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**CHANGES TO CAR PARKING**

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**Responsible Cabinet Member – Councillor David Lyonette, Transport Portfolio**

**Responsible Director – Richard Alty, Director of Place**

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**SUMMARY REPORT****Purpose of the Report**

1. To agree the detail of implementing the Medium Term Financial Plan decision made in February 2011 and to consider further changes to the parking offer within Darlington.

**Summary**

2. Car parking in Darlington includes on and off-street parking. There are currently 2,488 off-street car parking spaces operated by Darlington Borough Council (1,618 of these are short stay) as well as 375 on-street paid parking spaces. In addition to Council operated spaces, there are 1,167 privately run short stay spaces and 324 privately run long stay spaces.
3. There is a range of charges across the Council operated car parks in Darlington depending on primary purpose and location, from 50p for 30 minutes in East Row/Horsemarket up to £15 for a weekly ticket (up to 7 days) in long stay car parks.

**2011 Budget Decision**

4. Members of Cabinet agreed to introduce a flat rate charge for Sunday both on and off street, remove the three-for-two offer in short stay car parks and introduce pay & display parking in East Street as part of the 2011 budget proposals. Whilst the Sunday charge off street, the removal of the three for two offer in off street car parks and East Street have been implemented, the introduction of Sunday charges on-street has proven more complex than originally thought. Thus, further Cabinet recommendations are required on how and where exactly to implement Sunday parking on street. In addition, members are asked to approve the introduction of pricing changes set out in 5(d) and 5(e) below to better manage the parking offer.

5. After more analysis of the 2011 budget proposals, the following changes are recommended to simplify the parking offer:-
  - (a) To introduce a charge of 50p every 30 minutes for parking on Sunday for up to two hours at locations listed in **Appendix 1, Table A** and shown in **Figure 1**.
  - (b) To introduce a charge of 50p for parking on Sunday for up to 30 minutes at locations listed in **Appendix 1, Table B** and shown in **Figure 1**.
  - (c) To introduce a charge of 50p every 30 minutes for parking on Saturday and Sunday for up to two hours in Larchfield Street (pay & display bays only). Shown in **Table C & Figure 1**.
  - (d) To introduce a schedule of discounts, depending on the number of spaces allocated, for the contract parking scheme proposed at Beaumont Street West. **Table E**.

In addition it is proposed that the following change could be implemented as soon as is possible to maximise income.

- (e) To reduce the daily charge in Park Lane car park for a trial period to £5 to encourage use especially by rail passengers.

Further changes within MTFP consideration.

6. Further to the implementation of the February decision, members are asked to consider whether to consult on:
  - (a) the introduction of weekday charges on Sundays in all Council operated off street car parks,
  - (b) an increase in the cost of the weekly tickets.
  - (c) a mixed short and long stay tariff in four car parks in response to feedback from users.
  - (d) the operation of residents' parking zones (RPZ) on Sundays along with the progressive increases in the permit fee.
  - (e) Introduce progressive increases in residents' permit fees, so that these increase from £25 to £50 per annum over 3 years.
  - (f) The introduction of a charge of 50p every 30 minutes for parking on Saturday and Sunday for up to two hours in pay & display bays within side streets in the Larchfield Street RPZ, as shown in **Table D**.
  - (g) To introduce a charged waiver of £5 per day, to permit eligible trades people and builders who require to park a vehicle on yellow lines and in residents' parking bays in order to undertake their work.

7. Whilst the changes appear complex, they will simplify the parking offer since all locations will only have one tariff (short, mixed or long stay) that applies seven days a week during charging hours. However, the potential risks to the economy of the town centre need to be considered, especially at a time when the town is experiencing difficult trading conditions. It is therefore proposed that members consider the proposals in paragraph 6 again during the decision making process for the MTFP next year before they are implemented. The proposals will need to be considered under the duty placed on the Council through the Equality Act 2010.

