

## Appendix 1: Priority Action Plan

Appendix 1 sets out the detailed delivery plan required to implement the 24 Actions identified above. For each Action we explain the rationale, set out the milestones and explain exactly what we will do to ensure delivery.

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.1 Development of a multi-storey car park within the Feethams area to mitigate against loss of current supply and accommodate increased demands

#### Rationale

There is consistent demand for car parking in the southern part of the town centre around Feethams for both shoppers and workers – this is borne out by car park usage figures. There are also planned developments in this part of town for some of the existing car parking (such as the cinema/hotel complex proposed for Feethams as well as offices and a civic quarter) and other car parks identified as possible future development sites.

Parking needs to be provided in this area to ensure that it meets demand and in order that it contributes to the viability of the town centre and the most efficient way to do this is to consolidate the supply required to cope with demand into one multi-storey car park.

#### Milestones

- Proposal for leisure complex in Feethams with cinema, restaurants and hotel. December 2011
- Analysis in technical parking report of need for additional parking in Feethams. August 2012
- Proposal for Department for Education to move to new office building in Feethams with capacity for 400 staff. December 2012
- Feasibility study undertaken into viability of multi-storey car park in Feethams. March 2013
- Cabinet approval of Plans to build a 650 space MSCP November 2013
- Opening of MSCP June 2015

Accurately forecasting future demand for parking is difficult but necessary, particularly when new development is proposed, to ensure there is enough parking where it is needed.

**Action 1.1** Development of a multi-storey car park within the Feethams area to mitigate against loss of current supply and accommodate increased demands

How will we do this?	Lead	Key Partner	Date
1.1.1	Construction of multi-storey car park in Feethams	Capital project team	2014/15

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.2 Development of a multi-storey car park within the Town Centre Fringe to support the regeneration of the area

#### Rationale

Development of a multi-storey car park should be considered in the Town Centre Fringe to provide for additional parking demand resulting from new development.

#### Milestones

- Development of Town Centre Fringe Masterplan detailing proposed regeneration of town centre fringe. April 2013
- To come forward in association with future Town Centre Fringe development. Link to development.

Providing sufficient parking in the right location helps new development to succeed.

## Action 1.2 Development of a multi-storey car park within the Town Centre Fringe to support the regeneration of the area

How will we do this?		Lead	Key Partner	Date
1.2.1	Feasibility study of multi-storey car park in Town Centre Fringe	DBC Strategy and Commissioning	Capital project team	Timetable linked to development proposals

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.3 Development of a multi-storey car park in the Commercial Street/Kendrew Street area as part of potential Oval development

#### Rationale

Darlington Borough Council has a development agreement with Discovery Properties to bring forward the Oval development. Discovery Properties are currently reviewing funding of the scheme in the current market – should a viable scheme be developed it would unlock the potential for a multi storey car park.

#### Milestones

- Oval shopping centre development proposed for Commercial Street area. 2004

Successful retail developments depend on a ready supply of parking.

**Action 1.3** Development of a multi-storey car park in the Commercial Street/Kendrew Street area as part of potential Oval development

How will we do this?	Lead	Key Partner	Date
1.3.1	Work with Discovery Properties on progressing development including multi storey car park	Developer	Timetable determined by Oval development

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.4 Implement contingency plans to provide parking to replace that lost during the development of the proposed leisure complex, office building and multi-storey car park in Feethams

#### Rationale

Several developments are proposed for the Feethams area including a leisure complex, an office building and a multi-storey car park. All of the developments are due to be under construction simultaneously and all are on the sites of current car parks leading to loss of parking supply in Feethams. There is sufficient parking supply elsewhere in the town centre to accommodate the displaced parking but plans will need to be in place to ensure drivers are aware of the alternatives and that they know how to access them.

