transport and increasing public transport accessibility;
- making better use of existing networks through better management; and
- only developing additional highway capacity when all other measures have been exhausted.

2.3.3 The RTS acknowledges that parking provision is an important demand management tool. It states that it is desirable to reduce the need for long stay public car parking in most urban areas, whilst maintaining the competitiveness of urban centres over out-of-town locations. The RTS states that authorities should seek to apply PPG13 maximum parking standards in all but exceptional circumstances.

2.3.4 Policy 46 of the RTS (Regional Car Parking Standards) goes on to suggest a more restrictive approach to parking provision in the Principal Urban Areas and Growth Towns, but these do not include Mansfield..

2.4 Local planning policies

2.4.1 The local planning policy framework is provided by the Mansfield District Local Plan, which was discussed in detail in the 2002 parking study report. The Mansfield District Local Development Framework, which will replace the current development plan, is being prepared.

2.4.2 The key elements of these two local planning instruments, as they relate to parking policy and development, are discussed below.

Mansfield District Local Plan (MDC, 1998)

2.4.3 The Mansfield District Local Plan was adopted in November 1998 and was to cover the period to 2006. It will now remain in force until around September 2007, although the Council is requesting that this be extended.

2.4.4 Transport polices for the central area are set out in Section 12.6 of the Plan. With respect to town centre parking paragraph 12.6.6 states:

"If major new town centre developments such as shopping centres, retail warehouses or leisure facilities increase the demand for short-stay car parking, then additional car parking may be required. Car parking provided in new developments should be open to the general public during normal shopping hours. The District Council may also seek to negotiate with developers an agreement under Section 106 of the Town and Country Planning Act 1990, to adopt the current Council parking tariff as a minimum price structure. This is to ensure that new parking provision does not attract commuter car parkers who park for long periods and thereby reduce the number of spaces available for shoppers. In some areas within the retail centre, a car park would cause an unacceptable increase in traffic or access. The District Council may require developers to provide public parking elsewhere or to make a financial contribution to the future development of a car park in a nearby location. Where new car parks are introduced to the town centre, they should be designed to include good lighting and the provision of surveillance cameras will be encouraged to further the security of the car park."

2.4.5 Paragraph 12.6.7 refers to the use of the four-hour maximum parking period to ensure that the town centre car parks are not taken up by commuters, with longer stay parking being provided for in the more peripheral car parks. 12.6.8 sets out the Council's intention to keep car park tariffs under review and to seek to ensure that tariffs in privately operated car parks are co-ordinated with those in Council operated car parks.

2.4.6 There are a number of site-specific policies identified in the Local Plan that have potential implications for town centre parking. These are shown on MDC Drawings LP001 and LP002 from the study brief and are summarised in Table 2.1. The text in italics in Table 2.1 provides commentary, where appropriate, on progress with the development of the sites.

Table 2.1: Mansfield District Local Plan – site-specific Policies

Area	Local Plan Reference	Local Plan
General	MTC9	Planning permission will be granted for the development of retail uses at the following locations: ▪ 0.1 Ha of land off Walkden Street ▪ 1.3 Ha of land off Stockwell Gate – it is stated that this development should provide an overall addition to the number of car parking spaces on site.
	MTC10 Market Hall	Where the present use to cease planning permission will be granted for one of the following: ▪ retail uses, leisure uses, community uses
	MTC11 0.1 hectares of land off Clumber St	Planning permission will be granted for one of the following: ▪ retail uses, leisure uses, community uses
	MTC12 0.1 hectares of land off Toothill Rd	Planning permission will be granted for one of the following: ▪ retail uses, offices, leisure uses ▪ The site is currently being used as a temporary car park
	MTC13 0.1 hectares of land off Toothill Rd	Planning permission will be granted for one of the following: ▪ retail uses, offices, leisure uses ▪ This site is opposite the Toothill Road site. It is presently used for car parking, part of which is a pay and display car park
White Hart Street Action Area	MTC15 2.4 hectares of land	Planning permission will be granted for a renewal scheme including any of the following: ▪ retail uses, offices, leisure uses, housing The Plan states that the development of substantial new retail floorspace should be accompanied by proposals for additional public car parking within the site. The White Hart Supplementary Planning Document states that the Council is seeking a comprehensive and co-ordinated mixed-use development that will regenerate the White Hart area and improve the vitality and viability of Mansfield. The SPD states that any proposed scheme should incorporate the following uses and maximum gross floor areas: ▪ retail (A1) – 2,775m^2 ▪ offices (B1) - 5,318m^2 ▪ restaurant/café (A3) and/or drinking establishments (A4) - 1,116m^2 ▪ housing – 233 units ▪ leisure (D2)
Clumber Street Action Area		*The Clumber Street development was completed prior to the previous study. It comprised a mixed retail/leisure development with 120 public car park spaces.*
Rock Valley/Bridge Street Action Area	MTC19 (A) and (B)	Planning permission will be granted for the development of housing at the following locations: ▪ 0.5 hectares of land east and west of the River Maun; and ▪ 0.3 hectares of land north of Bridge Street Methodist Church. *The Church constructed a surface car park on land immediately to the west. To the north of the Stanhope Hall there are a few small garages used for storage and as workshops and to the west of these is a private car park. The Action Area Plan proposes that the garages be relocated to a suitable alternative site allowing the land and the car park to be redeveloped for residential use.*
Station Street	MTC20	*The Station Street retail development (St Peters Retail Park) was*

Area	Local Plan Reference	Local Plan
Action Area		*completed in summer 2002. The scheme included 325 car parking spaces.*
Stockwell Gate Study Area	MTC9, MTC10, MTC20, MTC23 and MTC24	*This covers the area between Walkden Street, Belvedere Street, Quaker Way and the railway. This area includes the sites of MTC9, MTC10, MTC20, MTC23 and MTC24 in the adopted local plan. A mixed retail/leisure/office scheme was originally proposed, including a relocated bus station and a new multi-storey car park with 650 spaces.*

2.4.7 It can be seen that a number of the sites allocated in the Local Plan have been developed, either wholly or in part. Some of the planning intentions for the sites have also changed since the production of the Plan and the previous parking study. A detailed discussion of town centre development and the impact on future parking demand and supply is contained in Chapter 5.

2.4.8 The Plan also set out parking standards for town centre developments. These are higher than those in PPG13 (which it preceded) and the county-wide parking standards for new developments issued by Nottinghamshire County Council as Supplementary Planning Guidance in 2004. The latter are discussed below.

Mansfield District Local Development Framework (MDC, 2006-07)

2.4.9 Mansfield District Council is currently preparing a new development plan for the District known as the Mansfield District Local Development Framework (LDF). It is proposed that this plan will replace the policies in the existing Mansfield District Local Plan in order to meet the economic, environmental and social aims for the area, with specific reference to the development and use of land.

2.4.10 The LDF will be made up of a collection of separate interrelated documents as described in Table 2.2.

Table 2.2: Mansfield District Local Development Framework

Document	Purpose
Local Development Scheme (LDS)	The 'project plan' setting out the programme and timetable for all the documents in the LDF
Statement of Community Involvement (SCI)	The statement setting out how the Council will involve the community and other stakeholders in the preparation and review of the documents in the LDF and when dealing with planning applications
LDF Core Strategy	The document setting out the key development strategy for the District including a set of strategic planning objectives and limited number of core policies to deliver the vision for the future of the area
Mansfield Central Area Action Plan	The document is to establish a planning framework for future development and change in the central area of Mansfield
Development Control Policies	The document setting out generic policies to control the development and use of land establishing the standards for development in the District
Site Specific Allocations and Policies	The document which allocates sites for development and contains policies on areas of land for protection and enhancement, translating the core strategy into specific land allocations and designations
Adopted proposals map	A component of the LDF showing the location of proposals in the development plan, on an ordnance survey base map
Supplementary Planning Documents (SPDs)	Documents that cover a range of issues, thematic or site specific, which provide further detail to planning policies in other development plan documents
Annual Monitoring Report	Reviews the progress made in meeting the targets set in the Local Development Scheme and assesses the effectiveness of policies within the LDF in achieving their aims and objectives

2.4.11 A number of the LDF components have been prepared, either in part, or completely. Of these the *Local Development Scheme* makes reference to the current town centre parking strategy (and the potential need for this update). The *Core Strategy; Initial Issues and Alternative Options* report highlights the issues facing transport in the district, in particular what can be done to encourage alternative modes of transport and reduce reliance on the car.

2.4.12 One of the purposes of this parking strategy review is to inform the development of the LDF.

White Hart Supplementary Planning Document

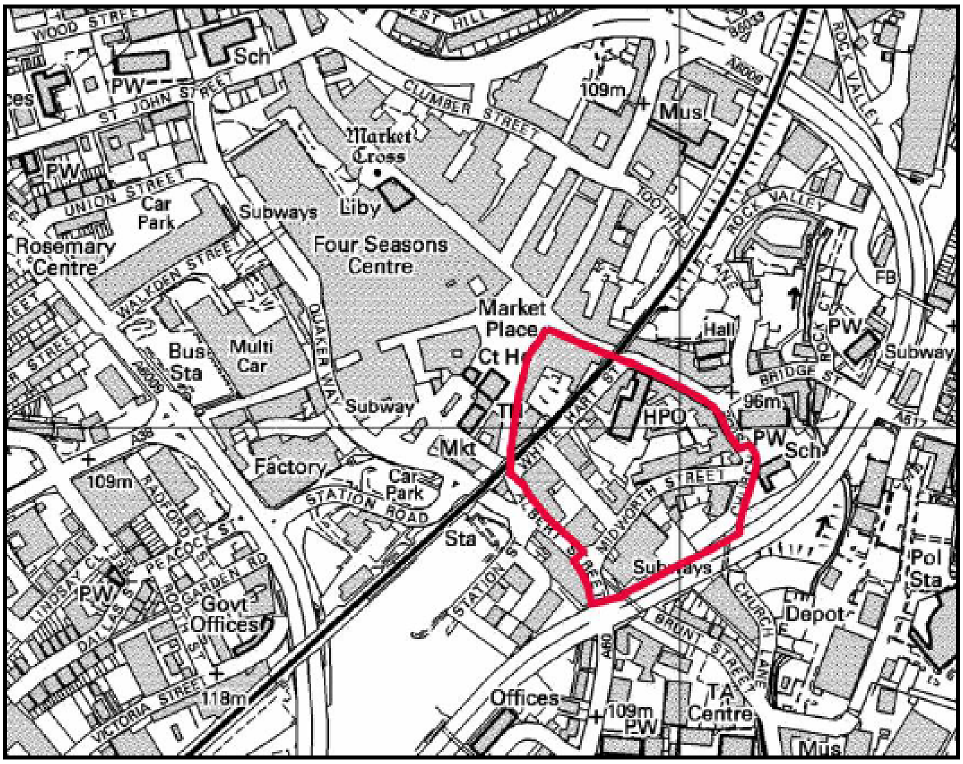


Figure 2.1: White Hart Area **(Source: Adopted White Hart SPD, Mansfield District Council, 2006)**

2.4.13 The White Hart SPD is a part of the LDF and is concerned with the area to the south-east of Mansfield town centre, as shown in Figure 2.1. The objectives of the SPD are:

- To guide the regeneration of the White Hart Area and ensure that development integrates with and enhances Mansfield town centre;
- To ensure that development respects and complements the historic character of the White Hart Area;
- To ensure that development enhances linkages between the White Hart and surrounding areas; and
- To ensure that development helps to maintain and enhance the vitality and viability of Mansfield Town Centre

2.4.14 As the area currently provides a number of car parking areas (including the White Hart Street and Portland Public House (Dame Flogan Street) car parks), the SPD reiterates the planning direction within the existing Mansfield District Local Plan in stating that "*the development of substantial new retail floorspace should be accompanied by proposals for additional public car parking within the site*."