### **Recommendation**

8. It is recommended that the Directors of Place and Resources be authorised to take the necessary steps to implement traffic regulation orders to:-
  - (a) Introduce a charge on Sundays of 50p per 30 minutes up to a maximum stay of 2 hours, with no return within 1 hour, 8am-6pm at the pay and display parking places as shown in **Table A in Appendix 1** and in **Figure 1**.
  - (b) Introduce a charge on Sundays of 50p for a maximum stay 30 minutes, no return within 1 hour, 8am-6pm at the pay and display parking places shown in **Table B in Appendix 1** and **Figure 1**.
  - (c) Introduce a Saturday and Sunday charge of 50p per 30 minutes up to a maximum stay of 2 hours, no return within 1 hour, 8am-6pm at the pay and display parking places shown in **Table C in Appendix 1** and in **Figure 1**.
  - (d) Reduce the daily charge at Park Lane car park from £7 to £5 on a trial basis until 31 March 2013.
  - (e) Introduce a schedule of discounts as shown in **Table E in Appendix 1**, for contract car parking at Beaumont Street West for town centre businesses with a travel plan.
9. It is recommended that the Directors of Place and Resources be authorised to take the necessary steps to advertise traffic regulation orders to:-
  - (a) Introduce the weekday charges on Sundays in all Council operated car parks, such that there is a one short or long tariff seven days per week, except for Archer Street, Garden Street & Kendrew Street (East & West).
  - (b) Introduce a mixed short & long stay tariff in Archer Street, Garden Street & Kendrew Street (East & West) on a trial basis until 31 March 2013.
  - (c) Introduce Sunday operation of residents' parking zones, excluding Zones near the Darlington Football Club.
  - (d) Introduce progressive increases in residents' permit fees, so that these increase from £25 to £50 per annum over 3 years.

- (e) Increase the cost of the standard weekly long stay parking ticket to £16 and the Chesnut Street weekly long stay parking ticket to £8.
- (f) Introduce a Saturday and Sunday charge of 50p every 30 minutes up to a maximum stay of 2 hours, no return within 1 hour 8am-6pm at the pay & display places shown **Table D in Appendix 1** and in **Figure 1**.
- (g) Introduce a £5 per day waiver for eligible trade people and builders who require parking on yellow lines and in parking places in order to undertake their work.

## Reasons

10. The recommendations concerning the detail of implementing the 2011 MTFP decision are supported by the following reasons:-

- (a) To implement Sunday charging at on-street parking places in the town centre, appropriate to the individual locations set out in **Table A**.
- (b) To implement Sunday charging at on-street parking places in the town centre, appropriate to the individual locations set out in **Table B**.
- (c) To implement Saturday and Sunday charging at on-street parking places in the town centre, appropriate to the individual locations set out in **Table C**.
- (d) To encourage use of Park Lane Car Park, especially by rail passengers.
- (e) To provide a contract parking scheme that better meets the needs of businesses in the town centre.

11. The recommendations concerning future potential changes are supported by the following reasons:-

- (a) To enable the Council to continue to maintain and manage the parking service in a sustainable way.
- (b) To introduce a mixed short & long stay tariff in Archer Street, Garden Street & Kendrew Street (East & West) in response to feedback from users.
- (c) To minimise the impact of displaced parking on residents in residents' parking zones.
- (d) To operate the residents' parking zones in a sustainable way.
- (e) To increase the cost of the weekly tickets to reflect the fact they apply all week, yet still offering a discount compared to the cost of parking for five days a week.
- (f) To implement Saturday and Sunday charging at on-street parking places in the town centre, appropriate to the individual locations set out in **Table D**.
- (g) To contribute to the cost of processing parking waiver requests.

**Richard Alty**  
**Director of Place**

**Background Papers**

(i) Medium Term Financial Plan 2011-2015

Simon Houldsworth: Extension 2721  
cc

S17 Crime and Disorder	The changes will have no relevance on crime and disorder.
Health and Well Being	No impact
Carbon Impact	The requirement for businesses to have a travel plan if they take up contract parking will contribute to reducing carbon emissions
Diversity	No impact
Wards Affected	Central, College, Northgate
Groups Affected	Residents, Motorists, Businesses
Budget and Policy Framework	The bid conforms to the Council's Policy Framework and is in line with the MTFP.
Key Decision	Yes.
Urgent Decision	No.
One Darlington: Perfectly Placed	The proposals in this report support the delivery of the Community Strategy
Efficiency	The proposals in this report support the delivery priority of sustainable neighbourhoods within the Community Strategy: Perfectly Placed Outcome by helping car park provision become more sustainable. In addition there will be an increase in revenue with little extra officer time spent administering the proposals.