#### Milestones

- Leisure complex in Feethams with cinema, restaurants and hotel proposed. December 2011
- Proposal for Department for Education to move to new office building in Feethams with capacity for 400 staff. December 2012
- Analysis of parking supply and demand suggests need for multi-storey car park in Feethams. August 2012
- Contingency plan developed for parking during development work in Feethams. July 2013
- Implement Contingency Plan Phase 1 September 2013
- Implement Contingency Plan Phase 2 September 2014

**New developments increase demand for parking – when those developments are on existing car parks the need for alternative parking becomes critical.**



**Action 1.4** Develop contingency plans to provide parking to replace that lost during the development of the proposed leisure complex, office building and multi-storey car park in Feethams

How will we do this?		Lead	Key Partner	Date
1.4.1	Implement contingency plans Phase 1	DBC Strategy and Commissioning	DBC Highways, DBC Parking, DBC Communications	Sep 2013
1.4.2	Implement contingency plans Phase 2	DBC Strategy and Commissioning	DBC Highways, DBC Parking, DBC Communications	Sep 2014

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.5 Provide additional parking supply in Morton Palms area

#### Rationale

Feedback from tenant businesses and inward investor evidence suggests that there is insufficient parking serving the offices in the Morton Palms business park to be attractive for further business investments compared to competition sites. To assist businesses already on the site and to attract new businesses to the site additional parking should be provided.

#### Milestones

- Morton Palms business park completed. November 2004
- Insufficient parking supply in Morton Palms identified as contributing to lack of inward investment. 2012

**In order to thrive, developments outside the town centre need sufficient transport options for staff, including car parking.**

## Action 1.5 Provide additional parking supply in Morton Palms area

How will we do this?		Lead	Key Partner	Date
1.5.1	Investigate potential sites for additional parking	DBC Strategy and Commissioning	HCA, Business	2014

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.6 Signage to be reviewed to ensure that it directs drivers towards car park locations appropriate to their trip and destination

#### Rationale

When parking many drivers will park in the first car park they come to or in a car park they are familiar with – this is often due to lack of awareness of alternatives which may be more suitable. While this is particularly the case with first time and occasional visitors to Darlington it is also true of some residents and regular visitors. In addition, lack of awareness of parking choices can lead to increased road traffic and congestion as drivers search for car parking.

One of the most effective ways of alleviating drivers searching for parking is comprehensive signage which signposts drivers towards car parks. This can be done with static road signs and with variable messaging system signs which provide up to the minute electronic information.

#### Milestones

- Variable messaging system introduced in Darlington. 2002
- Review of current signage. September 2014
- Upgrade signage where required. 2015

**If drivers don't know where car parks are they will drive around searching for parking or may decide not to return.**

**Action 1.6** Signage to be reviewed to ensure that it directs drivers towards car park locations appropriate to their trip and destination

How will we do this?		Lead	Key Partner	Date
1.6.1	Review current signage	DBC Highways	DBC Transport Policy	September 2014
1.6.2	Upgrade static signage where required	DBC Highways		2015

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.7 Investigate and report on regeneration options for Skinnergate

#### Rationale

Feedback from businesses and retailers in Skinnergate has suggested a desire for short stay, on street parking in Skinnergate and Duke Street. It has been suggested that this would bring shoppers closer to the shops in Skinnergate and the wynds, thereby increasing footfall.

Work with Distinct Darlington, Town Centre Board, property agents and businesses/owners/occupiers on Skinnergate to investigate a range of options for increasing footfall and regenerating the street. This might include changing vehicular access to Skinnergate, however simply opening up the street to parking would have a significantly alter the street environment impacting on pedestrians particularly the young and on disabled people. Opening the street would also substantially increase the amount of vehicular through traffic, using Skinnergate as a route from Duke St to Blackwellgate, which could have detrimental effects on footfall elsewhere. It is therefore better to look at other options for regeneration and increasing footfall first, before taking a decision on opening Skinnergate to traffic.

#### Milestones

- Traffic restrictions introduced in southern side of Skinnergate. 1992
- Feedback from consultation with traders in Duke Street and Skinnergate suggests footfall is suffering due to lack of parking. July 2012
- Report on regeneration options. December 2014

Does parking on the doorstep increase footfall?

