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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 update Members on the implementation of changes to car parking, to provide feedback on the public response to proposals being considered as part of the 2012 budget proposals, and to seek Cabinet’s approval of the implementation of changes (subject to Council decisions on the MTFP budget for car parking).

**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.

**Implementation of 2011 Medium Term Financial Plan (MTFP) Proposals**

4. 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. 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 was deferred so that further consideration could be given to how it would be implemented in the various on-street locations.
5. The following proposals were agreed by Cabinet on 22 November 2011.
  - (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**.
  - (e) To reduce the daily charge in Park Lane car park for a trial period to £5 to encourage use especially by rail passengers.
6. The proposed changes require amendments to be made to traffic orders and these changes were advertised in January with the closing date for objections being 27 January 2012. There have been no objections to these specific changes and officers will therefore proceed to implement the proposals. It is anticipated that these changes will be implemented on 1 April 2012.

### **Implementation of the 2012 MTFP Proposals**

7. In November 2011 Cabinet agreed to consult and to advertise the following changes to the legal orders as part of this years MTFP consultation process.
- (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.
8. Consultation on these proposals was carried out through the various Talking Together events and the Town Crier article. In addition, the proposals were published in the Northern Echo on 6 January 2012, with the objection period closing on 27 January 2012.

9. Whilst there has been no formal objection to the legal order notice, there have been 5 comments relating to these proposals. Officers propose to treat these comments as objections. A summary of the comments and Officers responses is attached at **Appendix 2**. The comments relate primarily to the affect the proposals to increase Sunday off-street charges will have on the commercial viability of the Town Centre. It is recommended that Members consider these objections in the context of the proposed savings in the MTFP and the current financial constraints placed on the Council. Officers recommend that these objections are set aside and that the proposals be implemented as set out below. It is anticipated that these changes may be implemented by 1 April 2012.

### **Recommendation**

10. It is recommended that, subject to the approval of the MTFP by Council, Members consider the comments/objections set out in **Appendix 2** relating to the proposed changes to parking provision and charges associated with the MTFP 2012, set out below.
11. It is further recommended that Members set aside the comments/objections and (subject to decisions of Council on the MTFP) authorise the Directors of Place and Resources to take the necessary steps to implement 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), this measure to be reviewed after 31 March 2013.
  - (c) Introduce Sunday operation of residents' parking zones for zones A to N.
  - (d) Introduce progressive increases in residents' permit fees, such that 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 accordance with **Table F in Appendix 1**.
  - (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**

12. The recommendations concerning the detail of implementing the 2012 MTFP decision 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 2012-2016
- (ii) 22 November 2011 Cabinet report Appendix 17 – Changes to Car Parking

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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

13. 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 MTFP Proposals*

14. 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.
15. 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 and this required further proposals to be brought back to Cabinet that were included in the November 2011 Cabinet report.
16. Cabinet authorised officers to implement the following changes at the meeting on 22 November 2011.
  - (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.**
  - (e) To reduce the daily charge in Park Lane car park for a trial period to £5 to encourage use especially by rail passengers.
17. The proposed amendments to the traffic orders were advertised in the Northern Echo on Friday 6 January 2012 and there were no objections received. It is therefore intended to implement these proposals at the earliest opportunity.

### ***2012 MTFP Proposals***

18. At 22 November 2011 Cabinet Members agreed to consult on further changes to car parking in Council controlled locations, namely:-
- (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.
19. The 2012 MTFP proposals were advertised as part of the wider budget proposals. In addition, the changes to the legal orders were published in the Northern Echo. A precise of the comments and objections received, along with an officer response, is attached as Appendix 2. It is considered that that the comments and objections do not represent a substantive reason to halt the proposed changes. Members are therefore requested to set aside the objections.
20. The rationale for making these further changes is as follows.

### **Simplifying Charges**

21. 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. It is proposed to introduce weekday or standard charges in off street car parks all day, every day, at the current Monday to Saturday charge. 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.

22. Within the principle of one tariff in any particular location, it is proposed to introduce 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 indicated 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 is 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**

23. 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 at this time. The cost of permits has not increased since the inception of the first scheme 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 and is offset by the cost of administering the permits and enforcing the restrictions. 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).
24. The increase in fees will help to off set the cost of administering and enforcing the scheme particularly the additional costs of operating town centre area resident parking zones on Sundays.