## MAIN REPORT

### Information and Analysis

#### Introduction

12. The Council currently operates 25 off-street car parks providing a combination of long and short stay parking, in total amounting to 2,488 spaces. It does this to meet seven objectives including supporting the local economy, tackling traffic congestion and improving accessibility. All but one of the car parks are surface car parks – the exception being East Street which is a multi-story and became Council operated in 2005, having previously been operated by National Car Parks. There are also 375 on-street paid parking spaces. In total car parking generates an income of £2,262,500 from ticket sales (2010/11 budget). Currently there are also 12 formal privately operated car parks.

#### *2011 Budget Decision*

13. A number of changes were approved by Cabinet (22 February 2011, appendices 8/14 and 8/15) as part of the Medium Term Financial Plan (MTFP) for the period 2011 to 2015. These were the:-
  - (a) Introduction of a flat rate £1 charge all day for Sunday parking at short stay and long stay off street and on street parking places.
  - (b) Removal of the three hours for the price of two offer in short stay off street car parks.
  - (c) Conversion of East Street car park from pay on exit to pay and display.
  - (d) Introduction of contract parking for town businesses with a travel plan at Beaumont Street West, part of Park Place and part of Winston Street.
14. The £1 Sunday charge off street, the removal of three hours for the price of two in off street car parks and the conversion of East Street were implemented on 1 August 2011. The introduction of Sunday charges on street has proven more complex than originally thought when the budget proposal was formulated. Further Cabinet approval is therefore required on how and where to implement Sunday parking on street.
15. Also, subsequent interest has been shown by businesses to purchase contract parking at Beaumont Street West car park if there was a schedule of discounts. The previous approval by Cabinet (February 2011) for contract parking did not include the ability to offer discounts, so further Cabinet approval is required. It is considered that operating as contract parking with a schedule of discounts will both provide more revenue than operating the car park for the general public and that the discounts will better serve the needs of town centre businesses.
16. In addition, it is recommended that a reduction in charges to Park Lane car park could be implemented now outside the broader considerations to be given to the MTFP going

forward, namely to:-

- (a) lower the parking charge at Park Lane Car Park to generate custom and reduce commuter parking on street in nearby residential streets,

*Further changes proposed within MTFP considerations.*

17. Members are asked to consider consulting on further changes to car parking in Council controlled locations, as follows:-

- (a) the introduction of weekday charges on Sunday in off street car parks, with the exception of Archer Street, Garden Street & Kendrew Street (East & West) where a trial mixed short & long stay tariff will be introduced in response to user feedback.
- (b) an increase in the standard weekly ticket by £1 to £16 and the Chesnut Street ticket by 50p to £8 to reflect the fact that, since August 2011, they have included parking for 7 days, rather than the original 5.
- (c) the introduction of Sunday operation of residents' parking zones (RPZ) except that near the Football Club, with a progressive increase in the annual permit fee from £25 to £50.
- (d) the introduction of weekday charges on Saturday and Sundays in pay & display parking places within the Larchfield Street Residents Parking Zone (RPZ) as set out in **Table D**.
- (e) Introduce a £5 per day waiver for eligible trade people and builders who require parking on yellow lines and in parking places in order to undertake their work.

### **2011 Budget Decision**

18. Paragraphs 19 to 21 detail the considerations concerning completing implementation of the 2011 budget decisions.

#### Sunday Parking

19. Further detailed work on the implementation of the budget decision to charge £1 on Sundays both on and off street showed that, whilst the off street element was easily introduced, the on street element was not desirable due to the following reasons:

- (a) **The impact on residents.** The regulations controlling paid for parking in residents' parking zones around the town centre varies by location, since they were designed specifically for the needs of local people at the time that the zones were introduced. So for example, in the Larchfield Street RPZ, the paid on-street parking places only operate Monday to Friday because this provides more space for residents at weekends. The introduction of charges only on Sundays would mean that Saturday would still be free – impacting local residents in two ways, by having to pay for spaces on Sundays yet still experiencing pressure from town centre parking on Saturdays.