## Action 1.7 Investigate and report on regeneration options for Skinnergate

How will we do this?		Lead	Key Partner	Date
1.7.1	Complete investigation into regeneration options for Skinnergate	DBC Highways		December 2014
1.7.2	Take forward any parking proposals coming out of the regeneration report for Skinnergate.	DBC Highways		2015

## Objective 1 Optimise parking supply within the right locations within the Borough

### Action 1.8 Provide contract parking in the Town Centre for businesses with a travel plan who need parking for operational purposes

#### Rationale

Many of the businesses based in Darlington town centre need to use cars or vans throughout the ordinary working day. This can lead to difficulties with parking when vehicles are being moved regularly to help businesses function.

Contract parking allows businesses ease of parking when vehicles are used for operational reasons. All requests to DBC for contract parking should be considered and where operational parking requirements are satisfied, parking provided. This will ensure parking difficulties do not adversely impact on business in Darlington.

#### Milestones

- Beaumont Street West converted to satisfy increased demand for contract parking. April 2012
- Winston Street West converted to contract car park. April 2013

**To operate efficiently some businesses and traders need to use their vehicles constantly throughout the working day.**



**Action 1.8** Provide contract parking in the Town Centre for businesses with a travel plan who need parking for operational purposes

How will we do this?		Lead	Key Partner	Date
1.8.1	Review current contract parking arrangements	DBC Strategy and Commissioning	DBC Parking DBC Highways	Ongoing
1.8.2	Introduce new contract parking spaces as and when required	DBC Strategy and Commissioning	DBC Parking DBC Highways	Ongoing

## Objective 2 Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

### Action 2.1 Develop a range of tariffs and review them annually to ensure they remain competitive and deliver the desired outcomes of the strategy

#### Rationale

Setting parking charges at the right level is vital for several reasons – there are costs involved in providing parking so revenue from charges must help to meet those costs but it must also provide value for money for car park users.

If set at the right level charges in short stay car parks help to ensure sufficient turnover of cars, therefore increasing footfall and benefitting retail. In long stay car parks however it is important that charges are proportionate and allow users who need to park for longer to do so without prohibitive charges. Current charges in Darlington are generally £1 per hour in short stay car parks and £1 per hour or £4 per day in long stay car parks. When car park operating costs are examined and when charges in comparable towns to Darlington are analysed, the current tariffs are considered to be at the right level, however this will be reviewed regularly.

#### Milestones

➤ Introduction of on-street parking charges. 2004

Setting parking tariffs is a difficult balancing act – tariffs need to be set at a level that covers the cost of providing parking but not so high that they don't offer value for money.

**Action 2.1** Develop a range of tariffs and review them annually to ensure they remain competitive and deliver the desired outcomes of the strategy

How will we do this?		Lead	Key Partner	Date
2.1.1	Continue the current charges in 2013/14	DBC Strategy and Commissioning	DBC Parking	To 2014
2.1.2	Review of current tariff structure	DBC Strategy and Commissioning	DBC Parking	Annually

**Objective 2** Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

**Action 2.2** Weekly, four weekly and annual tickets to be available either from ticket machines or by e-mail or telephone

### Rationale

Many regular car park users, predominantly commuters, buy tickets every day. Many of these users would benefit from the availability of longer term tickets – weekly tickets are already available but feedback from consultation with users has suggested there is a desire for the availability of monthly and annual tickets – this would offer these car park users more flexibility and make payment easier.

### Milestones

➤ Introduction of monthly and annual tickets. Autumn 2014

A range of flexible ticket options covering different timescales offers choice to car park users.

## Action 2.2 Weekly, four weekly and annual tickets to be available either from ticket machines or by e-mail or telephone

How will we do this?		Lead	Key Partner	Date
2.2.1	Introduction of monthly and annual tickets	DBC Strategy and Commissioning	DBC Parking	Autumn 2014
2.2.2	Review of uptake of monthly and annual tickets	DBC Strategy and Commissioning	DBC Parking	Spring 2015

**Objective 2** Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

**Action 2.3** Introduce time limits in short stay car parks and in on street parking close to shops to encourage turnover and access to main shopping locations

### Rationale

Some town centre car parks regularly operate at or near capacity. While this is true of several car parks the busiest, in terms of capacity, is Abbott's Yard which operates at 98% capacity on both weekends and weekdays. Its popularity is due to its location in the heart of the town centre and while short stay charges are in force there is no limit on how long users can stay.