2.4.15 Within the design statement section of the SPD, it is specifically stated that "*proposals for development should include a well designed, well lit, safe and secure multi-storey car park on land close to St Peters Way and which avoids vehicle penetration into the site…It should seek to use sites and/or buildings that have little or no architectural value and may involve demolition. The car park should be sensitively designed, safe, secure and well lit. A sensitively designed pedestrian linkage from the multi-storey car park across Midworth Street and into the main site area will also be required.*"

2.4.16 The SPD also highlights the importance of providing pedestrian linkages between the White Hart area (and potential car parking provision) and other areas of the town centre. It also states that "*the level of car parking within the development should reflect:*

- *Government Guidance (PPG13), and the need for a sustainable approach to transport,*
- *The town centre location with opportunities to walk, cycle and use public transport, and*
- *Market conditions and the desirability of securing office and housing uses."*

2.4.17 With regard to the highway provisions of the future area, the SPD identifies that "*provision for short stay car parking and parking for disabled/taxi users should be considered*". (On-street parking is outside the scope of this study.)

Supplementary Planning Guidance: Parking Provision for New Developments (Nottinghamshire County Council, May 2004)

2.4.18 This document identifies the parking requirements for new developments in Nottinghamshire outside of the city of Nottingham. The standards are related to the development use classes specified In the Town and Country Planning Use Classes Order 1987.

2.4.19 The SPG standards are largely consistent with the maximum parking standards identified in PPG13, the only major difference being a significantly lower standard than PPG13 for business/office developments (1 space per $60m^2$).

2.5 Local transport planning framework

2.5.1 The local transport planning framework is provided by the North Nottinghamshire LTP2, which was published by Nottinghamshire County Council in March 2006, and the Mansfield Mobility Management Action Area (MMAA), which is part of the LTP. Both these documents post-date the 2002 parking study.

North Nottinghamshire Local Transport Plan 2006/7-2010/11

2.5.2 The North Nottinghamshire Local Transport Plan 2006/7-2010/11 (LTP2) encompasses all aspects of transport within the North Nottinghamshire area, including Mansfield. The plan sets out a vision for a long-term strategy based upon the need to manage the growth in demand for travel and ensure the efficient movement of people and goods.

2.5.3 The key objective of LTP2 is to promote sustainability within the transport system and the transport/land use realm, by:

- *Protecting and enhancing the built and natural environment*
- *Improving safety for all road users*
- *Promoting the integration of all forms of transport and land use planning, leading to a better and more efficient transport system*
- *Promoting accessibility to everyday facilities for all, especially encouraging people to use public transport; and*
- *Providing the solutions for existing congestion*

2.5.4 With reference to parking, the LTP2 states that "*Public off-street parking is heavily influenced by parking charges, and the County Council encourages the district councils to adopt charging structures in their car parks to work in tandem with on-street restrictions to favour short-term parking. In addition, the aim is to progressively increase charges for longer term parking in parallel with* *development of alternatives to the car."* It is noted that this approach is consistent with the advice given in PPS6.

2.5.5 The Plan also identifies that with the introduction of Decriminalised Parking Enforcement (DPE) '*on-street parking will be effectively controlled to decrease the illegal parking and reduce congestion, especially in town centres'* and that it will *'improve the understanding and availability of town centre on-street parking'.*

2.5.6 DPE is being undertaken to encourage modal shift amongst commuters to town centres. A further outcome of DPE, is expected to be that the availability of short-term parking for shoppers will improve.

Mansfield Mobility Management Action Area (MMAA)

2.5.7 The Mansfield Mobility Management Action Area (MMAA) was drawn up by Nottinghamshire County Council, as part of the LTP. While no document has yet been published, the County Council did provide CB with an internal briefing note regarding the outcomes of the study.

2.5.8 The action area focused on the town centre and surrounding rural hinterland and the study aimed to promote sustainable access to and within the town. The study involved consultation with the community and key stakeholders. Feedback from the consultation included the following issues:

- Potential removal of traffic from some town centre streets
- Improvement needed to public transport links
- Potential reallocation of road space for bus lanes
- Improvement needed to pedestrian routes

2.5.9 The only specific comments relating to parking was the need for improved disabled parking facilities close to the town centre. Around 7% of respondents identified car parking as an issue in the action area.

2.6 Summary

2.6.1 While the planning and transport policy framework for the consideration of parking issues has clearly moved forward since 2002, particularly in their detail, the main relevant themes within national, regional and local policy remain broadly the same as at the time of the framing of the current parking strategy.

2.6.2 These were summarised in the 2002 report as follows:

- the need to maintain town centres as attractive places to visit and develop in, accessible by all modes including the private car
- restraint on parking provision associated with new development
- management and pricing polices should favour short-stay parking over long-stay (commuter) parking – the LTP proposes that long-stay charges should be progressively increased along with the development of the alternative modes
- new parking provision to be for general town centre use rather than for individual developments
- allowance of parking at new developments over the maximum standards where such parking is genuinely available for the general use of visitors to the town centre.

3. Existing parking situation

3.1 Introduction

3.1.1 The existing town centre parking has been analysed to identify changes since the 2002 study with regard to the:

- the supply of public off-street parking;
- pricing and regulation; and
- demand.

3.1.2 These analyses have used capacity data provided by MDC, surveys of parking occupancy carried out by CB on Friday 10 and Saturday 11 November 2006, and ticket sales data provided by MDC.

3.1.3 Section 3.2 describes the current public parking supply for the town centre while section 3.3 analyses parking demand.

3.2 Off-street parking supply

Parking capacity

3.2.2 Details of the current off-street public parking are shown in Table 3.1. The locations of the car parks are shown in Figure 3.1.

3.2.3 The principal changes in capacity since the 2002 report are that:

- The Chesterfield Road South car park (322 spaces) has closed
- The Dame Flogan Street car park (20 spaces) appears no longer to be in public use
- The St Peters Retail Park (304 spaces) and Meridian (100 spaces) car parks have opened, although the latter is temporary
- The Portland Retail Park and White Hart car parks have increased in capacity, by 110 and 74 spaces respectively
- The capacities quoted for a number of other car parks show smaller changes between the 2002 and 2006 (some of these variations may reflect re-lining that has taken place in the intervening period)
- The Civic Centre car park is available for public use on Saturdays (250 spaces)

3.2.4 The net result of these changes is that there are now 3,472 spaces in the public car parks serving the town centre, compared with 3,033 in 2002, an increase of over 14%. 38% of this parking is now provided in privately-operated car parks compared to 28% in 2002.

Table 3.1: Mansfield town centre car park inventory – October 2006

Car park	Parking spaces				Time of operation	Time limits	Tariff	Payment type	Season ticket
	Standard*	Disabled*	Cycles / Motorbikes	*Total***					
Council-operated									
Church Lane	60	5	0	***65***	All day, Mon-Sat	None	£0.60 per hour	P&D	Silver
Civic Centre	233	17	0	***250***	All day, **Saturday only**	None	No charge	n/a	n/a
Clumber Street	121	8	7	***129***	All day, every day	4hr max. stay from 0800-1600h	£0.70 per hour	P&D	n/a
Four Seasons	461	17	0	***478***	All day, every day	None	Cars: £0.80 per hour Motorbikes: £0.40 per hour	Pay on foot	Gold
Garden Road	13	2	0	***15***	All day, Mon-Sat	None	£0.50 per hour	P&D	Silver
Grove Street	50	0	0	***50***	All day, Mon-Sat	None	Up to 1 hour: £0.50 Up to 8 hours: £2.50 Up to 24 hours: £6.00	P&D	Bronze
Handley Arcade	22	2	0	***24***	All day, Mon-Sat	4hr max. stay from 0800-1600h	£0.60 per hour	P&D	n/a
Meridian (temporary)	100	0	0	***100***	0800-1830h every day	4hr max. stay from 0800-1600h	£0.50 per hour	P&D	n/a
Midland	39	3	0	***42***	All day, Mon-Sat	None	£0.50 per hour	P&D	Silver
Robin Hood Line	75	5	0	***80***	All day, Mon-Sat	None	Up to 1 hour: £0.50 Up to 8 hours: £2.50 Up to 24 hours: £6.00	P&D	Bronze
Rock Valley	51	3	0	***54***	0800-1830h Mon-Sat	None	£0.50 per hour	P&D	Silver
Station Road	78	5	2	***83***	0800-1830h every day	4hr max. stay from 0800-1600h	£0.70 per hour	P&D	n/a
Toothill Lane	95	5	0	***100***	All day, Mon-Sat	None	£0.60 per hour	P&D	Silver

Car park	Parking spaces				Time of operation	Time limits	Tariff	Payment type	Season ticket
	Standard*	Disabled*	Cycles / Motorbikes	*Total***					
Toothill Road	80	4	2	***84***	All day, Mon-Sat	4hr max. stay from 0800-1600h	£0.60 per hour	P&D	n/a
Walkden Street	385	39	13	***424***	All day, every day	None	Cars: £0.80 per hour Motorbikes: £0.40 per hour	Pay on foot	Gold
Water Meadows	195	5	0	***200***	All day, every day	None	£0.50 per hour	P&D	Silver
Council sub-total	***2058***	***120***	***24***	***2178***					
Privately-operated									
Portland Retail Park	675	35	-	***710***	Until 2130h every day	2hr max. stay (no return within 1hr)	No charge		
Rosemary Centre	124	0	-	***124***	Until 1830h every day	None	£0.80 per hour		
St Peters Retail Park	286	18	-	***304***	0730-1830h Mon-Sat	2hr max. stay	Up to ½ hour: Free Up to 1 hours: £0.50 Up to 2 hours: £1.00		
Swan Public House	36	0	-	***36***	0800-1800 every day	None	Up to 1 hour: £0.80 Up to 2 hours: £1.50 Up to 3 hours: £2.50 Up to 4 hours: £3.00 All day: £4.00		
White Hart Street	120	0	-	***120***	0800-1800 Mon-Sat	None	£1.00 per hour (£4.00 all day)		
Private sub-total	***1314***	***53***	***-***	***1314***					
Overall total	***3299***	***173***	***24***	***3472***					

Notes:

The 'standard' parking spaces includes 'parent-only' parking spaces and the 'disabled' parking spaces includes both 'wheelchair' and 'shopmobility' parking spaces

'Total' parking refers to only the 'standard' and 'disabled' parking spaces, but excludes motorcycle parking

Figure 3.1 Off-street car parks in Mansfield town centre

3.2.5 The regulation regime for off-street parking has not changed other than that there is no longer a four hour maximum stay at the Toothill Lane car park (see Table 3.2).

3.2.6 There are a number of short-stay car parks where there is a maximum permitted stay – this being four hours in the Council-controlled short-stay car parks and two hours at the Retail Parks. Then there is a group of car parks that can be used for short- or long-stay parking (in that there is no maximum stay) but where the tariff structure discourages long-stay use. The final category is car parks that are for short- and long-stay use, in terms of both their regulations and tariff structures.

Table 3.2: Mansfield town centre car park groups

Use category	Description	Car parks
Short-stay	Car parks with limits on maximum duration of stay	Council: ▪ Clumber Street ▪ Handley Arcade ▪ Meridian (temporary) ▪ Station Road ▪ Toothill Road Private: ▪ Portland Retail Park ▪ St Peter's Retail Park
Short and/or long-stay 'A'	Car parks with no limits on maximum duration of stay, but with tariff structures that discourage long-stay parking	Council: ▪ Church Lane ▪ Four Seasons ▪ Garden Road ▪ Midland ▪ Rock Valley ▪ Toothill Lane ▪ Walkden Street ▪ Water Meadows Private: ▪ Rosemary Centre
Short and/or long-stay 'B'	Car parks with no limits on maximum duration of stay, and with tariff structures that encourage long-stay parking	Council: ▪ Civic Centre (Sat. only) ▪ Grove Street ▪ Robin Hood Line Private: ▪ Swan Public House ▪ White Hart Street

3.2.7 The numbers of spaces within each of these categories of car parks in 2002 and 2006 are summarised in Table 3.4. As shown, almost half of the town centre parking supply is MDC-controlled short stay-parking with tariffs in place to discourage long-stay parking (though without maximum stay limitations).