Also, it is proposed to extend the Monday to Saturday charges to Sunday in all the streets where paid for short stay parking applies (Barnard Street, Barnard Street East

Back, Winston Street, Duke Street, Beaumont Street, Beaumont Street West, Grange Road, Northumberland Street, South Arden Street, Kendrew Street, Gladstone Street, Hargreave Terrace, Park Place, Swan Street, Victoria Road, Victoria Embankment, North Lodge Terrace) for the same reasons.

- (b) **The need to avoid confusion.** It is recommended that having the same set of restrictions every day of the week should eliminate confusion and increase compliance. Larchfield Street is probably the best example of this potential problem.
  - (c) **The need to maintain turnover on street.** Currently, the principle is that on street charged for spaces are for drivers wishing to visit the immediate area for a short period, whereas short stay car parks are designed for those wishing to visit the entire town centre as well. The principle is implemented by having a time limit on street, usually a maximum of 2 hours. The Cabinet approval for a flat rate Sunday charge on street would therefore conflict with the need to encourage turnover in on street spaces for the benefit of local people and businesses.
  - (d) **The cost and size of additional signage.** The document “Traffic Signs, Regulations and General Directions” stipulates the size and content of signs associated with waiting restrictions and parking places. Signs associated with certain restrictions have to provide details, including the days and times of when the restrictions apply. Thus at some locations, there could be up to three different sets of detailed restrictions – Monday to Friday, Saturday and Sunday. The signs would thus be visually intrusive in some locations due to the volume of information that has to be provided. The estimated cost of signage is circa £13,000, including the replacement of those signs that have been recently replaced as part of the Civil Parking Enforcement process.
20. It is therefore recommended that members to extend the Monday to Friday or Monday to Saturday charges on street to Sunday in all paid for parking places with the exception of those listed in **Table D** which would be subject to a consultation process before a decision next year. The principle of charging the same amounts throughout the full week would help reduce confusion, encourage turnover of these short stay spaces and encourage those wanting to park for longer to use off street car parks.

#### Contract Parking

21. Cabinet at their meeting on 22 February 2011 approved the introduction of contract parking at Beaumont Street West, part of Park Place and part of Winston Street for businesses who need operational car parking and who have a travel plan in place. It is only proposed to introduce contract parking initially at Beaumont Street West, until such time as demand warrants the implementation of all the sites. The proposal is based on an annual charge of £950 which is higher than the typical annual charge in long stay car parks. This is because a dedicated parking space is being provided within the inner ring road. However, initial conversations with prospective tenants have shown that although the charge is acceptable for one space, there is a need to consider discounts for businesses taking up several spaces. The proposed schedule of charges **Table E** in **Appendix 1** would be reviewed annually and contracts would be on the basis of a full financial year.



## Park Lane Car Park

22. It is recommended that the daily charge at Park Lane car park is reduced to £5 as soon as is possible to encourage use of this car park, especially by commuters. Currently, the daily charge is £7 and usage has been poor with occupancy levels running at around 30%, despite the charge being a significant discount on the £12 charge applied by East Coast Trains within the Station. The reduction in charge would be on a trial basis until 31 March 2013 to see if occupancy levels can be increased and if parking on street by commuters can be reduced. It is recommended that this change is implemented outside of the current MTFP consideration.

### **Further Changes proposed within MTFP Considerations.**

23. Paragraphs 24 to 30 are proposals within the current MTFP considerations.

#### Simplifying charges

24. To minimise potential confusion, it is suggested that one short or long stay tariff could apply in off street car parks to mirror the principle of what is being applied on street as part of the 2011 budget decision. Thus, members are asked to consider consulting on the possibility of weekday or standard charges in off street car parks all day, every day, prior to a final decision as part of the MTFP decision making process next year. The introduction of such charges would also require the operation of RPZ schemes on Sunday to mitigate the fact that some drivers will choose to park on street to avoid car park charges.
25. Within the principle of one tariff in any particular location, it is recommended that members also consult on the introduction of a mixed tariff in Archer Street, Garden Street, Kendrew Street East and Kendrew Street West. The first three of these car parks operate as long stay locations during the week and short stay on Saturday with low occupancy levels. User feedback over the past year has been that a short term tariff would be desirable during the week for stays under four hours whilst using adjacent premises such as the Northgate United Reform Church and Doctor Piper Walk In Centre. The proposal would be for a single mixed short & long stay tariff in the 3 car parks (along with the linked Kendrew Street West car park), on a trial basis until 31 March 2013. The tariff would work on the basis of £1 per hour until four hours, then the daily charge until the weekly charge level applies. This trial initiative would also inform the forthcoming Parking Strategy, where mixed tariff car parks are a possible option for all off street car parks outside of the inner ring road. It is also expected that the trial would also reduce the potential for confusion, since the mixed tariff would apply every day in these car parks.

