



**DRAFT**

Talking Together about  
**Civil Parking Enforcement**

**Consultation Report**

MAY 2009

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# Background

All authorities wanting to introduce Civil Parking Enforcement must submit an application to the Secretary of State for the powers to be transferred from the Police to the Council.

As part of the application the Secretary of State expects the Council to have consulted on the proposal.

The Department for Transport (DfT) Guidance recommends, as a minimum, local authorities should consult the following groups:

- Those involved in the implementation and operation of parking, including the police, neighbouring local authorities, the DVLA and the Traffic Enforcement Centre;
- Wider stakeholders with an interest in parking, including businesses, motoring groups and representative organisations; and those who will be affected, including residents, motorists and the general public.
- Authorities should include socially excluded groups.

A Consultation Strategy was developed on the following principles:

- To promote a wider understanding on why the Council are introducing Civil Parking Enforcement (CPE) and the benefits that it will bring.
- To obtain the necessary information from statutory consultees to include within the application.
- Seek views on the Darlington Parking Strategy.
- To advise on how the Council intend to operate CPE and invite comment to help develop and inform Civil Parking Enforcement Procedures.

The consultation period commenced in February 2009 and closed in May 2009. This report details how and with whom we consulted and the responses we received.

The comments received will be used to inform the final versions of the Parking Strategy, Civil Enforcement Procedures and our application to the Secretary of State.

Feedback on the consultation is planned through a Town Crier article and publication of this report on the Council's website in August 2009.

# The Consultation Process

## Launching the Consultation

The consultation was launched in February 2009 with a press release to local newspaper and radio stations. See **Appendix A** for detail of the release.

A two page article was published in the March 2009 edition of the Town Crier. The Town Crier is the Council's free newspaper distributed to every household and business in the Borough and available on the Council's website and at all Council Buildings. The article is included at **Appendix B**.

Web pages were set-up and visitors to the site were invited to comment via an online forum. The pages were promoted on the front page of the Council's website for the duration of the consultation.

Leaflets explaining our proposals in relation to Civil Parking Enforcement were made available at reception points at:-

- The Town Hall & Customer Services Call Centre
- The Beehive (Council Building)
- Central House, (Council Building)
- Libraries (the main library, Cockerton & the mobile library)
- Dr Piper House,
- Darlington Association on Disability (DAD) offices
- Age Concern Office.
- The Memorial Hospital,
- The Arts Centre,
- Maidendale House

Posters were also used to advertise the consultation and displayed at the above venues.

Leaflets were also made available at all events and meetings where Civil Parking Enforcement was on the agenda.

The leaflet was also available as a download on the Council's website.

A copy of the Leaflet is included at **Appendix C**

## **Statutory Consultation as a requirement for the Application**

Letters were sent to other authorities and organisations involved in the implementation and operation of parking including:-

- The Police
- Neighbouring Local Authorities
- The Highway Agency (HA), who are responsible for the Country's Strategic Road Network and they must be consulted as they have responsibility for the A66(T) and A1(M) that run through the Borough.
- Driver and Vehicle Licensing Authority (DVLA). The DVLA are responsible for the database holding information on the registered keepers of vehicles that the Council must access if drivers contravening regulations are to be pursued.
- The Traffic Enforcement Centre. This is a County court based at Northampton who process all traffic related debt registration. The Council will have to use their services to register debt on cases where people fail to deal with their parking charge notices.
- Traffic Penalty Tribunal. They provide a national service for the independent adjudication of parking appeals where the Council and motorist fail to agree on decisions and reasons relating to appeals.

These are included as **Appendix D**

## **Stakeholders and other Interested Groups**

Letters and leaflets sent to:-

- All Ward Councillors with an invitation to attend a briefing session, which was held on 26<sup>th</sup> February 2009.
- Darlington Partnership (Local Strategic Partnership (LSP)) members. Darlington Partnership brings everyone in the town together including the public, private, voluntary and community sectors.
- All Parish Councils and Parish Meetings.
- All Town Centre Board Members followed up by a presentation at the 12<sup>th</sup> March 2009 meeting.
- All Darlington Transport Forum Members followed up by a presentation at the 6<sup>th</sup> April 2009 meeting. The Forum is made up of representative from transport organisations and others with an interest in transport issues.
- Government Office for the North East was included in the consultation to keep them advised of our proposals.
- Hackney Carriage Drivers.
- GMB Northern Region who represents Bullion Delivery companies who have been in contact with the Council regarding deliveries into the Town centre.