Table 3.3: Town centre parking by use category – 2002

Car park group	Council		Private		Total	
	Number	% of total	Number	% of total	Number	% of total
Short-stay	443	14.6%	600	19.7%	1,043	34.4%
Short and/or long-stay 'A'	1,286	42.4%	175	5.8%	1,461	48.2%
Short and/or long-stay 'B'	463	15.2%	66	2.2%	529	17.4%
Total	***2,192***	***72.3%***	***841***	***27.7%***	***3,033***	***100%***

Table 3.4: Town centre parking by use category - 2006

Car park group	Council		Private		Total	
	Number	% of total	Number	% of total	Number	% of total
Short-stay	420	13.0%	1,014	31.5%	1,434	44.5%
Short and/or long-stay 'A'	1,378	42.8%	124	3.8%	1,502	46.6%
Short and/or long-stay 'B'	130	4.0%	156	4.8%	286	8.9%
Total	***1,928***	***59.8%***	***1,294***	***40.2%***	***3,222***	***100%***

Note that these figures exclude the Civic Centre car park (available on Saturdays only)

3.2.8 The most significant changes in the structure of the parking stock since 2002 has been an increase in short-stay parking, which now accounts for 45% of the total stock compared to 34% in 2002 (both new car parks introduced since 2002 are for short-stay). The proportion of the overall capacity that is intended for long-stay parking has fallen from 17% to 9%.

Tariffs

3.2.9 Tariff structures have remained generally unchanged, with most still being based on a charge per hour. At The Swan car park an hourly tariff has replaced the previously coarser time bands, while at the White Hart car park an hourly charge has replaced the previous tapered rate per hour.

3.2.10 At the Robin Hood Line and Grove Street car parks tariffs have been adjusted to further emphasise their long-stay function, with the all-day rate starting at stays of more than one hour, rather than four hours as previously

3.2.11 The cost of parking has increased significantly since 2002, with the 40p an hour tariffs in 2002 increasing to 50p or 60p, and the 60p an hour tariffs increasing to 70p or 80p. The cost of all day (up to 8 hours) parking at the Robin Hood Line and Grove Street car parks has increased from £2 to £2.50. At The Swan and White Hart car parks the increase has been from £2/£3 to £4.

3.2.12 Thus, the rate of increase in the cost of parking has been broadly similar for short- or long-stays.

3.2.13 Gold, Silver and Bronze season tickets are still available. The price of each has gone up by £10 since 2002, to £75 per month, £55 per month and £35 per month respectively.

3.3 Use of public off-street parking

Occupancy rates

3.3.2 Surveys of the occupancy of the public off-street car parking in the town centre were carried out by Colin Buchanan on Friday 10th and Saturday 11th November 2006. These were 'beat' surveys undertaken on an hourly basis.

3.3.3 The surveys were complemented by an analysis of ticket sales data provided by MDC, which allowed the variability of demand over a year to be assessed. The ticket sales data provided was from 2004/05 and 2005/06 financial years, as well as data to September 2006 from the 2006/07 financial year.

3.3.4 Table A 1 and Table A 2 in Appendix 1 detail the results from the surveys in terms of observed occupancies on the Friday and Saturday respectively. Table 3.5 summarises the observed occupancy rates for each category of parking described in Table 3.2. The peak occupancies from the surveys are also shown in Figure 3.2 and Figure 3.3. For comparability with the 2002 occupancy analyses, 5% has been added to the observed occupancies in Appendix 1 to allow for any 'peaking' of demand between the survey beats.

Table 3.5: Summary of observed car park occupancy

Car park group	No. of spaces	Friday				Saturday			
		Peak time		Overall peak		Peak time		Overall peak	
		Max. occ.	% of cap.	Max. occ.	% of cap.	Max. occ.	% of cap.	Max. occ.	% of cap.
Short-stay	1,434	794	55%	772	54%	1,117	78%	1,117	78%
Short and/or long-stay 'A'	1,502	1,211	81%	1,211	81%	1,450	97%	1,360	91%
Short and/or long-stay 'B [1]	286	257	90%	251	88%	272	51%	242	45%
Total [1]	***3,222***	**-**	**-**	***2,234***	***69%***	**-**	**-**	***2719***	***78%***

[1] *The number of short/long-stay spaces increases by 250 on Saturday due to the availability of the Civic Centre*

Figure 3.2 Summary of peak car park occupancy on Friday (10-11-06)

Figure 3.3 Summary of peak car park occupancy on Saturday (11/11/06)

3.3.5 Note that for each car park category in the above table, two sets of maximum occupancy and percentage occupancy figures are given. The first relates to the period of peak use for that group of car park and the second to occupancy at the time of maximum occupancy for town centre parking overall.

3.3.6 The maximum desirable occupancy of a car park, particularly a short-stay car park, is around 90%. Above this level operational problems of queuing and aisle-blocking become significant as cars search for spaces. Taking 90% of total capacity as the practical capacity of each car park, it is estimated that the overall spare practical capacity in off-street car parks amounted to some 666 spaces on the Friday and 406 spaces on the Saturday.

3.3.7 However, the overall figures conceal significant variations in the use of individual car parks. It can be seen from Table 3.5 that there seems to be considerable spare capacity in the short-stay car parks in the town centre, with maximum occupancy of around 55% on the Friday and around 80% on the Saturday. This is due largely to significant under-utilisation of the Portland Retail Park car park, where maximum occupancy was only 18% on the Friday and 52% on the Saturday (probably including parking for the football ground). If this car park was excluded from the calculations, then the maximum occupancy for the short-stay car parks rises to on 84% on Friday and 97% on Saturday.

3.3.8 In summary, the surveys indicate that:

- The short-stay car parks were close to or at capacity at some stage on both Friday and Saturday, other than the Portland Retail car park and the temporary Meridian car park, both of which were only around 20-25% used on the Friday and around half full on the Saturday;
- Of the surface-level short/long-stay car parks, only Rock Valley, Toothill Lane and Rosemary Centre were full at times on both days;
- Both the Four Seasons and Walkden Street multi-storey car parks had spare capacity on Friday (with maximum occupancies of 70% and 80% respectively), while on the Saturday the Four Seasons car park had a maximum occupancy of less than 50% and Walkden Street still had spare capacity with a maximum occupancy of just under 80%;
- Of the short/long stay car parks offering cheaper long-stay parking, the Swan Public House and White Hart Street were full on both days. Grove Street was observed to be full at times on the Friday but less well used on the Saturday (84% maximum occupancy). Note that the pattern of demand over the Saturday afternoon suggests that this car park is also used for parking for Mansfield Town football club
- In general, the Council-operated car parks (maximum occupancy 79% on Friday and Saturday) were more fully used than the privately-operated car parks (maximum occupancy 54% on Friday and 74% on Saturday).

Comparison with the 2002 surveys

3.3.9 These results largely mirror those from the surveys carried out in 2002 in terms of peak occupancy levels, both overall and for individual car parks. The most significant change is the much increased overall percentage occupancy of the long-stay car parks, due to the reduce number of spaces provided.

3.3.10 The observed overall peak parking demand in 2006 was some 30% higher than in 2001 on the Friday and 27% higher on the Saturday. Some of this variation in demand however can be explained by the different months in which surveys were carried out. The 2002 surveys were undertaken in January when, according to Table 3.5 below, demand can be some 15% less than in November when the 2006 surveys took place.

3.3.11 Taking seasonal variation into account it would appear that demand has grown by around 15% in the past five years. This compares to an increase in capacity over this period of around 14%.

Seasonal variation

3.3.12 Data on monthly tickets sales have been analysed to establish how parking demand varies over the year and how representative the surveys undertaken in November would be of demand at other times of the year.

3.3.13 Table 3.6 and Table 3.7 show the ticket sales for MDC-controlled car parks. The ticket sales for each month have been 'normalised' to November.

Table 3.6: MDC-operated car park ticket sales data for 2004/05

Car park type	Ticket sales as a proportion of average monthly sales											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Short-stay	120%	92%	90%	115%	91%	114%	87%	100%	115%	93%	87%	95%
S/L-stay 'A'	108%	90%	85%	111%	88%	106%	101%	107%	139%	85%	91%	88%
S/L-stay 'B'	113%	61%	82%	103%	74%	116%	94%	116%	170%	97%	90%	85%
All (normalised to November)	**106%**	**83%**	**81%**	**105%**	**83%**	**103%**	**91%**	**100%**	**128%**	**84%**	**85%**	**92%**

Table 3.7: MDC-operated car park ticket sales data for 2005/06

Car park type	Ticket sales as a proportion of average monthly sales											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Short-stay	108%	96%	93%	119%	88%	97%	121%	87%	119%	91%	88%	93%
S/L-stay 'A'	115%	93%	99%	111%	91%	88%	115%	95%	130%	88%	82%	93%
S/L-stay 'B'	113%	61%	82%	103%	74%	116%	94%	116%	170%	97%	90%	85%
All (normalised to November)	**125%**	**98%**	**104%**	**121%**	**96%**	**97%**	**128%**	**100%**	**141%**	**96%**	**91%**	**100%**

3.3.14 It can be seen that there are a number of inconsistencies between the data for the two years that complicate the interpretation of the monthly variability of demand. However, there are also a number of consistencies in the figures:

- As expected, there is a consistent peak in demand during December
- Excluding the pre-Christmas period, the peaks for parking demand appear to be in April and July, with ticket sales higher than November by between 5% and 25%

3.3.15 CB's observations on the data were discussed with MDC, and these discussions revealed that a new ticketing system was introduced in the Council's car parks in November 2005, in order to improve the accuracy of ticket sales data. In view of this CB has taken the 2004/05 figures as providing a more consistent picture of the seasonal variation in demand. These figures suggest that in April, July and September – the peak months excluding December- demand is around 5% higher than in November.

3.3.16 Thus, for the analysis of the balance between parking supply and demand in Chapter 4, the peak occupancies observed in November are increased by 5% to represent demand conditions in these peak months.

Daily variation

3.3.17 Data relating to the daily variation of car park usage were not available. However, Friday was selected as a peak weekday for the demand surveys, based on the findings of the 2002 study, as well as CB's experience in other town centres.

3.4 Summary

3.4.1 There are now 3,472 spaces in the public car parks serving the town centre, compared with 3,033 in 2002, an increase of over 14%. A further 250 spaces at the Civic Centre are available for public use on Saturdays. 38% of this parking is now provided in privately-operated car parks compared to 28% in 2002.

3.4.2 Short-stay parking now accounts for 45% of the total stock compared to 34% in 2002 (both new car parks introduced since 2002 are for short-stay). The proportion of the overall capacity that is intended for long-stay parking has fallen from 17% to 9%.

3.4.3 While tariff structures have in general not changed greatly since 2002, the cost of parking has increased significantly.

3.4.4 During the Friday surveys off-street parking was observed to be 66% utilised at the peak time, with the corresponding figure on Saturday being 73%. If the under-utilised Portland Retail Park car park is excluded then the short-stay car parks (those with limits on the maximum stay) were 84% occupied on the Friday and 97% on Saturday.

3.4.5 Several individual car parks were full or practically full at times during the surveys. Those which had significant spare capacity included: the Church Lane, Four Seasons, Garden Road and Robin Hood Line car parks on the Friday; the Water Meadows and the Civic Centre car parks on the Saturday; and the Meridian temporary car park, Portland Retail Park and Walkden Street car parks on both days.

3.4.6 These results largely mirror those from the surveys carried out in January 2002 in terms of peak occupancy levels, both overall and for individual car parks. The observed overall peak parking demand in November 2006 was some 30% higher than in January 2002 on the Friday and 27% higher on the Saturday. Taking into account seasonal variations, this suggests demand has grown by around 10% between 2002 and 2006, compared to the increase in capacity over this period of around 14%.

4. Projections of future parking demand and supply

4.1 Introduction

4.1.1 Three key factors will largely determine the future parking situation in Mansfield town centre. These are: the changes in both parking supply and demand that will result from planned developments; changes in demand that will arising from changes within the town centre's catchment area (e.g. population and car ownership growth); and changes in travel behaviour resulting from sustainable transport polices.

4.1.2 This chapter provides projections of the future parking situation taking into account all three influences on supply and demand. The projections consider short, medium and long-term scenarios. The most significant drivers of change in all three scenarios are likely to be the developments expected to take place in the town centre and hence the projection timescales have been related to development timescales, which are discussed in 4.2.