### **Weekly Parking Ticket**

25. 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**

26. 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.
27. 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**

28. 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.
29. 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.
30. The introduction of standard (Monday to Saturday) charges on Sundays in long stay off-street car parks is projected to increase revenue by £97,000 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.

31. The above projected additional income levels are aggregated in the table below. The projected additional income is nett of any additional expenditure including additional staff costs for heightened Sunday enforcement activities and the initial set up costs to change existing on and off-street signage. In addition, the proposed annual increase in the cost of resident parking permits means that income should increase incrementally between 2012/13 and 2014/15.

Year	2012/13	2013/14	2014/15	2015/16
Additional income	60,000	101,000	112,000	112,000

### Risks

32. 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.
33. Members' attention is drawn to the equality impact assessment (**Appendix 3 MTFP/EIA Checklist**) and the impacts that have been identified through consultation as a consequence of implementing this proposal. Cabinet are therefore being recommended to consider the impact of the decision within the context of the Council's wider budget strategy.

**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 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

Swan Street	The north side in the lay-by from a point 24 metres to a point 37 metres east of its junction with Park Place
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
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**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.

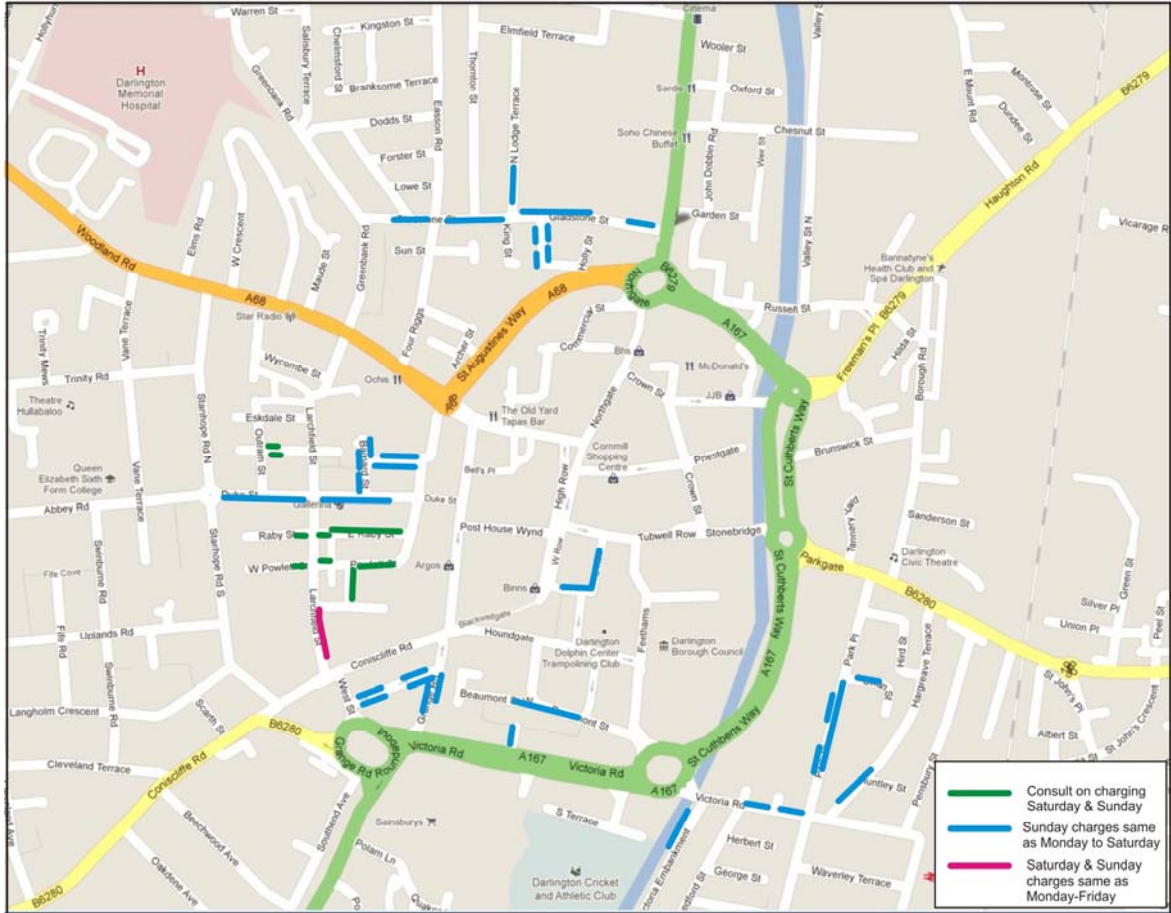
<b>Spaces Occupied</b>	<b>Cost per space per annum</b>
1	£950
2	£900
3	£860
4	£830
5+	£800

**Table F**

To increase the cost of resident parking permits.