To encourage a higher turnover and subsequently help to increase footfall in the town centre, a maximum stay of three hours is proposed for Abbott's Yard. This is consistent with the time limits for free blue badge parking. On street parking is limited to two hours to ensure turnover of spaces. Further car parks will be considered over the life of the strategy.

### Milestones



Introduction of time limit in Abbot's Yard.

Spring 2014

The most popular car parks should be available to as many people as possible – the best way to ensure this is to limit the permitted length of stay in the busiest car parks.

## Action 2.3 Introduce time limits in short stay car parks and in on street parking close to shops to encourage turnover and access to main shopping locations

How will we do this?		Lead	Key Partner	Date
2.3.1	Introduction of maximum stay in Abbot's Yard	DBC Strategy and Commissioning	DBC Parking	Spring 2014
2.3.2	Review of maximum stay policy	DBC Strategy and Commissioning	DBC Parking	Autumn 2014

**Objective 2** Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

**Action 2.4** Pay on foot to be implemented in all new multi-storey car parks and considered in other new car parks

### Rationale

Pay and display parking involves users paying for a set amount of time when they arrive at a car park. Other than returning to the car park and paying for more parking or arranging it using pay by phone there is no facility for users to stay longer than the time they have paid for. Feedback from Darlington retailers suggests that some car park users would prefer the flexibility of paying for parking at the end of their visit, meaning that shopping trips are not shaped by parking time limits.

Pay on foot allows users to pay for how much parking they have used at the end of a visit and while it would be prohibitively expensive to adapt current car parks, any new multi-storey car parks will have pay on foot included.

### Milestones

- Pay on foot introduced in new multi-storey car parks. 2015

The pay and display method of payment can be restrictive – to ensure flexibility for car park users, other methods, including pay on foot, should be available where possible.



## Action 2.4 Pay on foot to be implemented in all new multi-storey car parks and considered in other new car parks

How will we do this?		Lead	Key Partner	Date
2.4.1	Introduce pay on foot in new multi-storey car parks	DBC Strategy and Commissioning	DBC Parking	Ongoing

**Objective 2** Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

**Action 2.5** Current pay by phone contract will be re-tendered ahead of its expiry. New technology explored to ensure that car park users in Darlington benefit from the most up to date methods of payment. New machines to be installed with the facility to accept card payment (for transactions of £4 or more) and with the capacity to accept smart cards when introduced.

### Rationale

The pay by phone facility allows car park users an alternative to finding the correct change to pay for charging. The current arrangement has worked effectively but since it was set up in 2007 technology has moved on so it is important that when the current contract expires any new contract includes the latest available technology to offer flexibility and convenience to car park users and, allowing visitors/shoppers to extend their parking tickets easily by phone to keep them in town longer.

The only way car park users can currently pay for parking at parking machines is using cash. To make it easier for users to pay for parking all new machines installed will accept card payments. There is, however, a charge from the car provider for each transaction so it is not economically possible to accept card payments for lower value transactions.

### Milestones

- Pay by phone method of paying for parking introduced. September 2007
- New parking machines with pay by card facility introduced. Summer 2014

Use of up to date technology offers car park users an alternative method of paying for parking.

**Action 2.5** Current pay by phone contract will be re-tendered ahead of its expiry. New technology explored to ensure that car park users in Darlington benefit from the most up to date methods of payment. New machines to be installed with the facility to accept card payment (for transactions of £4 or more) and with the capacity to accept smart cards when introduced.