#### Residents' Parking Zone Permit Fees

26. The Council operates 15 resident parking zones (RPZ), 14 of which operate 6 days a week, the other only on match days around Darlington Football club. In 11 of the 15 schemes residents are charged for parking permits. The four zones where there is no charge were left free, since these were introduced to protect residents from development parking and there is no proposal to change this arrangement within this report. The cost of permits has not increased since the inception of all the schemes with current charges being £25 (12 months), £12.50 (6 months), £6.25 (3months for special circumstances). The annual income from these permits is just over £28,000. It is recommended that charges are

increased to £30 per annum in 2012/13, rising to £40 in 2013/14 and £50 in 2014/15 with a linked tariff for 3 and 6 month permits that is proportionally higher than the cost per month of a 12 month permit, in order to reduce administrative costs (£15 and £30 respectively when a £50 annual fee applies). The projected total additional income until March 2015 is £60,000 (this value excludes current uncharged RPZ areas and assumes no decline in the number of permits sold).

27. The increase in fees will also contribute towards the additional costs of operating town centre area resident parking zones on Sundays.

#### Weekly Parking Ticket

28. When the Sunday flat rate off street charge was implemented on 1 August 2011, the cost of the weekly ticket was left unchanged at £15, since it was not considered worthwhile to reflect the additional £1 charge on Sunday. If weekday ticket prices were charged on Sunday as per the recommendation in this report, then the weekly ticket cost should reflect the higher prices, yet not have an overly detrimental impact on commuters who require 5 day parking. Thus a £1 increase is recommended, with the new charge being £16 per week. It is also recommended that the charge for a weekly ticket in Chesnut Street car park is increased by 50p to £8 for the same reason.

#### Parking Waiver

29. The Parking Enforcement team and Traffic Manager are contacted daily by people requesting a waiver to wait in resident parking zones and on yellow lines whilst working at adjacent premises. This creates a demand on staff resource where staffing levels are at a minimum. There is an average of 100 requests per week. There is provision within the traffic orders for a vehicle to be given permission by the Council to wait on yellow lines or in parking bays when that vehicle cannot conveniently be used in any other part of the road or in another nearby road whilst the work is being carried out. Charging for a waiver to park on yellow lines and in parking bays will ensure that only the vehicles that essentially need to be close to the building will be parked on yellow lines or be taking up space in residents' bays. This will reduce congestion, improve the road network and minimise inconvenience to resident permit holders.
30. It is proposed to introduce a daily waiver charge of £5 for trade people who can demonstrate a genuine need to park on yellow lines or in a residents' bay. This amount will cover the administration cost of arranging a waiver and will provide estimated revenue of approximately £13,000. The charge is £1 more than the current daily charge for an off-street bay (£4) which should encourage those who don't really need to park on street to park in a long stay car park. The estimated fee income assumes a 50% reduction in the number of requests based on experience gleaned from other local authorities who have introduced charges of a similar level and nature.

#### Financial Implications

31. The financial implications of all the proposals are difficult to estimate as there are many variable factors. For example, the introduction of Sunday charging in on-street parking will generate revenue but there is the possibility that levels of use will decrease. It is estimated that there is the potential, based on 30% occupancy, for revenue in the region of £6,000 per

annum to be generated. There has been demand from local businesses for contract parking but until the contract parking offer has gone to market it is difficult to predict exactly what the level of demand will be. Similarly it is anticipated that revenue from Park Lane car park will increase because of increased use initiated by the proposed reduction in the daily charge, however until the end of the trial period the level of increased use is difficult to ascertain. The proposed charge for waivers will generate increased revenue of £13,000 but this is an estimate based on the current number of requests for permits and experience, from other local authorities, of a reduction in the number of requests once a charge is levied.