4.1.3 Thus, the short-term has been taken to the end of 2007, encompassing the completion of on-going developments. The medium-term is defined as the next five years (to 2011) during which most of the current development proposals will be expected to be completed. The long-term scenario is then defined as to 2026 (the LDF planning horizon).

4.2 Town centre developments

4.2.1 Table 4.1 outlines the current situation concerning land use developments in the town centre. For each development the table sets out the proposed land use content, current public parking contained on the site, proposed parking provision, the status of the proposal and likely timescale for implementation. This is based on the best information available at this time, provided by MDC officers.

4.2.2 Further to those developments identified in Table 4.1, discussions with Mansfield District Council also revealed that it was likely that the Handley Arcade and Rock Valley car parks (24 and 54 parking spaces respectively) would be re-developed within the next five years. While there are no current planning applications for either site, MDC has had an approach from a developer to extend the Handley Arcade and MDC's lease has recently terminated on the Rock Valley site. (MDC assumes that this site will be developed for housing).

4.2.3 Implementation of the development proposals in Table 4.1 would result in a net gain of around 315 parking spaces within the town centre, excluding any spaces that may be provided within the developments where parking provision has not yet been determined. However, additional demand for parking will also arise from the proposed developments. The overall impact of developments on both demand and supply is discussed further in Section 4.3.

Table 4.1: Town centre land use developments

Development site	Proposed land use	Parking on site		Status
		Current	Proposed	
Arrival Square	Office development on existing Midland car park	Midland: 42 spaces	No public parking	Construction due in 2007
Former Courtaulds factory, Belvedere Street	Mixed use scheme incl.: ▪ Shops (up to 3,970m^2) ▪ Offices or hotel	Meridian (temporary): 100 spaces	To be determined	Outline planning permission granted (parking provision to be set out as part of reserve matters application). Development anticipated **within five years**
Old Town Hall Block	Mixed use scheme incl.: ▪ Office (2,090m^2) ▪ Retail (1,350m^2)	None	To be determined	Outline planning permission granted (parking provision to be set out as part of reserve matters application, but conditioned for a minimum of 30 spaces). Development **within five years**
Stockwell Gate/Walkden Street	Mixed use scheme incl.: • Retail • Offices	Walkden Street: 424 spaces	To be determined	Outline planning permission granted (parking provision to be set out as part of reserve matters application). To be developed **within five years**
Tesco, Chesterfield Road South	New 5,120m^2 (net) Tesco Extra store, with petrol station	None (Chesterfield Rd South car park closed)	581 spaces	Under construction. To be **in operation by May 2007**
Transport Interchange	New transport interchange on existing Station Road car park	Station Road: 83 spaces	No public parking	**Closure of existing car park by 2008**, with interchange open by 2010
White Hart Area	Mixed use scheme incl.: ▪ Shops (incl. food & drink) (3,891m^2) ▪ Offices (5,318m^2) ▪ Residential (233 units)	White Hart Street: 120 spaces	516 spaces, of which 433 is new provision	Outline planning permission granted. To be developed **after five years**

4.3 Impact on parking demand and supply

4.3.1 In accordance with the project brief, the future situation has been analysed for short, medium and long-term scenarios. These scenarios have been defined with reference to the anticipated implementation timescales for the major town centre developments described in Table 4.1. The scenarios thus defined are summarised in Table 4.2.

Table 4.2: Development scenarios

Scenario	Timeframe	Development proposals included
Short-term	To 2007	▪ Opening of Tesco, Chesterfield Road South ▪ Opening of Service Area 'D' for public parking ▪ Closure of Midland car park for Arrival Square development
Medium-term	Up to 2011	▪ Closure of Station Road car park for Transport Interchange ▪ Re-development of former Courtaulds Factory, Belvedere Street ▪ Re-development of Old Town Hall block ▪ Re-development of Stockwell Gate, Walkden Street ▪ Re-development of Handley Arcade ▪ Re-development of Rock Valley
Long-term	To 2026	▪ Re-development of White Hart Area ▪ Development of sites identified for development in Local Plan policies MTC11 and MTC12

4.3.2 Figure 4.1 shows the location of these developments and their impact on the supply of parking spaces in the town centre.

Short-term parking projections

Supply

4.3.3 In the short-term, 581 short-stay spaces will be provided at the Tesco Extra store at Chesterfield Road South. Further to this, a small short-stay car park will be opened at the existing Service Area 'D', which is located just north of the Four Seasons multi-storey car park, by the end of 2007, providing around 20 spaces. The Arrival Square development will necessitate the closure of the Midland car park (42 spaces).

4.3.4 These short-term changes will result in a net increase of 559 parking spaces.

Figure 4.1 Development scenarios and changes to parking supply

Demand

4.3.5 The Tesco Extra store at Chesterfield Road South will contain 5,120m^2 (net) retail floorspace, as well as a petrol filling station. The peak parking demand generated by this development has been estimated using the data in the TRICS 2006(b) database for town centre/edge of centre foodstores. The results from this assessment are shown in Table 4.3.

Table 4.3: Estimated peak parking demand at Tesco Extra

Floorspace (net)	Friday		Saturday	
	Demand per 100m^2	Peak demand	Demand per 100m^2	Peak demand
5,120m^2	7.18	368	7.26	373

4.3.6 The impact of the short-term changes in town centre parking supply and demand are summarised in Table 4.4.

Table 4.4: Impact of developments on parking capacity in the short-term

Car park type	Capacity		Peak Friday demand			Peak Saturday demand		
	Existing	Projected	Existing[1]	Projected	% of capacity	Existing[1]	Projected	% of capacity
Short-stay	1,434	2,035	811	1,179	57.9	1,173	1,546	76.0
Short/long-stay 'A'	1,502	1,460	1,272	1,272	87.1	1,428	1,428	97.8
Short/long-stay 'B'	286	286	264	264	92.3	254	254	47.4[2]
Total	***3,222***[2]	***3,781***	***2,347***	***2,715***	***71.8***	***2,855***	***3,228***	***80.0***

[1] Surveyed peak demand increased by 5% to reflect a non-seasonal peak demand
[2] Capacity increases by 250 spaces on Saturday, due to availability of the Civic Centre car park

4.3.7 It can be seen that overall there is projected to be spare capacity in the off-street car parking on both Friday and Saturday. Spare practical capacity amounts to some 690 spaces on Friday and 400 spaces on Saturday. The majority of this spare capacity is likely to be in the more remote short-stay car parks at the new Tesco store and the Portland Retail Park, and (on Saturday) at the Civic Centre.

Medium-term parking projections

Supply

4.3.8 The town centre is set to experience considerable development in the next five years. The provision of the new Mansfield Transport Interchange will occur by summer 2010, resulting in the closure of the Station Road car park at some stage in 2008. Also expected to take place in this period are the developments at Stockwell Gate and at the former Courtaulds factory. It is also expected that the Old Town Hall block will be re-developed prior to 2011, with MDC eager to progress this development as a priority.

4.3.9 Council officers have also identified that the existing Handley Arcade car park is likely to be lost due to expansion of the arcade and that the Rock Valley car park will be re-developed for housing.

4.3.10 These development sites currently contain 685 public parking spaces. New public parking provision may be made within the Stockwell Gate, Old Town Hall and the Courtaulds sites, but that provision has not been determined yet. This study will inform decisions by the Council with regard to the appropriate levels of new parking provision in these major developments.

Demand

4.3.11 The methodology for estimating the additional demand for public parking generated by these developments is the same as that applied in the 2002 study. Thus, growth in parking demand has been related to the overall growth in floorspace in the town centre as a result of the developments. As in the 2002 study a 100% growth in floorspace would be assumed to generate a 60% growth in trips and in parking demand.

4.3.12 As for the 2002 study, the long-stay car parking demand generated by office developments has been estimated from the following assumptions:

- An employment density of one employee per 25m^2;
- 51% of trips to the town centre being undertaken by car (based on information provided by NCC from the findings of the Mansfield Mobility Management Action Area);
- Average car occupancy of 1.2 persons; and
- 90% of those for whom the car is the 'usual mode' of travel to work arrive by car on any one day.

4.3.13 The parking requirements of residential development are assumed to be accommodated with dedicated on-site parking. Residential developments are therefore assumed not to impact significantly on the demand for public parking.

4.3.14 The development contents on which the demand projections have been based are as follows:

- Former Courtaulds factory – 3,970m^2 of retail floorspace and 3,000m^2 offices
- Old Town Hall block - 2,090m^2 of office space and 1,350m^2 of retail use
- Stockwell Gate - 8,460m^2 net increase in retail floorspace, 5,000m^2 of offices
- Handley Arcade extension - 650m^2 of additional retail floorspace

4.3.15 On this basis the total projected increase in retail floorspace will be 14,430m^2, which represents a 19.2% increase in the current 75,260m^2 of floorspace in the town centre (from the Goad town centre report for Mansfield, May 2006). Thus retail-related parking demand would be estimated to increase by 11.5% (i.e.19.2% x 0.6).

4.3.16 The 10,090m^2 of new office floorspace is estimated to generate demand for man additional 154 long-stay spaces, based on the assumptions set out in 4.3.12. In addition, 1% a year 'background' growth in existing car trips to the town centre and hence parking demand, has been assumed broadly in line with tripe end growth derived from the DfT's TEMPRO database.

4.3.17 Table 4.5 summarises the projected impact of developments on peak parking demand in the town centre up to 2011. Table 4.6 summarises the medium-term supply and demand projections, reflecting the cumulative impact of the short and medium-term development scenarios. The projections assume that the 698 public parking spaces within the medium-term development sites are re-provided somewhere within or adjacent to the town centre (i.e. that there is no net change in supply from the short-term scenario).

Table 4.5: Impact of medium-term developments on parking demand

Car park type	Peak Friday demand				Peak Saturday demand			
	Existing	Development generated demand			Existing	Development generated demand		
		Retail	Offices	Total		Retail	Offices	Total
Short-stay	811	93	-	93	1,173	135	-	135
Short/long-stay 'A'	1,272	146	-	146	1,428	164	-	164
Short/long-stay 'B'	264	30	154	185	254	29	-	29
Total	***2,347***	***269***	***154***	***423***	***2,855***	***328***	**-**	***328***

Table 4.6: Projected parking capacity and demand to 2011

Car park type	Capacity	Friday		Saturday	
		Projected peak demand[1]	% of capacity	Projected peak demand[1]	% of capacity
Short-stay	2,035	1,313	64.5	1,740	85.5
Short/long-stay 'A'	1,460	1,481	101.5	1,664	114.0
Short/long-stay 'B'	286	462	161.4	296	55.2[2]
Total	***3,781***[2]	***3,256***	***86.1***	***3,700***	***91.8***

[1] Includes demand from short-term developments and 5% 'background' growth in demand
[2] Capacity increases by 250 spaces on Saturday, due to availability of the Civic Centre car park

4.3.18 The analyses summarised in Table 4.6 suggest that, subject to the existing public parking spaces within the medium term development sites being re-provided, the supply of parking for the town centre should be sufficient to cater for normal peak weekday demand up to 2011. Further, only a small short-fall of around 75 spaces (based on practical parking capacity) is predicted on Saturdays.

4.3.19 Although Table 4.6 suggests a significant potential shortfall in long-stay parking, it should be noted that in the 2002 study only around 15% of demand in the car parks available for long-stay use was actually long-stay parking. Hence the majority of users of these car parks have the option of taking advantage of spare capacity in the short-stay car parks.

Long-term parking projections

Supply

4.3.20 For the long-term scenario it has been assumed, based on discussions with Council officers, that the White Hart Area redevelopment will be implemented, as well as development of the outstanding local plan allocations MTC11 and MTC12 (respectively a 0.1ha parcel of land off Clumber Street and a 0.1ha parcel of land off Toothill Road).

4.3.21 These longer-term development sites currently provide some 204 public parking spaces in the White Hart Street and Toothill Road car parks. However, the most recent development plans for the White Hart area indicate the provision of around 516 parking spaces, giving a net gain of 312 spaces. However if 233 of these spaces are assumed to dedicated for residents (1 space per unit) then the net gain in public parking is 79 spaces. For the purposes of the initial analyses CB has assumed that these spaces will be available for short or long-stay use.