Letters, Articles and Newsletters were also sent to:-

Growing Old Living in Darlington (GOLD). This group is an organisation for older people and their family and friends in the Darlington area. Details of the project and consultation were included in the GOLD (March) Newsletter and the GOLD Transport Task Group members were sent individual letters and leaflets.

A presentation was also given on the proposals to the Darlington branch of the North East Chamber of Commerce.

These are included as **Appendix E**

### **Socially Excluded Groups**

The Connecting with Communities team undertook targeted contact with people in disadvantaged neighbourhoods and people from a diverse range of communities through written correspondence with those on the Community Partnerships and social inclusion databases. The need to undertake this additional task was identified as part of the equalities impact assessment process.

### **Disability and Equality Impact**

The impact assessment is being developed and a meeting has taken place with the Disability Impact Assessment Sub Group chaired by Gordon Pybus from Darlington Association on Disability. (DAD)

The disability element of the assessment has been broken down into 4 areas:-

1. The impact of the new enforcement regime on the Blue Badge scheme.
2. The impact of CPE and the ability to encourage participation by disabled people in public life.
3. Civil Parking Enforcement Procedures.
4. Parking Strategy.

The positive and negative impacts and potential mitigation are being explored.

### **Talking Together Event**

All of the Councils consultation and engagement work comes under the banner of *Talking Together* and there are dedicated web pages where people can regularly check what the Council are seeking views on.

Civil Parking Enforcement was on these pages for the duration of the consultation period and the specific events were on the Community Engagement Calendar.

A Taking Together event was promoted on all material that we sent out inviting people to come and talk to us. The event was held at the Dolphin Centre in the town centre of Darlington on 22<sup>nd</sup> April 2009. Although turn-out was modest, it was a useful chance to debate a number of issues about the potential impacts of different aspects of the



proposal. In particular, there was some detailed consideration of disability equality issues.

At the event there were a number of other stalls for information. However, the main purpose of the event was to allow people to speak to officers on one-to-one basis, hear a presentation on the subject and then participate in an open question and answer session.

Stall Holders included:-

- 1 Car Parking Enforcement
- 2 Highways
- 3 Transport Policy
- 4 Local Motion
- 5 Democratic Services
- 6 Gold
- 7 Community Partnerships
- 8 Darlington Advanced Motorists
- 9 Town Centre Management

### **Darlington Borough Council Services**

The Council is one of the largest employers in Darlington providing many services. Staff were sent internal communications via the internal Flyer and Briefing.

The Council has many interfaces with the public and both the Town Centre Manager and Business Engagement Manager were specifically briefed on the proposals to allow them to raise awareness when engaging with businesses and the community.

### **Reinvigoration throughout the Consultation period**

The consultation period ran between February and May 2009. Throughout the consultation period additional press releases were sent out to stimulate the consultation and a reminder article was included in the April edition of the Town Crier.

Posters were also used to advertise the consultation and displayed at various buildings through the town.

These are included as **Appendix F**.

# The Response

## Political and Stakeholder Response

All Ward Councillors were written to and we received the following comments:-

John Williams, Leader of the Council, has consulted with other Labour members of the Council and they are very supportive of these proposals. He said: "We are keen to see improvements in enforcement, as this will help make our roads safer and assist in our priority in reducing congestion. These measures should also ensure that parking places, footpaths and crossing points can be used safely by everyone and not abused by inconsiderate drivers and parkers."

Councillor Mrs Heather Scott Leader of the Conservative Group, has consulted with the Conservative Group and they fully endorse the proposals being planned. "The Conservative Group is very concerned about road safety and congestion and the new enforcement powers will provide significant improvements and benefits to both residents and businesses"

Councillor Freitag has written two letters in response to the consultation. The first letter in general support of the principle of Civil Parking Enforcement but commenting that the strategy should be providing more general and disabled parking. The second letter identified a specific location on Grange Road /Coniscliffe Road where the existing taxi rank should be converted to disabled parking spaces. This has also been raised in other correspondence outside of this consultation and also as part of the public response. Officers are amending the traffic regulation in Coniscliffe Road so that the area of the evening taxi rank will be available for use by disabled from 6am to 6pm. There is an ongoing review of Hackney Ranks in the town centre and if the rank is removed from Grange Road then this area will be considered for disabled parking.

Councillor Freitag's letters and a full response to the issue of the strategy not taking into account more general and disabled parking in included at **Appendix G**.

The membership of the Town Centre Board and Darlington Transport Forum is diverse and provides a representative group of stakeholders with an interest in parking. The membership includes businesses, motoring groups and representative organisations.