<b>Zone</b>	<b>Permits Applied For Between 01/06/12 to 31/03/13</b>			<b>Permits Applied For Between 01/04/13 to 31/03/14</b>			<b>Permits Applied For After 01/04/14</b>		
	<b>12 month</b>	<b>6 month</b>	<b>3 month</b>	<b>12 month</b>	<b>6 month</b>	<b>3 month</b>	<b>12 month</b>	<b>6 month</b>	<b>3 month</b>
A – J and N	£30	£18	£9	£40	£24	£12	£50	£30	£15

Figure 1



## Summary of Objections

Objection/Comment	Officer Response
<p>Not happy with the proposed increase in parking charges, counter productive in terms of attracting people in Darlington town centre.</p>	<p>The proposed increase in charges brings parking charges on Sundays into line with Monday to Saturday charges.</p> <p>The impact of the proposals on Town Centre footfall will be monitored.</p>
<p>Sunday Parking - Surely the raise in parking charges on Sundays will drive shoppers out of town and lead to shop closures. More revenue - but at what cost?</p>	<p>The proposed increase in charges brings parking charges on Sundays into line with Monday to Saturday charges.</p> <p>It should be considered that travelling to out of town shopping areas, that provide the range of services provided in the Town Centre, will be costly in terms of fuel use and vehicle wear and tear.</p> <p>The impact of the proposals on Town Centre footfall will be monitored.</p>
<p>I would like to express my concern over the Council's decision to charge full parking rates on a Sunday. This would have a detrimental effect on local retailers and restaurants and could possibly result in an exodus to Teesside park where parking charges do not apply or Middlesbrough where parking is charged at £1 all day. I would respectfully ask that you consult the council and ask them to reconsider their decision.</p>	<p>The proposed increase in charges brings parking charges on Sundays into line with Monday to Saturday charges.</p> <p>It should be considered that travelling to out of town shopping areas, that provide the range of services provided in the Town Centre, will be costly in terms of fuel use and vehicle wear and tear. For instance a round trip to Teesside Retail Park or Middlesbrough Town Centre is 26 miles and 31 miles, respectively, from Darlington Town Centre.</p> <p>The impact of the proposals on Town Centre footfall will be monitored.</p>



Objection/Comment	Officer Response
<p>Review of car parking charges. Turn the old John Neasham / Skippers site into another car park and REDUCE COSTS. I shop in Northallerton and Richmond because car parking is free.</p>	<p>This site is in private ownership and would cost a significant sum to purchase and lay it out as a car park.</p> <p>The proposed increase in charges brings parking charges on Sundays into line with Monday to Saturday charges.</p> <p>It should be considered that travelling to out of town shopping areas, that provide the range of services provided in the Town Centre, will be costly in terms of fuel use and vehicle wear and tear. For instance a round trip to Richmond or Northallerton is 27 miles and 33 miles, respectively, from Darlington Town Centre.</p> <p>The impact of the proposals on Town Centre footfall will be monitored.</p>
<p>The Fees &amp; Charges appendix does not appear to include residents parking although there is a proposal to increase the cost from £25 to £50, albeit phased over a 3 year period. I assume that the residents parking scheme will be extended to include a Sunday because of the proposed introduction of Sunday parking charges. I do feel that it is unfair to increase the burden on residents because the Council wants to increase its town centre car parking income. Are you proposing to contact existing users of resident parking schemes direct about the proposal to ensure all are fully aware of the potential impact?</p> <p>If you are considering a review of residents parking I would like to propose an extension beyond the 8am – 6pm limit. Often I arrive home from work after the 6pm limit so at the moment my £25 payment only allows me the benefit of the <b>possibility</b> of parking near my home on a Saturday or on holidays.</p>	<p>The changes to the residents parking permit fees were explained in paragraph 26 of the main report (Cabinet 22 November 2011 – Appendix 17). The changes were also advertised in the Northern Echo on 6 January 2012.</p> <p>The residents parking scheme is proposed to be extended to include Sundays to deal with potential displaced shopper parking.</p> <p>Resident parking permit fees have not increased since they were introduced over 8 years ago.</p> <p>Resident parking permit holders will be made aware of the changes by letter when they are due for renewal.</p> <p>This will be considered as part of the review of the Council’s Parking Strategy that is programmed to be carried out later in the year.</p> <p style="text-align: right;">Ctd/..</p>