Demand

4.3.22 The parking demand generated by the long-term development scenario has been estimated using the methodology outlined in 4.3.11 and 4.3.12 and assuming the following contents for the long-term developments:

- White Hart Area
  - Shops – 2,775m^2
  - Offices – 5,318m^2
  - Food and drink – 1,116m^2
  - Residential – 233 units
- Land off Clumber Street and Toothill Road - assumed to provide 2,000m^2 of new retail floorspace

4.3.23 The additional retail floorspace of 5,891m^2 represents a further 7.8% growth in the existing floorspace in the town centre, and the estimated generated parking demand will be 4.7% of current peak demand, based on the previously described methodology. 5,318m^2 of office floorspace is estimated to generate a demand for some 81 additional long-stay spaces.

4.3.24 For the long-term development scenario, CB has not allowed for further background growth in car-borne trips to the town centre (i.e. growth other than that related to developments), to reflect the potential beneficial impacts of policies to promote non-car modes of transport. (This approach is consistent with that taken in the 2002 study). However, given the uncertainties associated with projections over a 20 year period some sensitivity tests are presented to demonstrate the impact on the balance between supply and demand of additional demand growth.

4.3.25 Growth in parking demand in the long-term development scenario is summarised in Table 4.7.

Table 4.7: Impact of long-term developments on parking demand

Car park type	Peak Friday demand				Peak Saturday demand			
	Existing	Development generated demand			Existing	Development generated demand		
		Retail	Offices	Total		Retail	Offices	Total
Short-stay	811	38	-	38	1,173	55	-	55
Short/long-stay ‘A’	1,272	60	-	60	1,428	67	-	67
Short/long-stay ‘B’	269	13	81	94	254	12	-	12
Total	***2,347***	***111***	***81***	***192***	***2,855***	***134***	***-***	***134***

4.3.26 Table 4.8 summarises the long-term projections of parking capacity and peak demand. Note that both supply and demand projections include the cumulative impact of the short and medium-term development scenarios.

Table 4.8: Projected parking capacity and demand over the longer-term

Car park type	Capacity	Friday		Saturday	
		Projected peak demand[1]	% of capacity	Projected peak demand[1]	% of capacity
Short-stay	1,951	1,351	69.2	1,795	92.0
Short/long-stay ‘A’	1,460	1,541	105.5	1,731	118.6
Short/long-stay ‘B’	449	556	123.7	308	44.1[2]
Total	***3,860***[2]	***3,448***	***89.3***	***3,834***	***93.3***

[1] Includes demand from short and medium-term developments and 5% ‘background’ growth in demand
[2] Capacity increases by 250 spaces on Saturday, due to availability of the Civic Centre car park

4.3.27 Table 4.8 suggests that, with completion of all the currently proposed developments affecting the town centre and assuming that 685 parking spaces affected by the medium-term developments are re-provided, there will be a shortfall of around 135 spaces to cater for peak Saturday parking demand (based on the practical capacity of town centre parking being 90% of absolute capacity).

4.3.28 Thus, on this basis, locations would need to be found to provide around 820 new parking spaces over then next five years.

4.3.29 The projections presented above assume that parking demand growth will be largely driven by the developments planned for the town centre, although an allowance has been made for 'background growth' - related to external factors such as population and car ownership growth net of the mode shift impact of sustainable transport policies - amounting to 5% of existing demand. Should growth exceed this level by a further 10%, then the requirement for additional parking capacity identified above would increase by around 280 spaces.

Impact of decriminalised parking enforcement (DPE)

4.3.30 Decriminalised enforcement of on-street parking regulations is due to be introduced in Mansfield during 2007. High levels of non-compliance with on-street parking restrictions are known to occur in the town centre. DPE will reduce this level of non-compliance and a proportion of the current illegal parking acts can be expected to be displaced into the off-street car parks.

4.3.31 To estimate the potential impact of displacement on off-street capacity CB undertook surveys of non-compliant parking acts on a Friday and Saturday in April 2007. These surveys covered the peak times for parking demand on both days, 12.00 to 16.00.

4.3.32 The highest number of non-compliant parking acts observed during a beat was 55 on the Friday and 70 on the Saturday. On the 'worst case' assumption that DPE displaced all this illegal parking into the off-street car parks the requirement for new spaces in the longer-term increases to around 890, or 1170 if an additional 10% growth in background demand were to be allowed for.

4.4 Impact of major development proposals

4.4.1 In terms of the impact on parking of individual development schemes, the three major proposals for the town centre are:

- Former Courtaulds factory, Belvedere Street;
- Stockwell Gate
- White Hart Area

4.4.2 Table 4.9 summarises the estimated impact of these development proposals on town centre parking. Based on the current proposals, the White Hart area redevelopment will be expected to have a broadly neutral impact on the availability of public parking for the town centre, in that the proposed net increase in parking on the site (excluding residential spaces) matches the estimated generated demand. Some 670 spaces would need to be provided within the Stockwell Gate development for that scheme to have a neutral impact on the overall balance between parking capacity and demand in the town centre.

Table 4.9 Impact of major developments on parking

Development	Parking spaces		Generated parking demand	
	Removed	Added	Friday	Saturday
Courtaulds	100[1]	To be determined	120	90
Stockwell Gate	437	To be determined	235	193
White Hart Area	120	283[2]	154	89

[1] Temporary spaces
[2] Excludes residential parking – 233 spaces assumed (1.0 spaces per unit)

4.5 Pre-Christmas peak parking requirements

4.5.1 Table 3.6 suggest that parking demand is some 22% higher in December than in the 'neutral' month that the analyses presented above are based on. That 22% increase in demand is an aggregate figure for the full month and demand on individual days, particularly immediately pre-Christmas, is likely to be even higher. On the other hand, 'peak spreading' (i.e. customers arriving earlier or later to avoid the peak parking period) will be more prevalent at this time.

4.5.2 Table 4.10 shows the estimated excess demand (demand – capacity) in the pre-Christmas period assuming the peak demand is around 25% higher than observed in the surveys. The table indicates the potential scale of additional parking capacity required to accommodate this demand.

Table 4.10: Estimated excess parking demand pre-Christmas

	Weekday	Saturday
Short-term	-387	4
Medium term	289	592
Long-term	449	682

4.5.3 The estimates in Table 4.10 suggest that over the medium and longer term up to around 700 temporary car park spaces may need to be found to satisfy pre-Christmas parking demand.

4.6 Summary

4.6.1 In the short-term (to the end of 2007), with the completion of developments currently underway some 600 new short-stay parking spaces to serve the town centre will be provided at Tesco Chesterfield Road South and Service Area D. Even allowing for the new peak demand generated by the Tesco development (around 370 spaces) there will be a significant amount of spare capacity in the town centre car parks overall. That spare capacity will, however, be largely restricted to the car parks further from the main retail area - at Tesco, Portland Retail Park and (on Saturdays) the Civic Centre.

4.6.2 Over the medium term, to 2011, some 685 spaces in existing car parks are expected to be lost through redevelopment. Over this period peak demand is projected to grow by around a further 540 spaces on a Friday and 470 spaces on Saturday. Assuming the 685 spaces are re-provided, within the planned developments or elsewhere, there will be sufficient spaces to meet weekday demand. However, if a maximum occupancy of 90% of total capacity is taken as the 'design objective', there will be a shortfall of around 70 spaces on Saturdays, 140 spaces if the potential impact of DPE is taken into account.

4.6.3 In the longer-term (up to 2026) re-development at the White Hart Area and of the remaining Local Plan allocations will result in the loss of a further 204 parking spaces in existing public car parks. However current proposals for the White Hart Area include 516 new parking spaces, of which 283 have been assumed to be for public (i.e. non-residential) use.

4.6.4 The net gain of 79 public spaces is less than the estimated new demand generated by the developments such that the shortfall in spaces to meet peak Saturday demand is projected to rise to around 135 spaces (excluding the effect of DPE). The available capacity is, however, projected to continue to be adequate to cater for weekday demand.

4.6.5 To summarise the overall position up to 2026:

- Peak Friday parking demand is projected to increase by nearly 1,000 spaces (over 40%), largely due to the extensive developments underway or proposed in the town centre
- Peak Saturday demand is projected to increase by around 840 spaces (nearly 30%)
- The introduction of decriminalised parking enforcement could increase of-street parking demand by around 70 spaces on Saturdays
- To accommodate this rise in parking demand some 890 new spaces will be required to be provided, excluding those already planned at Tesco, Service Area D and the White Hart Area.
- Should net demand growth due to factors other than development continue over the longer-term, then the requirement for new spaces will be greater – further background growth equivalent to 10% of existing demand would increase the requirement for new capacity to around 1170 spaces.
- In the medium and longer-terms a significant amount of temporary parking would be needed to cater for pre-Christmas peaks in visitation to the town centre

4.6.6 It should be noted that it was not within the scope of this study to comment on whether this scale of increase in parking in/adjacent to the town centre is sustainable in terms of the impact of the generated car traffic on road capacity and the environment

Long-stay parking

4.6.7 With the closure of the Chesterfield Road South car park, long-stay parking is limited to around 286 spaces in the Grove Street, Robin Hood Line, White Hart Street and Swan Public House car parks. Of these the White Hart car park will be developed on in the longer-term, potentially reducing the spaces available for long-stay parking to 166.

4.6.8 From the analyses for the 2002 study, some 15% of observed demand in the long-stay car parks was actually long-stay parking (over 4 hours), amounting to some 70 spaces. This could increase to around 300 spaces in the longer-term, largely due to the new office floorspace proposed within the town centre developments. However, if the target of a 30% car mode share for journeys to work in the SPG on parking provision were achieved, this estimate would reduce to around 250. (Note that the parking standards in the SPG would allow up to 257 spaces to be provided to serve the new office floorspace.)

4.6.9 In the analyses above it has been assumed the additional parking capacity (283 spaces) provided in the longer-term as part of the White Hart Street development will be available for long-stay use. Other options are considered further in Chapter 5.

4.6.10 Chapter 5 reviews all aspects of the parking strategy recommended in 2002 in light of the conclusions from the analyses presented above.

5. Parking strategy

5.1 Introduction

5.1.1 This Chapter reviews and updates the recommendations of the 2002 study, taking into account the conclusions from the analyses of projected demand and supply presented in Chapter 4. In particular, it considers:

- Parking capacity
- Pricing
- Management and regulation

5.1.2 Consideration of the provision of parking capacity for the town centre embraces the scope for further rationalising the existing parking supply and options for the location of new capacity. Policy options for the pricing, management and regulation of parking are considered with the objectives of enhancing the efficiency of use of the town centre parking stock.

5.2 Parking capacity

5.2.1 Chapter 4 identified a requirement for around 900 new car parking spaces to serve the town centre up to 2026, and potentially up to around1,200 spaces. These spaces are required to replace those lost due to development on existing car parks and to provide for demand generated by the expansion of the town centre offer.

5.2.2 In addition MDC has identified that there could be scope to further rationalise public parking provision, to achieve service efficiencies and release additional land for alternative development. This would, of course, add to the requirement for the provision of new capacity.

5.2.3 The potential for such rationalisation is considered first, identifying those existing car parks that could beneficially be disposed of and the capacity that would, as a result, have to be re-provided. Then the options for locating new capacity are addressed.

Rationalisation of parking provision

5.2.4 The potential benefits of further rationalising the provision of car parking in the town centre by releasing sites for other development include that it would enable MDC to:

- sell prime town centre land for other land uses
- reduce the operational costs of the parking
- better manage vehicular access though the centre of the town
- focus investment in creating safe and efficient linkages from the car parks to the town centre; and
- promote more efficient use of town centre car parks cost effectively through improved signing, including variable message signs (VMS)

5.2.5 Thus the release of a car park for alternative development could be pursued where:

- The site has redevelopment potential for other own centre uses
- The existing use for parking is associated with traffic or environmental problems
- Operational efficiencies would derive from re-providing the capacity within a single, larger facility

5.2.6 Discussions with MDC officers at the start of the study indicated that car parks potentially fulfilling the first criterion were Clumber Street (129 spaces), the new Service Area D car park (20 spaces) and the Robin Hood Line car park (80 spaces). Further, none of these are potential sites for increased parking capacity.