Presentations were given to both of these groups and extracts of the minutes are included at **Appendix G** to show the wide ranging membership and the issues raised.

At both meetings questions were raised on detail of how the scheme would operate with general support for the principle from the meetings. All were asked to consider the implications and provide any comments or feedback to enable development of the strategy and proposed operational procedures.

Correspondence has been received from the Motorcycle Action Group (MAG) commenting on both the strategy and procedures. The Northern Region of the Confederation of Passenger Transport UK has also commented on the strategy in relation to coach parking. These comments will be taken into account as part of finalising the documents.

## **Statutory Consultation as a requirement for the Application**

The application must demonstrate that the Council has consulted those involved in the implementation and operation of parking, including the police, neighbouring local authorities, the DVLA and the Traffic Enforcement Centre:

- The Police have responded supporting the proposals.
- Neighbouring Local Authorities have responded supporting the proposals.
- The Highway Agency is supportive of the Council's proposals and satisfied with the exclusion of their roads from the application.
- Driver and Vehicle Licensing Authority (DVLA) have no objection to our proposals to apply for civil parking enforcement powers under the provisions of the Traffic Management Act 2004.
- The Traffic Enforcement Centre has confirmed that the service will be available to the Council and they have no objection to the proposed application.
- Traffic Penalty Tribunal has replied advising that they confirm that Darlington Borough Council will join the Joint Committee on the date that the powers come into force.
- Government Office for the North East was included in the consultation to keep them advised of our contact and proposals with the Department for Transport. They have noted our proposals.

These are included as **Appendix H**

## **Darlington Borough Council Services**

The Adult Social Care team raised queries in relation issues facing both informal carers and paid carers when parking in residents parking areas, town centre and the issues of parking charges.

These issues will be considered and clarified in the final versions of the Parking Strategy and Civil Enforcement Procedures.

## Public Response

The Council would like to thank all those who contributed time and effort to let us know your views.

A summary of the number of responses is below:-

Method of Response	Number
<b>Council Call Centre (including walk-in, phone calls and e-mails)</b>	<b>67 See Appendix I for detail</b>
<b>Letters</b>	<b>9 See Appendix J for detail</b>
<b>Web &amp; Online Forum</b>	<b>20 postings 743 viewings See Appendix K for detail</b>
<b>Talking Together Event</b>	<b>See Appendix L for detail</b>

All of the responses are included in the relevant Appendix with a response to each individual issue. However, there are some common themes throughout the consultation that are drawn together in this summary of common issues:-

### **Inconsiderate Parking and specific concerns.**

The majority of respondents welcomed the Council's proposals to introduce Civil Parking Enforcement and offered locations of where inconsiderate parking causes problems from both a road safety and a congestion perspective. These locations will be built into the Council's Enforcement Plans.

Parking near to junctions contrary to advice in the Highway Code was a common issue that people found to be dangerous and inconsiderate. At the onset the Council will only be able to enforce where restrictions are in place, but if officers see regular parking on certain corners or locations that cause concern they will be instructed to make a note and Engineers can consider introduction of restrictions if deemed necessary.

A number of respondents expressed concern about parking in the Market Square and the taxi rank. A review is already underway to review Hackney rank provision with a view to resolving the problem that has been highlighted.

## **Financial Costs and ability of the Council**

Concern has been raised by a number of respondents as to the financial cost, whether it is a revenue raising initiative and whether the Council are capable of managing the operation.

The introduction of Civil Parking Enforcement has been always been part of the Council's Local Transport and feasibility work commenced a number of years ago, long before the present economic down turn. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.

The project is being funded through the Local Transport Plan which is funding from central government and also through income from parking tickets.

The business case for CPE suggests that the new powers will be cost neutral to introduce. However, any revenue generated will be re-invested in the service. This is a legislative requirement as additional revenue may only be used for specific purposes.

There is a requirement to produce an annual financial report on the operation and a statistical report on enforcement. This must be used in an annual return to Government. These reports will be published to demonstrate openness and transparency.

The Traffic Management Act 2004 places a duty on the Council to effectively manage the highway network. In April 2008 Part 6 of this Act was enacted that allows for highway authorities to introduce Civil Parking Enforcement. This is in recognition that the Police have higher priorities and Highway Authorities have a duty to effectively manage the highway network. The legislation provides highway authorities with the power to ensure they can enforce the restrictions they introduce.