32. Assuming existing levels of purchase in residents' parking zones the estimated increase in revenue would be £60,000 over the period to March 2015. Members should note that this projection may be optimistic and that, if the zones were to operate for seven days, there may be a cost involved in the provision of additional enforcement on Sundays. This cost is estimated at £25,000 per annum inclusive of on costs, based on one additional warden being required. Thus the proposal may have a net deficit of £15,000 over the 3 years, but the enforcement cost needs to be considered in the wider context of seven day charging on and off street. The cost would be taken from the car parking account.
33. The introduction of standard (Monday to Saturday) charges on Sundays in long stay off-street car parks is projected to increase revenue by £97,656 per annum. This has been estimated assuming 714 short stay users (100% of current users) paying an additional £1 for a 2 hour stay in a short stay car park and 388 long stay users(50% of current users) paying an additional £3 for an all day stay in a long stay car park. The increase in the cost of the standard weekly ticket by £1 is projected to generate additional income of £7,800 based on an assumed average sale of 150 tickets per week.
34. In total, a projected increase in income of up to £330,000 is possible until March 2015 from implementing all of the proposals set out in this report, although this figure is heavily caveated in terms of assumed demand.

## **Risks**

35. Whilst the changes appear complex, they would simplify the parking offer since all locations will only have one tariff (short, mixed or long stay) that applies seven days a week during charging hours. The impact of the revised charges on travel behaviour is difficult to predict and hence the projected income is an estimate. This uncertainty raises concerns for the economy of the town centre, especially at a time when the town is experiencing difficult trading conditions. These risks include shoppers choosing to travel to another competing town centre, or shortening their stay in the town centre. In the longer term, the scale of car parking charges may influence business location decisions, despite Darlington's high accessibility by more sustainable means of transport – on foot, by bike, bus or train. It is very difficult to quantify the risk to the economy and so it is a subjective decision. It is thus proposed to bring these proposals back to members for their consideration after the traffic regulation orders have been advertised, but before they are implemented.

## Summary of Proposals

36. The changes proposed for implementation as part of the 2011 budget decision are:-
- (a) the extension of the Monday to Saturday charges at all paid for on-street parking places to include Sunday.
  - (b) the extension of the Monday to Friday charges in Larchfield Street to include Saturday and Sunday.
  - (c) the introduction of a reduced daily charge at Park Lane car park to attract commuters and encourage higher occupancy.
  - (d) the introduction of a schedule of discounts for contract parking in Beaumont Street West car park.
37. The changes proposed for consultation prior to a further decision concerning their implementation are:
- (a) the introduction of standard (Monday to Saturday) short or long stay car parking charges on Sundays in all off street car parks, except for a new mixed short & long stay tariff in four car parks in response to public feedback.
  - (b) the introduction of Sunday operation of RPZs,
  - (c) a progressive increase in RPZ annual permit fees.
  - (d) the increase in the standard weekly ticket by £1 and the Chesnut Street weekly ticket by 50p, to reflect the fact that they cover parking seven days a week.
  - (e) the extension of the Monday to Friday charges in the on street parking places listed in **Table D** within the Larchfield Street RPZ to include Saturday and Sunday.
  - (f) The introduction of daily £5 charge for a parking waiver on yellow lines and in parking bays.

## Outcome of consultation

38. Extensive consultation took place via Talking Together events and other means prior to Cabinet approving the draft MTFP for further consultation in January 2011. In total, 285 people attended Talking Together events and 98 comments were received via other routes. Details of consultation following the approval by Cabinet on 18 January of the draft MTFP and the outcomes were presented to Cabinet on 22 February 2011.
39. Contact with business has informed the proposal to introduce a schedule of discounts for the contract parking offer at Beaumont Street West.
40. If this report is approved, then consultation with affected residents and business will take place through the statutory processes; either of advertising a traffic regulation order (TRO) or publishing a schedule as required. Additional consultation may be required through

methods such as letter drops to affected frontagers, as well as through the MTFP consultation process. The 2011 budget proposals will be implemented if no objections are received, otherwise these will be referred back to Cabinet. Feedback from the consultation about the MTFP would be presented to members as part of the MTFP decision making process at their March meeting. If the new 2012 proposals are approved at that meeting, then it is anticipated that the legal process of making the TRO could occur by May 2012.