<b>Objection/Comment</b>	<b>Officer Response</b>
<p>I notice that there is no proposal to increase the costs of car parking elsewhere, for example, staff and member permit prices are remaining the same. At £173 this is much lower than in Redcar &amp; Cleveland, for example. What is the rationale for this?</p>	<p>This permit is for staff who are required to have a car available for operational reasons i.e. social workers who may be required to attend a property at short notice. All other staff have to pay £690 for an annual ticket.</p>

## MTFP/EIA Checklist

<b>Number of proposal</b>		MTFP 29 Car Parking Charges						
<b>Name of proposal and description</b>		Car Parking Charges Option is being examined of flat rate charging seven days a week. TRO commissioning costs have been included. A paper on parking options overall was submitted to Cabinet in November. Discussion ongoing about short-term parking in town centre area.						
<b>Responsible AD</b>		John Anderson			<b>EIA Member</b>		John Bosson	
<b>Financial Resources Identified</b>		Yes but other option work ongoing			<b>Finance Contact</b>		David Grieveson	
<b>Has the data quality been checked?</b>				Y		<b>Data Contact</b>		Simon Houldsworth
<b>Protected Characteristics</b>		<b>Impact Y/N</b>	<b>Level of Impact</b>				<b>Explanation of decision Level of impact</b>	
<b>Age</b>		N	Nil				No impact	
<b>Race</b>		N	Nil				No impact	
<b>Sex</b>		N	Nil				No impact	
<b>Gender Reassignment</b>		N	Nil				No impact	
<b>Disability</b>		N	Nil				No impact	
<b>Religion or belief</b>		N	Nil				No impact	
<b>Sexual Orientation</b>		N	Nil				No impact	

<b>Pregnancy or maternity</b>		<b>N</b>				<b>Nil</b>	<b>No impact</b>
<b>Marriage/ Civil Partnership</b>		<b>N</b>				<b>Nil</b>	<b>No impact</b>
<b>Will the proposal help to eliminate discrimination, harassment and victimisation?</b>							
No							
<b>Will the proposal help to advance equality of opportunity?</b>							
No							
<b>Will the proposal help to foster good relations?</b>							
No							
<b>Other Groups to consider</b>	<b>Imp act Y/N</b>					<b>Level of Impact</b>	<b>Explanation of decision Level of impact</b>
<b>Unemployed/low income</b>	<b>Y</b>					<b>L</b>	<b>A negligible impact on people on a low income</b>
<b>Carers</b>	<b>N</b>					<b>Nil</b>	<b>No impact</b>
<b>People with criminal convictions</b>	<b>N</b>					<b>Nil</b>	<b>No impact</b>
<b>Refugees &amp; Asylum seekers</b>	<b>N</b>					<b>Nil</b>	<b>No impact</b>
<b>Gypsies &amp; Travellers</b>	<b>N</b>					<b>Nil</b>	<b>No impact</b>
<b>Young People leaving care</b>	<b>N</b>					<b>Nil</b>	<b>No impact</b>

<b>Geographical impacts</b>	<b>Y</b>				<b>L</b>		Marginal effect upon resident's of streets surrounding town centre through displaced parking
<b>Are there any potential impacts on partners e.g. Providers, Health, Police etc. Please detail</b>							
<b>No</b>							
<b>Have any other options been explored</b>				<b>Y</b>	<b>N</b>	<b>If yes please detail</b>	
<b>Yes a range of options have been included around evening and weekend charging.</b> <b>[Feedback from COE = PR17 (evening parking charges) removed as a proposal</b>							