How will we do this?		Lead	Key Partner	Date
2.5.1	Re-tender the current pay by phone contract upon expiry	DBC Strategy and Commissioning	DBC Parking	Spring 2014
2.5.2	Introduce new parking machines with pay by card facility	DBC Strategy and Commissioning	DBC Parking	Summer 2014
2.5.3	Review available new technology	DBC Strategy and Commissioning	DBC Parking	Ongoing

**Objective 2** Ensure that the management of parking, including setting of parking fees, provides the right balance between encouraging visitors to Darlington, covering costs and supporting One Darlington, Perfectly Placed policy objectives.

**Action 2.6** Work with Distinct Darlington to investigate jointly delivering parking promotions and incentive schemes for the Town Centre that can be used for car parking and other purposes.

### Rationale

Distinct Darlington was formed to promote Darlington's retail offer. Members have identified car parking as an issue which has an effect on footfall and are keen to explore what promotions or incentives can be introduced in conjunction with DBC to ensure parking helps increase footfall.

### Milestones

- Distinct Darlington formed to help regenerate retail in the town centre. April 2012
- Promotional campaign to promote spend in town centre. 2013

Parking promotions and incentives can help to encourage visitors.

**Action 2.6** Work with Distinct Darlington to investigate jointly delivering parking promotions and incentive schemes for the Town Centre that can be used for car parking and other purposes.

How will we do this?		Lead	Key Partner	Date
2.6.1	Work with Distinct Darlington to implement parking promotions	DBC Strategy and Commissioning	Distinct Darlington	2013
2.6.2	Introduce Christmas parking scheme	Distinct Darlington	DBC Strategy and Commissioning	2013
2.6.3	Review Christmas parking scheme and proposed options for future parking promotions based on evidence of impact on Town Centre retail	Distinct Darlington and DBC	Distinct Darlington	2014

## Objective 3 Ensure that residents living close to urban centres, notably the Town Centre are able to park close to their homes

### Action 3.1 Complete high level review of all residents' parking zones

#### Rationale

Residents Parking Zones have worked well since their introduction, however some residents in RPZ's have identified problems with lack of availability of parking in unrestricted areas of RPZ's, mainly due to commuter parking.

The review of RPZ's will consider a number of options, for example extending zones, changing number of resident spaces, changes to unrestricted parking areas such as pay and display and/or limiting parking duration.

#### Milestones

- First Residents Parking Zones introduced in residential streets around the town centre. 1992
- Complete review of RPZs. 2017
- Implement changes identified by review 2018-2026

Commuter and shopper parking in residents parking zones can cause difficulties for residents.

## Action 3.1 Complete high level review of all residents' parking zones

How will we do this?		Lead	Key Partner	Date
3.1.1	Complete the high level review of RPZ's	DBC Highways and Capital Projects	DBC Parking	2017
3.1.2	Implement identified changes in specific RPZ areas through a prioritised programme	DBC Highways and Capital Projects	DBC Parking	2018-2026
3.1.3	Review effectiveness of policy	DBC Strategy and Commissioning	DBC Parking	2018-2026

## Objective 3 Ensure that residents living close to urban centres, notably the Town Centre are able to park close to their homes

### Action 3.2 Introduce visitor permits for use in RPZ bays

#### Rationale

Feedback from residents living in residents parking zones has suggested that it is often difficult for visitors to be able to park close to their homes due to a combination of restricted parking and overcrowded unrestricted areas. A visitor permit system would allow visitors to residents of RPZ's to park closer to the house being visited.

#### Milestones

- First Residents Parking Zones introduced. 1992
- Visitor permits introduced in RPZ's. Summer 2014

Visitors to residents living in residents parking zones often have problems finding somewhere to park.



## Action 3.2 Introduce visitor permits for use in RPZ bays

How will we do this?		Lead	Key Partner	Date
3.2.1	Introduce visitor permits in RPZ's	DBC Strategy and Commissioning	DBC Parking	Summer 2014
3.2.2	Review uptake of visitor permits	DBC Strategy and Commissioning	DBC Parking	2015

## Objective 3 Ensure that residents living close to urban centres, notably the Town Centre are able to park close to their homes

### Action 3.3 Continue to charge trade vehicles for parking

#### Rationale

Paid for parking permits for trade vehicles working in residents parking zones or with a need to park on double yellow lines were introduced in 2012. A charge of £5 per vehicle per day was introduced to cover the administration of the permits and despite some early resistance from some traders, this policy has proved to be effective.