The Police have not had a dedicated traffic warden service for a number of years and rely on Police or PCSO's. These officers still issue in the region of two to three thousand parking tickets per year, which takes up resource both to issue, process and potentially take people through the court system. This is a considerable resource that can be diverted to other priorities. Council Enforcement officers are already walking past most of these restrictions every day with no power to act. The transfer of power provides for better efficiency and consistency.

Existing staff will receive training and additional staff will be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place. The Civil Enforcement Procedures document has been published as part of this consultation to ensure we operate a fair but firm enforcement operation that is open and transparent.

The Civil Enforcement Officers will not be receiving performance related pay or be set any targets for PCN issue. However, a system of performance and quality monitoring will be in place to ensure staff are performing to the appropriate standards expected by the Council.

There will be an independent adjudication service in place for those motorists where the Council and the motorist fail to reach agreement through the appeal process.

## **Congestion**

A number of respondents raised concern in relation to congestion.

The Council has a strategy for managing congestion. Civil Parking Enforcement is one strand of this strategy. The other high level activities are:-

### Management

A Traffic Manager has been appointed with the specific responsibility of developing and delivering a network management plan in accordance with the requirements of the Traffic Management Act.

This will include:-

- Monitoring of the network, utilising traffic models to simulate scenarios and forecast effects of options/proposals.
- Manage and review existing junctions to adjust priorities / timings to maximise efficiency.
- Manage effects of development timing and effect on network to ensure appropriate contribution/mitigation measures.
- Consider appropriate solutions to maximise efficiency of the network.
- Consider the effect of proposed Events and the impact on the highway network.
- Contingency planning to assess impact of road works linked to the utility companies.
- Assess impact of emergency scenarios on the network.

Street works coordination has been strengthened to monitor all requests to work on the highway to ensure they are coordinated and the effects on the highway network are minimised. ICT developments are planned to further improve coordination.

The introduction of Civil Parking Enforcement is being progressed to reduce the effects of inconsiderate parking on traffic management and congestion.

Congestion Study has been undertaken to identify 'congestion hotspots' that has provided a series of actions for the Local Transport Plan Programme

### Infrastructure Works

- Advanced design is being undertaken on key junction improvements. Bids for funding these improvements have been submitted to the Department for Transport and an announcement is imminent.
- Delivery of the Darlington Eastern Transport Corridor.
- Successful bid for Cycle Demonstration Town Funding, which has resulted in massive infrastructure improvements for both walking and cycling.
- Local Transport Schemes delivered to target congestion hot spots.
- Programme of 20mph schemes to improve the quality of life for those residents concerned with rat running and speeding in residential streets.
- Programme of Safer Routes to School & School 20 mph schemes to encourage parents to walk to school rather than add to peak period traffic.

## Influencing Modal Choice

These type of measures are nationally recognised as being key to managing congestion and developing a sustainable transport system. The Council are at the forefront of developing and implementing this work through its status as a Sustainable Travel Town and Cycling Demonstration Town. These initiatives are branded as Local Motion and promote the use of sustainable modes of Transport.

- Feasibility has been undertaken on the potential for Park and Ride.
- Bus Multi Ticketing is being developed to improve public transport ease of use.
- Parking Charges continue to be monitored to manage demand on certain parts of the highway network.
- Resident Parking Schemes have been introduced as part of the Council's demand management strategy
- Cycle & Pedestrian Training Programmes are provided to children giving the skills to be confident for modal switch and live a healthier lifestyle.
- Successful bid for Interreg – European funding which will seek to implement smart card technology on public transport and for cycle parking.
- A diverse range of information to help people make travel choices including maps, on-line journey planner and stop specific timetables at every bus stop.
- Combining motivation and incentives to encourage sustainable travel to school under the Medal Motion brand including cycle parking, competitions and travel maps.

## Technology

The developments in technology are being explored to maximise the efficiency of the existing network.

Models are being developed on key junctions and links to allow further feasibility work to improve the way the network operates. A TRIPs model covering Darlington that is based on averages times to give an overall picture of the network.

A Tees Valley Integrated Transport Systems Study is being developed that will look into the utilisation of technology to manage the network and maximise efficiency. This includes improved variable messaging on routes and car parks.

Linking of traffic signals to react in real time to traffic situations and manage traffic flow more effectively.

## **Review of Resident Parking schemes**

A number of comments were raised regarding various aspects of the way resident parking schemes operate. There is an action within the parking strategy to review the way the resident parking schemes operate.

Specific issues were raised regarding the amount of space allocated to residents, the hours of operation, the facilities for visitors and the ability for both paid carers and informal carers.