5.2.7 The Toothill Lane car park has development potential. Development on this site could incorporate parking or the existing parking could be re-provided elsewhere.

5.2.8 Clumber Street is a popular car park, well located for access via the ring road from the north. It should be retained unless the capacity can be re-provided in an equally accessible location. Release of the Robin Hood Line car park would depend on replacement capacity being provided that is convenient for the railway station.

5.2.9 Rationalisation for efficiency benefits could potentially apply to the smaller car parks – Garden Road (15 spaces), Grove Street (50 spaces) and Church Lane (65 spaces). However, each of these also has potential to be expanded. They are therefore discussed further below.

Options for providing new capacity

5.2.10 New capacity could be provided by increasing the capacity of existing sites (by adding decks) or be the development of new car parks. The key factors in determining the preferred location(s) for new capacity is provided should be:

- Accessibility on foot to the main town centre attractions
- Accessibility by car
- The potential impact of generated traffic on the road network and town centre environment
- The impact on the built environment of car park development

5.2.11 Baker Associates are undertaking an urban design study for the town centre. In discussions with CB they have suggested that it would be beneficial to locate additional or rationalised car parking outside the inner ring road, to enable the release of existing car park sites for other land uses. This said, it would be imperative that additional or rationalised car parks be located within close proximity to the town centre and be linked to town centre by safe and efficient pedestrian routes.

5.2.12 The potential for the capacity of existing car parks to be expanded is discussed in Table 5.1.

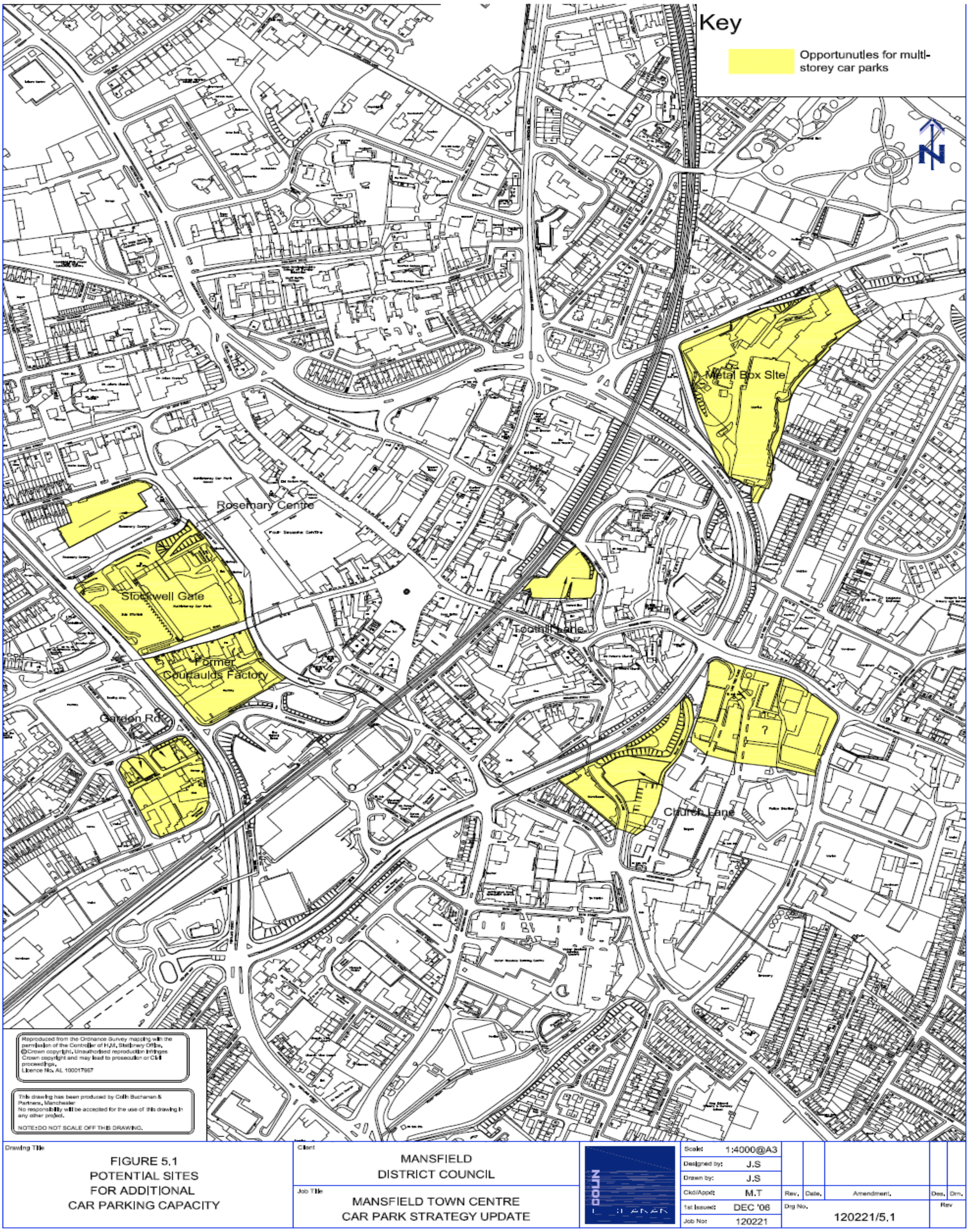
Table 5.1: Assessment of the scope to extend the capacity of existing car parks

Car park	Discussion
Church Lane	Benefits from good access from the main road network. Potential to increase parking capacity with a multi-storey car park (MSCP) in this location as part of a comprehensive redevelopment including adjacent sites.
Civic Centre	Only used for public parking on Saturdays. The car park is somewhat remote from the town centre, and any increase in car parking capacity would need to be complemented by improved links to the town centre, probably in the form of a shuttle bus.
Clumber Street	Rented by MDC, and hence there is little scope to develop it for a MSCP.
Four Seasons	Engineering feasibility of adding levels to the MSCP is unknown. Potential urban design issues.
Garden Road	MDC has indicated the potential for comprehensive redevelopment of this area including the car park, possibly including the provision of an MSCP. The site is located close to the town centre, with reasonable road access. The southern part of the potential redevelopment area is close to the rail station - hence provision of a car park here could facilitate the release of the Robin Hood Line car park for alternative uses. It is understood that there is a possibility that Network Rail may require some of this land for future rail link upgrades.
Grove Street	This site has reasonably good road access. The size of the site (unless adjacent sites can be incorporated) limits the additional capacity that could be provided.
Robin Hood Line	The location, layout and topography of this site mean that it is unsuitable for development for a MSCP.
Service Area 'D'	A small car park due to open in 2007. No scope to increase capacity.
Toothill Lane	Identified in the 2002 study as a potential location for a MSCP as part of a redevelopment of the site. There are three large sewerage shafts on part of the site, increasing the engineering costs of re-development.
Water Meadows	Located some distance from the centre of town, and shown in surveys not to be well-used on Saturdays. Not an appropriate location for new capacity.
Rosemary Centre	Accessible to the town centre with good vehicle access. Regular, flat site. Adjacent two-storey housing will constrain height of a MSCP. Privately-owned.

5.2.13 Figure 5.1 summarises the options for locating new car parking capacity, either by expanding the capacity of existing facilities or by providing parking within proposed developments. The options may be listed as:

- Adding decks to the Toothill Lane car park, in association with ground floor development for other uses
- Adding decks to the Rosemary Centre car park
- A site adjacent to Belvedere Street between Peacock Street and Victoria Street (taking in the existing Garden Road car park)
- A site adjacent to St Peter's Way between the River Maun and Church Lane (taking in the existing Church Lane car park)
- A site adjacent St Peter's Way between Ratcliffe Gate and Great Central Road (identified by MDC officers as a potential redevelopment area)
- A site adjacent to St. Peter's Way an Bath Lane, referred to as the 'Metal Box' site (identified by MDC officers as a potential redevelopment area)
- Within the Stockwell Gate development
- As part of the development of the former Courtaulds factory site

Figure 5.1 Potential sites for additional car parking capacity



Assessment of options

5.2.14 Clearly several of these options are related to wider development possibilities about which there is considerable uncertainty at this time. Further, all options require more detailed feasibility study addressing issues such as cost, access, pedestrian linkages to the town centre, environmental impact, traffic impact etc. Hence further consideration and assessment is appropriate as part of the development of the LDF.

5.2.15 Hence it is not possible at this stage to identify recommended sites or preferred options, particularly as the deliverability of most of the options listed in 5.2.12 is uncertain. However it is possible to make the following preliminary observations:

- In the medium term (to 2011) a requirement for around 830 new spaces derives mostly from the impact of the developments and hence these spaces will have to be located on sites that will come forward for potential development over that timescale.
- It seems appropriate therefore that these spaces are provided as part of the Stockwell Gate and/or Courtaulds factory site developments. Adding one or more decks to an existing car park, such as the Rosemary Centre, could present a further option.
- In the longer term there will be a requirement to allocate a further site for the development of a MSCP. This should be on one of the three potential sites to the east/south-east of the town centre, in order to provide a geographical balance in the distribution of parking capacity. Further feasibility studies are required to determine the preferred site.
- That site should have the potential to provide sufficient capacity (perhaps up to around 700 spaces) to accommodate the projected net increase in parking demand over the period to 2026 and to re-provide capacity removed by rationalisation of the smaller car parks and/or redevelopment of the Toothill Lane site.
- Additional long-stay parking should be provided as public parking within existing or new car parks rather than as dedicated on-site parking for specific developments.

5.2.16 New parking provision should be funded by developments, either directly through provision within the development or indirectly by Section 106 contributions. An indicative cost for new multi-storey parking would be in the order of £10,000 per space.

Phasing of new provision

5.2.17 There is too much uncertainty concerning the timing of the various development proposals to allow the phasing of new parking provision to be considered in any meaningful way.

Temporary situation during development construction

5.2.18 Even where parking is being re-provided as part of a development there is generally a period during the construction programme between closure of the existing car park and the opening of a new car park. In the case of the Stockwell Gate development, which encompasses the 424-space Walkden Street car park, significant town centre parking problems could be experienced during this period and a strategy will need to be developed to address these problems.

5.2.19 However, the extent of problems during construction will depend on the timing of the Stockwell Gate development in relation to other developments that will impact on parking. Thus, for example, potential problems would be expected to be greater if the Stockwell Gate development followed the loss of the Station Road, Handley Arcade and Rock Valley car parks. However, if the Courtaulds site with new parking is developed prior to Stockwell Gate, the temporary loss of parking on the latter site, could be more easily accommodated.

5.2.20 Again, there is too much uncertainty about the timing of the developments to consider these issues in much detail here. Clearly MDC should, in negotiations with the developer, seek to secure a construction plan that minimises the elapsed time between the closure of the existing Walkden Street car park and the opening of the new car park. Opening of the new car park should precede, or at least be coincident with, the opening of development.

5.2.21 On a 'worst case' scenario that the Stockwell Gate development preceded the Courtaulds site but followed the loss of the other car parks, a requirement on Saturdays for up to around 200 temporary spaces may arise.

5.2.22 If an option for new capacity involving increasing the capacity of a retained car park were pursued then problems during the construction of Stockwell Gate would be avoided by phasing that capacity increase to precede the development.

5.3 Pricing and restrictions

Pricing

5.3.2 The 2006 surveys revealed the same pattern of car park usage as the surveys in 2002. In particular that all the MDC-controlled surface-level short-stay car parks were fully occupied at times. Further, other than in the case of the more remote Water Meadows car park (and to a lesser extent the Church Lane car park), all short-stay car parking is readily accessible to and convenient for the town centre.

5.3.3 The conclusion in 2002 that there appeared to be no case for maintaining a price-differential between these car parks therefore remains valid. Therefore, and consistent with the 2002 study findings, it is recommended that the tariffs at the short-stay surface-level car parks, other than Water Meadows, be rationalised initially to match the £0.70 per hour currently charged at Clumber Street. In the longer term bringing charges for surface level parking in line with those in the MSCPs would be logical.