#### Milestones

- Charge introduced for permit allowing tradespeople to park in Residents Parking Zones and on double yellow lines. September 2012
- Introduce a new process for issuing trades parking permits. Summer 2014

There is often a need for tradespeople to park in residents parking zones and on double yellow lines – there is a cost involved in providing a permit to park.

## Action 3.3 Continue to charge trade vehicles for parking

How will we do this?		Lead	Key Partner	Date
3.3.1	Review and implement new charging process for trades parking permits	DBC Strategy and Commissioning	DBC Parking	Summer 2014
3.3.2	Review tariff policy annually	DBC Strategy and Commissioning	DBC Parking	Annually

## Objective 4 Ensure that car park users feel safe and secure

### Action 4.1 Walk routes to car parks to be signed and lit to acceptable standards and CCTV to be installed where possible in off street car parks

#### Rationale

Car parks must be as safe as possible for users – it is therefore essential that walk routes providing access to car parks should be well lit to minimise the possibility of crime. Where possible CCTV should also be installed in off street car parks to maximise safety levels.

#### Milestones

- Audit of lighting, signage and CCTV in off-street car parks 2014

If drivers don't think car parks and the routes to car parks are safe they won't use them.

**Action 4.1** Walk routes to car parks to be signed and lit to acceptable standards and CCTV to be installed where possible in off street car parks

How will we do this?		Lead	Key Partner	Date
4.1.1	Audit of current lighting, pedestrian signage and CCTV in off street car parks	DBC Strategy and Commissioning		Early 2014
4.1.2	Upgrade, where necessary, of lighting and pedestrian signage	DBC Strategy and Commissioning		2014
4.1.3	Review of upgraded facilities	DBC Strategy and Commissioning		2015

## Objective 4 Ensure that car park users feel safe and secure

### Action 4.2 The principles of Park Mark accreditation or equivalent will be the ambition in each off street car park

#### Rationale

Park Mark accreditation is given to car parks which have been “vetted by the Police and has measures in place in order to create a safer environment for both you and your vehicle” Most of Darlington’s off street car parks have Park Mark accreditation and it is important that this continues to maximise safety and security for users.

#### Milestones

- Park Mark accreditation awarded for first time 2009 in Darlington.

A recognised security accreditation gives car park users confidence.

## Action 4.2 The principles of Park Mark accreditation or equivalent will be the ambition in each off street car park

How will we do this?	Lead	Key Partner	Date
4.2.1 Continue to ensure Council operated car parks fulfil the criteria required for Park Mark accreditation	DBC Parking	DBC Strategy and Commissioning	Ongoing

## Objective 4 Ensure that car park users feel safe and secure

### Action 4.3 Ensure all new parking meets current design standards

#### Rationale

It is vital that any parking provided meets the needs of car park users. Feedback from consultation events has suggested that some cars have difficulty fitting in to spaces in some of the car parks in Darlington. In addition, the quality of some existing car parking has deteriorated through general wear and tear. Using Local Transport Plan Funding several car parks are due to be refurbished in 2013, including reconfiguration of spaces to ensure current design standards. Compliance with up to date guidance and parking standards will feature in all new car parks to ensure high quality car parks.

#### Milestones

- Several car parks in Darlington resurfaced and re-lined to bring up to current standards Summer 2013

To remain attractive to drivers car parks must be of a high standard.



## Action 4.3 Ensure all new parking meets current design standards

How will we do this?		Lead	Key Partner	Date
4.3.1	Apply up to date guidance/standards to all new car parks	DBC Strategy and Commissioning/Development Management	DBC Highways	Ongoing

## Objective 5 Ensure that the provision and management of parking for blue badge holders enables disabled drivers and/or passengers to access services and amenities

### Action 5.1 Review the location, number and parking restrictions on Town Centre blue badge parking every 5 years

#### Rationale

To ensure drivers with impaired mobility can access services and amenities blue badge holders can park in any DBC car park free of charge and on street in the town centre for three hours. Consultation with various groups, including members of Darlington Association on Disability, suggests that this policy has is effective so it should be continued.