**Table A**

To introduce a charge on Sundays of 50p per 30 minutes up to a maximum stay of 2 hours, with no return within 1 hour, 8am-6pm at the pay and display parking places in the following streets.

Barnard Street	The east side, from a point 5 metres north of its junction with Winston-street northwards to the end of the street
Barnard Street	The west side, from a point 12 metres to a point 25 metres north of its junction with Duke Street North Back
Barnard Street	The west side, from a point 5 metres north of its junction with Duke Street to its junction with Duke Street North Back
Barnard Street	The west side, from its junction with Duke Street North Back northwards for a distance of 6 metres
Barnard Street East Back	The east side, from its junction with Winston Street northwards to the end of the street
Beaumont Street	The south side, from a point 9 metres to a point 80 metres west of its junction with Victoria Road and Beaumont Street Back Street
Beaumont Street West	The south side, from a point 25 metres to a point 45.5 metres east of its junction with Victoria Road and Beaumont Street Back Street
Duke Street	The south side, from a point 13.5 metres east of its junction with Stanhope Road South to a point 8.5 metres west of its junction with Larchfield Street
Duke Street	The south side, from a point 8 metres east of its junction with Larchfield Street to a point 27 metres west of its junction with Raby Terrace
Gladstone Street	The north side, from a point 15 metres to a point 35 metres west of its junction with Northgate
Gladstone Street	The north side, from a point 10 metres to a point 87 metres east of its junction with North Lodge Terrace
Grange Road, Town Centre	The east side, from a point 46 metres to a point 107 metres south of its junction with Blackwellgate
Grange Road, Town Centre	The west side, from a point 1.5 metres south of its junction with Northumberland Street to a point 3.5 metres north of the southern boundary 24 Grange Road
Hargreave Terrace	The east side, from its junction with Huntley Street and Victoria Road Back Street to a point 5 metres south of its junction with Huntley Street
Hargreave Terrace	The west side, from its junction with Victoria Road North Back northwards for a distance of 57 metres

Kendrew Street	The east side, from a point 5 metres to a point 16 metres south of its junction with Gladstone Street
Kendrew Street	The east side, from a point 24 metres to a point 54 metres south of its junction with Gladstone Street
Kendrew Street	The west side, from a point 5 metres to a point 28 metres south of its junction with Gladstone Street
Kendrew Street	The west side, from a point 37 metres to a point 54 metres south of its junction with Gladstone Street
North Lodge Terrace	The east side, from a point 10 metres to a point 45 metres north of its junction with Gladstone Street
Northumberland Street	The north side, from a point 25 metres west of its junction with Grange Road westwards for a distance of 12 metres
Northumberland Street	The north side, from a point 23 metres east of its junction with West Street eastwards for a distance of 13 metres
Northumberland Street	The south side, from a point 34 metres to a point 67.5 metres east of its junction with West Street
Northumberland Street	The south side, from a point 22 metres west of its junction with Grange Road to a point 83 metres east of its junction with West Street
Northumberland Street	The south side, from a point 12 metres east of its junction with West Street eastwards for a distance of 13 metres
Park Place	The east side, in the lay-by from a point approx. 29.3 metres to a point 54.2 metres south of its junction with Swan Street
Park Place	The east side, in the lay-by from approx. a point 59.6 metres to a point 72.1 metres south of its junction with Swan Street
Park Place	The east side, in the lay-by from approx. a point 78.3 metres to a point 104.3 metres south of its junction with Swan Street
Park Place	The east side, in the lay-by from approx. a point 109.1 metres to a point 134.4 metres south of its junction with Swan Street
Park Place	The east side, in the lay-by from approx. a point 11.4 metres to a point 24.9 metres south of its junction with Swan Street
Park Place	The west side, from a point 20 metres north of its junction with Victoria Road North Back northwards for a distance of 32 metres
Park Place	The west side, from a point 93 metres north of its junction with Victoria Road North Back northwards for a distance of 17 metres
South Arden Street	The west side, from a point 5 metres north of its junction with Victoria Road to a point 5 metres south of its junction with Victoria Road North Back
Victoria Embankment	The west side, from a point 37 metres to a point 90 metres south of its junction with Victoria Road