5.3.4 It is also recommended that planning agreements be used to secure charging regimes for public parking at new developments in line with the charges at MDC car parks.

5.3.5 It is the approach of the Local Transport Plan to encourage Councils to progressively increase charges for longer-term parking and adopt charging structures that work in tandem with the on-street parking restrictions to favour short-term parking. This is endorsed as part of the parking strategy for Mansfield town centre, although there is only a relatively small amount of public long-stay parking in the town centre.

Restrictions on maximum stay

5.3.6 Short-stay parking should be given priority in all car parks other than those that are designated as long-stay car parks (currently Robin Hood Line and Grove Street, of MDC car parks) by virtue of their tariff structure.

5.3.7 The analyses in Chapter 4 identified that there will be pressure on off-street car parking in the medium and long-terms. The occupancy surveys revealed that the more accessible car parks are already at capacity during peak periods and it is important to further discourage long-stay parking at these car parks. The following recommendations of the 2002 study regarding the regulation of maximum stay therefore remain valid:

- That the maximum stay regulations now in force are retained;
- That restrictions on maximum stay be introduced at the other surface level short-stay car parks
- That consideration is given to reducing the maximum permitted stay to three hours (from the current four-hour limit).

5.3.8 With regard to the last of these recommendations, and as noted in 2002, a reduction from four to three hours would provide further disincentive to the use of the short-stay car parks for long-stay parking by buying additional tickets (requiring this to be done twice rather than once for an eight hour stay). Given the pressure on MDC-operated short-stay parking spaces evidenced by the surveys, the reduction in the maximum permitted stay to three hours would increase the capacity available for shoppers and other short-stay visits, the great majority of which are for less than three hours.

5.3.9 Planning agreements should be used to secure the provision and management of new privately operated car parks in accordance with the above strategy. Negotiations with the private operators of existing car parks should be pursued to seek to bring their operation and management in line with the overall strategy.

5.4 Management

5.4.1 The management objectives for the public parking will be to enhance the attractiveness of the car parks to support the viability and vitality of the town centre, and to complement pricing and regulation in promoting the efficient use of parking capacity.

5.4.2 Key elements of a strategy to deliver these objectives will be:

- Signing – as the process of rationalisation and redevelopment of parking areas will result in fewer and larger car parks, the feasibility and benefits of VMS will be increased
- The security and attractiveness of car parks – the design of all new car parks, and improvement of retained existing car parks to the ParkMark standard
- The provision of safe and attractive pedestrian links between car parks and the town centre

Disabled parking

5.4.3 MDC should seek to ensure that, in line with national guidelines, 6% of off-street parking spaces are designated for disabled users. To achieve this between 135 and 150 new disabled parking spaces will be required (the higher figure allows for an additional 10% growth as discussed in 4.3.29).

5.4.4 Disabled spaces should be provided in all new car parks. However a higher ratio will be appropriate in those new parking areas most accessible to the main town centre activity and a lower ratio may be provided in the more remote car parks.

6. Summary and recommendations

6.1 Background

6.1.1 This study has updated the parking strategy for Mansfield town centre that emerged from the Mansfield Town Centre Parking Study in 2002, to reflect the impacts of current development proposals/potential within the town centre.

6.1.2 The study has:

- Reviewed the adequacy of current public off-street car parking provision to meet current demand
- Reviewed the impact on public off-street parking of the current, short, medium and long term re-development proposals within the town centre and
- Formulated short, medium and long term recommendations for the future provision and management of public off-street parking capacity.

6.1.3 The key questions addressed in the review have been:

- How much parking is anticipated to be required to meet short, medium and longer-term demand projections?
- How should any requirements for additional capacity be met?
- What is the scope for and benefits of rationalising further the existing parking provision, releasing existing sites for other town centre uses and developing new car parking sites?

6.1.4 Parking strategy must be consistent with and support national and local planning and transport polices and objectives. These may be summarised as:

- To maintain town centres as attractive places to visit and develop in
- Restraint on parking provision associated with new development
- Management and pricing polices should favour short-stay parking over long-stay (commuter) parking – the LTP proposes that long-stay charges should be progressively increased along with the development of the alternative modes
- New parking provision to be for general town centre use rather than for individual developments
- Allowance of parking at new developments over the maximum standards where such parking is genuinely available for the general use of visitors to the town centre.

6.2 Existing situation

6.2.1 There are now 3,472 spaces in the public car parks serving the town centre, an increase of over 14% since 2002. A further 250 spaces at the Civic Centre are available for public use on Saturdays. 38% of this parking is now provided in privately-operated car parks compared to 28% in 2002.

6.2.2 Short-stay parking now accounts for 45% of the total stock compared to 34% in 2002 and the proportion of the overall capacity that is intended for long-stay parking has fallen from 17% to 9%.

6.2.3 While tariff structures have in general not changed greatly since 2002, the cost of parking has increased significantly.

6.2.4 During the occupancy surveys carried out in November 2006, off-street parking was observed to be 66% utilised at the peak time on Friday. The corresponding figure on Saturday was 73%. If the under-utilised Portland Retail Park car park is excluded then the short-stay car parks (those with limits on the maximum stay) were 84% occupied on the Friday and 97% on Saturday.

6.2.5 Several individual car parks were full or practically full at times during the surveys. Those which had significant spare capacity included: the Church Lane, Four Seasons, Garden Road and Robin Hood Line car parks on the Friday; the Water Meadows and the Civic Centre car parks on the Saturday; and the Meridian temporary car park, Portland Retail Park and Walkden Street car parks on both days.

6.2.6 Since 2002 parking demand appears to have grown by around 15%, broadly in line with the increase in capacity provided.

6.3 Projection of future parking supply and demand

6.3.1 In the short-term (to the end of 2007) some 600 new short-stay parking spaces to serve the town centre will be provided at Tesco Chesterfield Road South and Service Area D. Allowing for the new peak demand generated by the Tesco development there will be a significant amount of spare capacity in the town centre car parks overall. That spare capacity will, however, largely be in the car parks further from the main retail area, at Tesco, Portland Retail Park and (on Saturdays) the Civic Centre.

6.3.2 Over the medium term, to 2011, some 685 spaces in existing car parks are expected to be lost through redevelopment. Over this period peak demand is projected to grow by around 550 spaces on a Friday and 470 spaces on Saturday. Assuming the 685 spaces are re-provided there will be sufficient spaces to meet weekday demand. However, there is projected to be a shortfall of around 140 spaces on Saturdays (including 70 spaces to accommodate on-street demand displaced by DPE).

6.3.3 In the longer-term (up to 2026) development at the White Hart Area and of the remaining Local Plan allocations will result in the loss of a further 204 parking spaces in existing public car parks. Although the current proposals for the White Hart Area include 516 new parking spaces (including residential parking spaces) the net gain in public spaces is less than the estimated new demand generated by the developments such that the shortfall in spaces to meet peak Saturday demand is projected to rise to around 205 spaces (again including for the impact of DPE).

6.3.4 Thus, up to 2026:

- Peak Friday parking demand is projected to increase by nearly 1,000 spaces (over 40%) and peak Saturday demand by around 840 spaces (30%), largely due to developments underway or proposed
- To accommodate this rise in parking demand some 890 new spaces will be required to be provided, excluding those already planned at Tesco, Service Area D and the White Hart Area.
- Should net demand growth due to factors other than development continue over the longer-term, then the requirement for new spaces will be greater – further background growth equivalent to 10% of existing demand would increase the requirement for new capacity to around 1,170 spaces.

6.3.5 These analyses are based on demand in the peak month outside of the Christmas period. In the medium and longer-terms a significant amount of temporary parking would be needed to cater for pre-Christmas peaks in visitation to the town centre

6.3.6 The demand for long-stay public parking is projected to increase to around 300 spaces over the period considered, while existing capacity will be reduced to 166 spaces. This demand could be reduced to around 250 spaces if car mode share targets in the SPG on parking provision are achieved.

6.4 Parking strategy

Capacity provision

6.4.2 At least around 900 new car parking spaces will be required in the period up to 2026, to replace those lost due to development on existing car parks and to provide for demand generated by the expansion of the town centre offer. Further new capacity may be required if demand continues to grow due to external factors (e.g. population and car ownership growth).

6.4.3 In addition land use development and operation benefits could arise from further rationalisation of public parking provision, releasing existing sites for alternative uses and re-providing the capacity within one or more new MSCPs.

6.4.4 Car parks that could beneficially be released for alternative uses are those at Clumber Street, Service Area D, Robin Hood Line and Toothill Lane (a total of 329 spaces). Alternatively Toothill Lane could be redeveloped with public parking re-provided as part of the development. The release of either Clumber Street or Robin Hood Line car parks would depend on alternative provision being made in the same vicinity.

6.4.5 Efficiency benefits could arise from the consolidation of existing capacity in the smaller car parks - Garden Road, Grove Street and Church Lane (total 130 spaces) – on to a new site.

Options for providing new capacity

6.4.6 New capacity could be provided by increasing the capacity of existing sites (by adding decks) or be the development of new car parks. The key factors in determining the preferred location(s) for new capacity will be the accessibility of potential sites by car and on foot, and the traffic and environmental impacts of their development for parking. In general new capacity should be located adjacent to the ring road.

6.4.7 The options for locating new car parking capacity identified in the study are:

- Adding decks to the Toothill Lane car park, in association with ground floor development for other uses
- Adding one or more decks to the Rosemary Centre car park
- A site adjacent to Belvedere Street between Peacock Street and Victoria Street (taking in the existing Garden Road car park)
- A site adjacent to St Peter’s Way between the River Maun and Church Lane (taking in the existing Church Lane car park)
- A site adjacent St Peter’s Way between Ratcliffe Gate and Great Central Road (identified by MDC officers as a potential redevelopment area)
- A site adjacent to St. Peter’s Way an Bath Lane, referred to as the ‘Metal Box’ site (identified by MDC officers as a potential redevelopment area)
- Within the Stockwell Gate development
- As part of the development of the former Courtaulds factory site

6.4.8 Nearly all of these options are related to wider development possibilities. Uncertainties attach to several of them with respect to deliverability and timescale. Further, all options require more detailed feasibility study addressing issues such as cost, accessibility, environmental and traffic issues.

6.4.9 Hence it is not possible at this stage to identify recommended sites or preferred options. However preliminary observations on the options are as follows:

- A requirement for around 890 new spaces derives mainly from the impact of the medium term (to 2011) developments and hence these spaces should be located wholly or largely on sites that will come forward for potential development over that timescale - the Stockwell Gate and/or Courtaulds factory site developments.
- Increasing the capacity of an existing car park, such as the Rosemary Centre car park, could also be considered to provide a proportion of the additional capacity sought, if providing it all within the development sites proves not to be feasible or desirable
- In the longer term there will be a requirement to allocate a further site for the development of a MSCP. This should be on one of the three potential sites to the east/south-east of the town centre. Further feasibility studies are required to determine the preferred site.
- That site should have the potential to provide sufficient capacity (perhaps around 700 spaces) to accommodate the projected net increase in parking demand over the period to 2026 and to re-provide capacity removed by rationalisation of the smaller car parks and/or redevelopment of the Toothill Lane site.
- Additional long-stay parking should be provided as public parking within these developments rather than as dedicated on-site parking for specific developments.

6.4.10 New parking provision should be funded by developments, either directly through provision within the development or indirectly by Section 106 contributions.

6.4.11 Depending on the timing of the development in relation to other planned developments, temporary Saturday parking (up to 200 spaces) may need to be provided during the construction of the Stockwell Gate development.

6.4.12 It should be noted that it was not within the scope of this work to comment on the sustainability of increased parking provision in terms of traffic and environmental impacts.

Pricing and regulation

6.4.13 As in the 2002 study, it is recommended that the tariffs at the short-stay surface-level car parks, other than Water Meadows, be rationalised initially to match the £0.70 per hour currently charged at Clumber Street. In the longer term bringing charges for surface level parking in line with those in the MSCPs would be logical.