The issue of the extents of where resident parking operates was also questioned and some respondents felt the areas covered should be increased to include their street.

This consultation report will be used to inform the review.

## **School Parking**

School gate parking is a national problem and occurs to varying degrees at every school. However, this is one area that will be considered as part of the enforcement strategy. Increasing the visibility and potential for enforcement should improve driver behaviour on all parking regulations.

However, there are over 40 schools in the Borough, some with multiple access points. It is not possible to have an enforcement presence every day. At best enforcement will be sporadic, but overall increased enforcement will improve the situation.

Whilst enforcement is one way forward it is generally most effective when there is an enforcement presence. Behavioural change is potentially the long term way forward to this type of problem and Travel Plans are being progressed at all schools in the Borough.

The travel plan will look to reduce the number of pupils travelling to school by car and change the parents and children's attitude towards how they travel to school. It is recognised that parents will have to drive their children to school and safe parking places away from the school gate need to be promoted to disperse the parking from concentrating at certain locations that create problems.

There is regular contact with all schools by the Road Safety team who offer advice and education to both the school and the children.

## **Abuse of Disabled Parking Bays & Blue Badge scheme**

The enforcement of disabled bays and compliance with blue badges will be a priority for the enforcement team.

The work being developed as part of the Disability Impact assessment will help to improve the situation for disabled people.

## **Parking Capacity of Residential streets.**

There are numerous locations in the Borough where the density of the housing and the highway layout was designed long before the present car ownership levels could have ever been predicted. This results in residential streets being unable to provide enough space to cope with the demands on parking by residents and visitors. This is exacerbated where vehicle ownership levels of particular households are high. The Council cannot generally create extra space nor can it control how many vehicles a household own.

A programme of resident parking schemes has been introduced around the town centre where the source of additional parking is not from residents. However, resident parking schemes have limited effect in residential areas away from the town centre when all of the parking demand is created by residents. In these circumstances the available space



tends to operate on a 'first come, first served' basis, which can create tensions between neighbours.

Whilst many people believe there is some right to park on a highway, particularly outside ones own home, this is not actually the case. The Council will generally try to allow parking wherever it is safe to do so. However, where safety or traffic flow becomes an issue the Council may need to consider regulating the highway by introducing parking restrictions. This usually means a reduction in available space, which can compound the problem further and create tension amongst neighbours.

These issues result in a number of scenarios that have been raised by respondents as part of this consultation:-

### Verge Parking

People tend to park either fully on verges or partly on the verge to allow other vehicles to pass and maximise the parking space on both sides of the road. This is a concern to the Council as this type of parking can quickly damage the verges and can lead to safety issues for pedestrians.

Highway Inspectors undertake inspections of all highways on a regular basis and if a verge is identified that requires treatment for safety reasons then a series of options may be considered depending on the circumstance:-

(a) Repair - Where there are incidents of damage repairs will be undertaken to make areas safe.

(b) Verge Protection - Where persistent problems occur protection of the verge may be considered by using either bird's mouth fencing or bollards.

(c) Hardening - This is an alternative to protection depending on the situation. This allows parking but is the most costly solution to introduce.

There are numerous streets in the Borough that have requested verge hardening. Unfortunately, the Council cannot undertake all requests immediately so the Council has an agreed method of prioritising requests. Schemes are being delivered each year with the resources available for this type of work.

The Council is trying to accelerate this programme and is presently awaiting an announcement from the Department for Transport on a bid submitted last year. The Tees Valley Bus Network scheme is a joint bid with the other Tees Valley authorities for a total of £60 million, with a substantial element identified to fund highway schemes in Darlington. The funding will be for a range of schemes from small improvements to large junction improvements over a 3 year period. A programme of verge hardening is provisionally identified as part of the first year of the programme. A number of streets have been identified on bus routes for this type of treatment to improve traffic flow and the parking situation for residents.

### Footway Parking

Footway parking can happen for similar reasons to that of verge parking. It can also be purely inconsiderate behaviour.

This is a concern to the Council as this type of parking can quickly damage footways and can lead to safety issues for pedestrians. Visually impaired groups and individuals have also made strong representations on this issue.

Where a yellow line restriction exists the footway is also covered by the same restriction. Therefore, Civil Enforcement Officers will be able to issue parking tickets at these locations. However, where a yellow line does not exist the Council cannot enforce footway parking, unless a specific legal order has been introduced banning parking on that footway and signs are erected to notify people of the footway parking ban.