#### Milestones



Blue Badge parking policy reviewed.

Review every 5 years

Parking is crucial to blue badge holders in providing access to services and amenities.

## Action 5.1 Review the location, number and parking restrictions on Town Centre blue badge parking every 5 years

How will we do this?		Lead	Key Partner	Date
5.1.1	Continuation of current policy	DBC Strategy and Commissioning	DAD	Ongoing
5.1.2	Review policy	DBC Strategy and Commissioning	DAD	2015

## Objective 6 Provide HGV and Coach parking within appropriate locations within the borough

### Action 6.1 Long stay parking for coaches and heavy goods vehicles to be provided at Chesnut Street

#### Rationale

Because of Darlington's geographical position close to the A1 and at the heart of a major north/south and east/west crossroads, there is much coach traffic in the Borough. It is important that long stay parking is provided for visiting coaches.

Similarly, heavy goods vehicles are vital to the economic vitality of the Borough so it is also crucial that facilities are provided for goods vehicles to park in.

HGV and coach parking is currently provided in Chesnut Street – this works well as Chesnut Street is relatively close to the town centre but is lightly used by car drivers. However, Chesnut Street is within the Town Centre Fringe masterplan area – should Fringe development affect Chesnut Street, alternative sites for HGV and coach parking will be identified.

#### Milestones

- Development of Town Centre Fringe development timetable. December 2014

HGV and coach parking is vital to the economy of Darlington so it is important to ensure it is supplied in the right numbers and in the right places.

## Action 6.1 Long stay parking for coaches and heavy goods vehicles to be provided at Chesnut Street

How will we do this?		Lead	Key Partner	Date
6.1.1	Continuation of current facilities in Chesnut Street	DBC Strategy and Commissioning		Now
6.1.2	Identification of alternative sites as part of Town Centre Fringe procurement Strategy timetable. Timetable to be developed by December 2014.	DBC Strategy and Commissioning		As Town Centre Fringe development occurs

## Objective 6 Provide HGV and Coach parking within appropriate locations within the borough

**Action 6.2** Continue to provide free parking in dedicated bays with locking bars in short stay car parks and explore potential for installing locking bars in long stay car parks

### Rationale

There is need to provide parking facilities for users of motorcycles. The current policy of providing facilities in short stay car parks is effective so should be continued. In addition, to provide more choice for motorcyclists the potential for providing facilities in long stay car parks should be examined.

### Milestones

- Motorcycle locking bars introduced in long stay car parks 2014

It is important that parking facilities are provided for motorcycles as well as cars.

**Action 6.2** Continue to provide free parking in dedicated bays with locking bars in short stay car parks and explore potential for installing locking bars in long stay car parks

How will we do this?		Lead	Key Partner	Date
6.2.1	Continue to provide locking bars for motorcycles in short stay car parks	DBC Transport Policy		Now
6.2.2	Investigate potential for locking bars in long stay car parks	DBC Transport Policy	DBC Parking Team	Early 2014

**Objective 7** Ensure that information is publicly available on the revenue generated from Civil Parking Enforcement and Parking Charges, and on how that revenue is spent

**Action 7.1** Produce an annual report detailing income from CPE and Pay and Display parking and how the income is spent.

**Rationale**

This is to provide transparent information to the public on the implementation of parking charges and penalty fines by Darlington Borough Council. The report will also provide information on how revenue from parking is spent.

**Milestones**

➤ Publish Annual Report

Autumn 2014 and annually thereafter

There is a public expectation that we provide information on the management of parking enforcement and of car parks in Darlington.



**Action 7.1** Produce an annual report detailing income from CPE and Pay and Display parking and how the income is spent.

How will we do this?		Lead	Key Partner	Date
7.1.1	Produce an annual report detailing income from CPE and Pay and Display parking and how the income is spent.	DBC Regulatory Services	DBC Highways	Annually