6.4.14 It is also recommended that planning agreements be used to secure charging regimes for public parking at new developments in line with the charges at MDC car parks.

6.4.15 The Local Transport Plan policy to encourage Councils to progressively increase charges for longer-term parking and adopt charging structures that work in tandem with the on-street parking restrictions to favour short-term parking, is endorsed as part of the parking strategy for Mansfield town centre.

6.4.16 Short-stay parking should be given priority in all car parks other than those that are designated as long-stay car parks (currently Robin Hood Line and Grove Street, of MDC car parks) by virtue of their tariff structure. As pressure on parking capacity increase consideration should be given to extending restrictions on length of stay to all the car parks intended for short-stay use.

6.4.17 Consideration could also be given to reducing the maximum permitted stay to three hours (from the current four-hour limit) to maximise turnover and efficient use of spaces.

6.4.18 Planning agreements should be used to secure the provision and management of new privately operated car parks in accordance with the above strategy.

Other measures

6.4.19 Other measures that should be part of a parking strategy to support the viability of the town centre and to promote the efficient use of parking capacity, will include;

- Improved signing, including VMS
- Improvement of all retained existing car parks to ParkMark standard, and
- The enhancement of pedestrian links between car parks and the town centre, in terms of safety and amenity

6.4.20 MDC should seek to ensure that, in line with national guidelines, 6% of off-street parking spaces are designated for disabled users. Disabled spaces should be provided in all new car parks. However a higher ratio will be appropriate in those new parking areas most accessible to the main town centre activity and a lower ratio may be provided in the more remote car parks.

Appendix 1

Car park occupancy survey results

Table A 1: Occupancy survey results – Friday 10th November 2006

Type	Car park	Total spaces	Number		Average Occupancy Number			Average Occupancy %			Maximum Occupancy Number			Maximum Occupancy %		
		Standard	Disabled	*Total*	Standard	Disabled	*Total*	Standard	Disabled	*Total*	Standard	Disabled	*Total*	Standard	Disabled	*Total*
Short-stay	***Council***															
	Clumber Street	121	8	129	119	8	127	98%	98%	98%	120	8	128	99%	100%	99%
	Handley Arcade	22	2	24	21	2	23	95%	90%	95%	22	2	24	100%	100%	100%
	Meridian (temporary)	100	0	100	24	0	24	24%	-	24%	26	0	26	26%	-	26%
	Station Road	78	5	83	77	5	82	99%	96%	99%	78	5	83	100%	100%	100%
	Toothill Road	80	4	84	75	4	79	94%	90%	94%	78	4	82	98%	100%	98%
	Council sub-total	*401*	*19*	*420*	*316*	*18*	*334*	*79%*	*95%*	*80%*	*324*	*19*	*343*	*81%*	*100%*	*82%*
	Private															
	Portland Retail Park	675	35	710	104	10	115	15%	30%	16%	119	14	127	18%	40%	18%
	St Peters Retail Park	286	18	304	263	7	271	92%	41%	89%	283	10	293	99%	56%	96%
	Private sub-total	*961*	*53*	*1014*	*368*	*18*	*385*	*38%*	*34%*	*38%*	*402*	*24*	*420*	*42%*	*45%*	*41%*
	TOTAL SHORT-STAY	***1362***	***72***	***1434***	***684***	***36***	***720***	***50%***	***50%***	***50%***	***726***	***43***	***763***	***53%***	***60%***	***53%***
Short/long-stay 'A'	***Council***															
	Church Lane	60	5	65	36	3	39	59%	68%	60%	39	4	42	65%	80%	65%
	Four Seasons	461	17	478	298	10	308	65%	60%	64%	316	13	326	69%	76%	68%
	Garden Road	13	2	15	9	0	9	68%	20%	61%	11	1	12	85%	50%	80%
	Midland	39	3	42	31	1	32	78%	40%	76%	35	2	37	90%	67%	88%
	Rock Valley	51	3	54	39	2	41	77%	67%	76%	48	3	51	94%	100%	94%
	Toothill Lane	95	5	100	80	4	84	84%	80%	84%	90	5	95	95%	100%	95%
	Walkden Street	385	39	424	303	17	320	79%	43%	75%	321	25	338	83%	64%	80%
	Water Meadows	195	5	200	157	5	162	81%	96%	81%	186	7	193	95%	140%	97%
	Council sub-total (Friday)	*1299*	*79*	*1378*	*952*	*43*	*995*	*73%*	*54%*	*72%*	*1046*	*60*	*1094*	*81%*	*76%*	*79%*
	Private															
	Rosemary Centre	124	0	124	118	0	118	95%	-	95%	124	0	124	100%	-	100%
	Private sub-total	*124*	*0*	*124*	*118*	*0*	*118*	*95%*	*-*	*95%*	*124*	*0*	*124*	*100%*	*-*	*100%*
	TOTAL SHORT/LONG-STAY 'A' (Friday)	***1423***	***79***	***1502***	***1070***	***43***	***1113***	***75%***	***54%***	***74%***	***1170***	***60***	***1218***	***82%***	***76%***	***81%***
Short/long-stay 'B'	***Council***															
	Grove Street	46	4	50	42	2	45	92%	60%	89%	46	4	49	100%	100%	98%
	Robin Hood Line	75	5	80	43	1	44	58%	12%	55%	45	1	46	60%	20%	58%
	Council sub-total	*121*	*9*	*130*	*86*	*3*	*89*	*71%*	*33%*	*68%*	*91*	*5*	*95*	*75%*	*56%*	*73%*
	Private															
	Swan Public House	36	0	36	36	0	36	100%	-	100%	36	0	36	100%	-	100%
	White Hart Street (old Post Office site)	120	0	120	116	0	116	97%	-	97%	120	0	120	100%	-	100%
	Private sub-total	*156*	*0*	*156*	*152*	*0*	*152*	*97%*	*-*	*97%*	*156*	*0*	*156*	*100%*	*-*	*100%*
	TOTAL SHORT/LONG-STAY 'B '	***277***	***9***	***286***	***238***	***3***	***241***	***86%***	***33%***	***84%***	***247***	***5***	***251***	***89%***	***56%***	***88%***
Total	Council	*1821*	*107*	*1928*	*1354*	*64*	*1418*	*74%*	*59%*	*74%*	*1461*	*84*	*1532*	*80%*	*79%*	*79%*
(excl. Civic Centre)	Private	*1241*	*53*	*1294*	*637*	*18*	*655*	*51%*	*34%*	*51%*	*682*	*24*	*700*	*55%*	*45%*	*54%*
	Overall Total	***3062***	***160***	***3222***	***1992***	***81***	***2073***	***65%***	***51%***	***64%***	***2143***	***108***	***2232***	***70%***	***68%***	***69%***

Table A 2: Occupancy survey results – Saturday 11th November 2006

Type	Car park	Total spaces: Standard	Total spaces: Number Disabled	Total spaces: Total	Average Occupancy Number: Standard	Average Occupancy Number: Disabled	Average Occupancy Number: Total	Average Occupancy %: Standard	Average Occupancy %: Disabled	Average Occupancy %: Total	Maximum Occupancy Number: Standard	Maximum Occupancy Number: Disabled	Maximum Occupancy Number: Total	Maximum Occupancy %: Standard	Maximum Occupancy %: Disabled	Maximum Occupancy %: Total
Short-stay	***Council***															
	Clumber Street	121	8	129	120	8	128	99%	100%	99%	120	8	128	99%	100%	99%
	Handley Arcade	22	2	24	22	2	24	100%	100%	100%	22	2	24	100%	100%	100%
	Meridian (temporary)	100	0	100	69	0	69	69%	-	69%	81	0	81	81%	-	81%
	Station Road	78	5	83	78	4	82	100%	87%	99%	78	5	83	100%	100%	100%
	Toothill Road	80	4	84	80	4	84	100%	96%	100%	80	4	84	100%	100%	100%
	Council sub-total	*401*	*19*	*420*	*369*	*18*	*387*	*92%*	*96%*	*92%*	*381*	*19*	*400*	*95%*	*100%*	*95%*
	Private															
	Portland Retail Park	675	35	710	284	16	299	42%	45%	42%	348	21	366	52%	60%	52%
	St Peters Retail Park	286	18	304	283	10	293	99%	55%	96%	289	13	299	101%	72%	98%
	Private sub-total	*961*	*53*	*1014*	*567*	*26*	*593*	*59%*	*48%*	*58%*	*637*	*34*	*665*	*66%*	*64%*	*66%*
	TOTAL SHORT-STAY	***1362***	***72***	***1434***	***936***	***44***	***980***	***69%***	***61%***	***68%***	***1018***	***53***	***1065***	***75%***	***74%***	***74%***
Short/long-stay 'A'	***Council***															
	Church Lane	60	5	65	54	4	58	89%	80%	88%	60	4	64	100%	80%	98%
	Civic Centre	233	17	250	100	3	103	43%	20%	41%	114	5	119	49%	29%	48%
	Four Seasons	461	17	478	374	12	386	81%	72%	81%	404	14	413	88%	82%	86%
	Garden Road	13	2	15	12	1	14	94%	67%	90%	13	2	15	100%	100%	100%
	Midland	39	3	42	38	2	39	96%	56%	93%	39	3	42	100%	100%	100%
	Rock Valley	51	3	54	51	3	53	99%	94%	99%	51	3	54	100%	100%	100%
	Toothill Lane	95	5	100	95	5	99	100%	90%	99%	95	5	100	100%	100%	100%
	Walkden Street	385	39	424	266	14	279	69%	35%	66%	295	29	324	77%	74%	76%
	Water Meadows	195	5	200	118	4	122	60%	80%	61%	138	5	142	71%	100%	71%
	Council sub-total (Saturday)	*1532*	*96*	*1628*	*1053*	*43*	*1096*	*69%*	*45%*	*67%*	*1149*	*66*	*1209*	*75%*	*69%*	*74%*
	Private															
	Rosemary Centre	124	0	124	138	0	138	111%	-	111%	143	0	143	115%	-	115%
	Private sub-total	*124*	*0*	*124*	*138*	*0*	*138*	*111%*	*-*	*111%*	*143*	*0*	*143*	*115%*	*-*	*115%*
	TOTAL SHORT/LONG-STAY 'A' (Saturday)	***1656***	***96***	***1752***	***1190***	***43***	***1234***	***72%***	***45%***	***70%***	***1292***	***66***	***1352***	***78%***	***69%***	***77%***
Short/long-stay 'B'	***Council***															
	Grove Street	46	4	50	29	2	31	64%	38%	62%	39	3	42	85%	75%	84%
	Robin Hood Line	75	5	80	43	1	43	57%	13%	54%	69	2	71	92%	40%	89%
	Council sub-total	*121*	*9*	*130*	*72*	*2*	*74*	*60%*	*24%*	*57%*	*108*	*5*	*113*	*89%*	*56%*	*87%*
	Private															
	Swan Public House	36	0	36	36	0	36	100%	-	100%	36	0	36	100%	-	100%
	White Hart Street (old Post Office site)	120	0	120	115	0	115	96%	-	96%	120	0	120	100%	-	100%
	Private sub-total	*156*	*0*	*156*	*151*	*0*	*151*	*97%*	*-*	*97%*	*156*	*0*	*156*	*100%*	*-*	*100%*
	TOTAL SHORT/LONG-STAY 'B' (Saturday)	***277***	***9***	***286***	***223***	***2***	***225***	***81%***	***24%***	***79%***	***264***	***5***	***269***	***95%***	***56%***	***94%***
Total	Council	*2054*	*124*	*2178*	1494	64	1557	*73%*	*51%*	*71%*	1638	90	1722	*80%*	*73%*	*79%*
(incl. Civic Centre)	Private	*1241*	*53*	*1294*	*856*	*26*	*882*	*69%*	*48%*	*68%*	*936*	*34*	*964*	*75%*	*64%*	*74%*
	Overall Total	***3295***	***177***	***3472***	***2349***	***89***	***2439***	***71%***	***50%***	***70%***	***2574***	***124***	***2686***	***78%***	***70%***	***77%***