This is one area where there will continue to be slight duplication of roles between the Police and the Council, as the Police will retain powers to deal with obstruction offences.

In April 2008 the Department for Transport introduced a new contravention in recognition of this problem. Council's who are operating CPE can consider introducing a Traffic Regulation Order and the appropriate signs to ban parking on footways.

Whilst we have had strong representations to introduce this on a Borough wide basis from visually impaired people, the practicalities of introducing this contravention on this basis are not practical.

Careful consideration needs to be given as to where these Traffic Regulation Orders are introduced as the introduction of such an order may not be the best solution and could create further parking and traffic problems in the street or simply displace the problem.

It is proposed that locations will be considered on an individual basis once the powers are transferred to the Council.

### Dropped Crossings

A number of respondents raised issues in relation to parking on dropped crossings. In April 2008 the Department for Transport introduced a new contravention in recognition of this problem. Council's who are operating CPE can issue a parking ticket to any vehicle parked across a dropped crossing.

There has been some consultation in relation to how motorists are expected to be warned of this but the latest position to be placed before Parliament in the coming months is that this contravention does not need any signing or road marking. The presence of the dropped crossing is warning enough.

We have received strong representations from disabled groups regarding the importance of these crossings and the need to keep them clear. This is particularly of concern to visually impaired pedestrians who may set-off from an un-obstructed crossing but then encounter vehicles parked on the other side of the road obstructing their path, leaving them in a vulnerable position.

The responses from the consultation are steering the development of the enforcement policy which may be based on the following principles. A contravention may be issued:-

- Where the dropped crossing is clearly for pedestrian crossing purposes.

- Where the vehicular access has been identified by a white bar marking across the length. The provision of the marking is either at the request of the property owner or deemed necessary by the Council.
- Where a resident has contacted the council and advised that their driveway is being obstructed. Where this is the case consideration should be given to providing a white bar marking.

Residents who request protection markings should be aware that they also may be liable to the issue of a contravention notice.

A carefully considered policy is needed as in some streets with capacity issues parking on the highway in front of the drive crossing can improve the capacity of the street.

### **Parking Charges**

Concern was raised by a number of respondents in relation to the level of parking charges.

Parking charges are seen as an important mechanism for controlling the demand for parking spaces. However, a balance needs to be struck. If charges are too high, then car parking spaces will be underused. Conversely, if charges are too low, then demand will increase such that vacant car parking spaces will be more difficult to find and congestion will increase. Low charges could also result in increased car use at the expense of more sustainable means of travel. The Council continually monitors the parking charges and usage levels of car parks.

### **Size of parking bays in car parks**

We are in the process of undertaking surveys of all signs and lines in both car parks and on-street parking areas. The issues that are identified, like the size of parking bays will be considered on an individual basis. Our overall aim is to improve parking facilities and the Parking Strategy recognises that some of the existing car parking spaces do not meet modern standards and includes an action to consider a programme of re-marking spaces to ensure a consistent standard and aisle width, even though this may result in a reduction in the overall number of spaces available.

## Conclusions

A comprehensive consultation has taken place between February and May 2009 in relation to Civil Parking Enforcement which suggests the majority of respondents are in favour of improvements to parking enforcement and the council adopting the powers.

All of the issues raised will be considered in finalising the Parking Strategy and Civil Enforcement Procedures. They will also be used to develop our enforcement plans to address issues that have been raised.

All statutory consultees and stakeholders are supportive of the principle and welcome the benefits that the scheme is expected to realise.

The introduction of Civil Parking Enforcement is the first stage of improving parking enforcement and continual development and review will be required to refine systems and procedures.

A communication strategy will be put in place before the commencement date and in the early period of the new enforcement regime to ensure motorists are aware of the changed system.

## **APPENDIX A**

### **Press Launch**



Tuesday February 24

## VIEWS NEEDED ON PARKING

RESIDENTS are being asked for their views on the Council's plan to take over parking enforcement from the police.

In a bid to cut congestion and the nuisance caused by inconsiderate motorists, the Council is applying to the Department of Transport to take over parking enforcement in the Borough. This would mean the Council will be able to issue fines (called penalty charge notices) to anyone parking illegally.

Civil Enforcement Officers, employed by the Council, would issue the penalty charge notices which would also be processed by the Council. The level of the notices is set nationally and any appeals would be considered in the light of agreed guidelines.

Before the powers can be transferred, the Council wants residents' views on these guidelines, called the Civil Parking Enforcement Procedures, and the way it plans to enforce parking on a day-to-day basis.