Victoria Road	The south side, from a point 41 metres west of its junction with Clifton Road to a point 12 metres east of its junction with Bedford Street
Victoria Road	The south side, from a point 4 metres to a point 18 metres west of its junction with Clifton Road
Winston Street	The north side, from a point 4 metres east of its junction with Barnard Street to a point 9 metres west of its junction with Barnard Street East Back
Winston Street	The south side, from a point 3.5 metres east of its junction with Barnard Street to a point 7.5 metres west of its junction with Raby Terrace
Winston Street	The north side, from a point 1 metre to a point 43 metres east of its junction with Barnard Street East Back

### Table B

To introduce a charge on Sundays of 50p for a maximum stay 30 minutes, no return within 1 hour, 8am-6pm at the pay and display parking places in the following streets.

East Row	The west side, in the lay-by from a point 3 metres north the southern building line of Old Town Hall northwards for a distance of 20 metres
East Row	The west side, in the lay-by from a point 27 metres north of the southern building line of Old Town Hall northwards for a distance of 11.5 metres
Horsemarket	The north side, in the lay-by from a point 5 metres east of the western building line of Old Town Hall eastwards for a distance of 36 metres

### Table C

To introduce a Saturday and Sunday charge of 50p per 30 minutes up to a maximum stay of 2 hours, no return within 1 hour, 8am-6pm at the pay and display parking places in the following streets

Larchfield Street	The east side, from a point 18 metres north of its junction with Coniscliffe Road northwards for a distance of 15.5 metres
Larchfield Street	The east side, from a point 5 metres to a point 15 metres south of its junction with Powlett Street and Coniscliffe Road Back Street
Larchfield Street	The east side, from a point 21.5 metres south of its junction with Powlett Street and Coniscliffe Road Back Street southwards for a distance of 30 metres



**Table D**

To consult on the introduction of a Saturday and Sunday charge of 50p every 30 minutes up to a maximum stay of 2 hours, no return within 1 hour 8am-6pm at the pay & display places in the following streets

East Raby Street	the north side, from a point 13.5 metres west of the eastern boundary 25 East Raby Street to the eastern boundary 15 East Raby Street
East Raby Street	the north side, from its junction with Larchfield Street East Back to a point 7.6 metres west of the eastern boundary 15 East Raby Street
East Raby Street	the north side, from a point 5.7 metres west of the eastern boundary 39 East Raby Street to a point 1.3 metres west of the eastern boundary 33 East Raby Street
East Raby Street	the north side, from a point 7.3 metres west of the eastern boundary 33 East Raby Street to a point 4.2 metres west of the eastern boundary 25 East Raby Street
East Raby Street	the south side, from a point 3 metres east of its junction with Larchfield Street to a point 3 metres west of its junction with Larchfield Street East Back
Napier Street	both sides, from a point 5 metres east of its junction with Larchfield Street to its junction with Barnard Street West Back
Powlett Street	the north side, from a point 1 metre east of its junction with Larchfield Street eastwards for a distance of 17 metres
Powlett Street	the south side, from its junction with Primrose Street East Back westwards for a distance of 16 metres
Powlett Street	the south side, from its junction with Primrose Street East Back to a point 5 metres west of its junction with Raby Terrace
Primrose Street	the east side, from a point 10 metres south of its junction with Powlett Street to a point 8 metres north of its junction with Powlett Street and Coniscliffe Road Back Street
Raby Street	the south side, from a point 5 metres west of its junction with Larchfield Street to its junction with Larchfield Street West Back
West Powlett Street	the south side, from a point 4 metres west of its junction with Larchfield Street to its junction with Larchfield Street West Back

**Table E**

To introduce a schedule of discounts for contract parking in Beaumont Street West.

<b>Spaces Occupied</b>	<b>Cost per space per annum</b>
1	£950
2	£900
3	£860
4	£830
5+	£800

**Figure 1**