Views are also needed on Darlington's Parking Strategy, the long term plan for parking provision in Darlington over the next ten years.

Both documents can be read on-line at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or a copy can be viewed at the Town Hall.

The Council also wants to hear residents' general concerns about parking in Darlington, as well as any particular problem areas for parking in the Borough.

The closing date for comments is May 7. All comments will be considered before the final application is submitted.

A summary of comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website.

Residents can:

- Write with their comments to Freepost, RRBK-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, DL1 5QT.
- E-mail [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
- Call (01325) 388799
- Join in the debate via the on-line forum at [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)
- There will also be a Talking Together event on April 22 at the Dolphin Centre from 5pm to 7pm.

David Lyonette, Darlington Council's Cabinet Member for Transport, said: "The transfer of powers to the Council will enable us to fine those drivers who park illegally or dangerously.

"This should help ease congestion and make our roads and pavements safer for everyone.

"The changes will benefit everyone except those who disregard parking regulations. Those who park legally will only notice the benefits."

The Council hopes to introduce the new system in late 2009, depending on comments by the Secretary of State.

**For further information contact Darlington Borough Council Communications Unit (01325) 388025**

## **APPENDIX B**

### **March 2009 Town Crier Article**

TOWN

# CARRIER

MARCH 2009



*Parking enforcement changes – let's hear your views*

*Your new recycling calendar*

*News from NHS Darlington*



THE MONTHLY MAGAZINE FOR THE PEOPLE OF DARLINGTON BOROUGH





# Talking together about civil parking

**I**N a bid to cut congestion and the nuisance caused by inconsiderate motorists, Darlington Council is applying to take over the enforcement of parking restrictions from Durham Police.

If the Department of Transport gives the go ahead to the changes, the Council will be able to issue fines (called penalty charge notices) to anyone parking irresponsibly.

Before the powers can be transferred, the Council wants your views on the way it plans to enforce parking on a day-to-day basis. Your views are also needed on the long term plan for parking provision in Darlington over the next ten years.

David Lyonette, Darlington Council's Cabinet Member for Transport, answers questions about the changes.

## What is Civil Parking Enforcement (CPE)?

DL: Civil Parking Enforcement means the Council is responsible for enforcing parking regulations instead of Durham Police. If agreed, the Council will be able to issue penalty charge notices (fines) when someone breaks parking regulations. The only roads proposed to be excluded are the A1 (M) and the A66 which the police and Highway Agency will retain responsibility for. Nationally more than 200 local authorities have already taken over parking enforcement.

## Why do you want to do this?

DL: There will be a number of benefits for everyone who uses the roads and pavements in Darlington. These include:

- Reducing congestion and cutting pollution
- Cutting the amount of illegal, dangerous and inconsiderate parking
- Encouraging sensible and safe parking to benefit all road users, including pedestrians, cyclists and commuters
- Improving road safety
- Improving access to public transport
- Helping businesses with more efficient deliveries.

The changes will benefit everyone except those who disregard parking regulations.

## When are the changes coming in?

DL: Once the public consultation is over, an application for the transfer of powers will be sent to the Secretary of State for Transport. The Council hopes to introduce the new system in late 2009 but this depends on the Secretary of State. We will make sure residents, businesses and motorists know when a date has been decided. If you park your vehicle correctly you shouldn't notice any difference, other than the improvements we hope the system will bring.

## Who will be carrying out the enforcement?

DL: Civil Enforcement Officers employed by the Council will be carrying out the enforcement, and the penalty charge notices will also be processed by the Council. Any appeals against penalty charge notices will be considered in light of the guidelines we

are asking you to comment on.

The level of the penalty charge is set nationally. There will be two levels of penalty charge depending on the severity of the offence. The charge will be reduced by fifty per cent if paid within 14 days from the issue date. If the charge remains unpaid it will ultimately be registered as a debt and collection agents employed to recover the monies owed.

## How will the money from penalty charge notices be spent?

DL: Any revenue from penalty charge notices will be used to fund the Borough's parking service. Revenue from parking is also invested in highway projects to improve transport and road safety issues across the Borough.

## How can I be sure I park correctly?

DL: The majority of motorists are responsible and will simply enjoy the benefits of the proposed changes. You can ensure you park legally and safely by:

- Always checking the lines on the road and any signs
- Always parking within the bay markings.
- Making sure that none of your vehicle's wheels are resting on yellow lines.
- Following the rules in pay and display car parks and at parking meters.
- Not blocking dropped kerbs
- Not parking more than 50cm away from the kerb





## parking enforcement



David Lyonetta, Darlington Council's Cabinet Member for Highways and Transport.



Talking Together

general concerns about parking in Darlington, especially in relation to the situations described in the procedures document, or if you know of particular problem areas for parking in the Borough.

The closing date for comments is May 7. All comments will be considered before the final application is submitted. A summary of comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website.

#### How can I have my say?

- By post at: Freepost, RB8K-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, DL1 5QT
- By e-mail to: [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
- By phone on (01325) 388799
- On-line – you can join in the debate on our on-line forum at [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)
- In person – there will be a Talking Together event at the Dolphin Centre on April 22 from 5pm till 7pm.

All comments must be received by May 7.

- Not parking on footpaths
- Not parking on pedestrian crossings, the white zigzag markings near to crossings or on 'School Keep Clear' markings.

**What do you want our views on?**  
DL: There are two different documents that we want residents' views on: Darlington's Civil Parking Enforcement Procedures and Darlington's Parking Strategy:

- The Civil Parking Enforcement Procedures – this is the day-to-day guidelines for how the new system will be run. The document reminds people how they should park and explains how fines will be issued. It also details specific situations when

normal regulations may not apply or drivers may think they are exempt from restrictions. These procedures will provide guidance to Civil Enforcement Officers and those processing fines.

- Darlington's Parking Strategy – this looks at plans for parking provision in Darlington over the next ten years. It lays out the rules on what parking should be provided in new developments and how the Council will manage parking in the future.

You can read both documents in full at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or see a copy at the Town Hall. We want to know if you have any



## **APPENDIX C**

### **Civil Parking Enforcement Leaflet**



# Talking Together about Civil Parking Enforcement

Have your say by Thursday May 7 2009

To have your say contact the Council by:

<b>Address:</b>	Freepost RRBK-JYEXEHXR Darlington Borough Council CPE Public Consultation Town Hall DL1 5QT
<b>E-mail:</b>	<a href="mailto:talkingcpe@darlington.gov.uk">talkingcpe@darlington.gov.uk</a>
<b>Website:</b>	<a href="http://www.darlington.gov.uk/parkingconsultation">www.darlington.gov.uk/parkingconsultation</a>
<b>Telephone:</b>	(01325) 388799
<b>On-line forum:</b>	<a href="http://www.darlington.gov.uk/talkingtogether">www.darlington.gov.uk/talkingtogether</a>



## Talking Together about Civil Parking Enforcement

The effective enforcement of parking regulations is an important part of the Council's plans to improve and manage congestion. We are aware from comments, letters and phone calls that many people are annoyed and frustrated by the thoughtless parking of some motorists.

To tackle these concerns the Council is planning to introduce Civil Parking Enforcement (CPE). This means transferring the powers for parking enforcement from Durham Police to the Council. The Council will be able to issue a fine (called a penalty charge notice) where a parking contravention occurs.

This leaflet answers some frequently asked questions about CPE.

The Council must make an application to the Secretary of State for Transport for powers to undertake CPE and as part of this process we are seeking your views on two documents:-

1. **Darlington Parking Strategy**, which is our long term plan for parking provision in the Borough
2. **Darlington Civil Parking Enforcement Procedures**, which explains how we will deal with the day-to-day management of parking enforcement.

You can read both of these documents at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or see a copy at the Town Hall.

**We need your views by Thursday May 7.**

**To have your say, contact the Council by:**

<b>Address:</b>	Freepost RRBK-JYEXEHR Darlington Borough Council CPE Public Consultation Town Hall DL1 5QT
<b>E-mail:</b>	<a href="mailto:talkingcpe@darlington.gov.uk">talkingcpe@darlington.gov.uk</a>
<b>Website:</b>	<a href="http://www.darlington.gov.uk/parkingconsultation">www.darlington.gov.uk/parkingconsultation</a>
<b>Telephone:</b>	(01325) 388799
<b>On-line forum:</b>	<a href="http://www.darlington.gov.uk/talkingtogether">www.darlington.gov.uk/talkingtogether</a>



## Your questions answered...

### What is Civil Parking Enforcement?

In an area where Civil Parking Enforcement has been introduced the Council is responsible for enforcing parking regulations instead of Durham Police. This means that the majority of parking contraventions, including parking on yellow lines, will no longer be considered a criminal offence.

The Council will be able to issue fines (called penalty charge notices) where a parking contravention occurs. The penalty charge notice will be enforced through the County Court if it remains unpaid.

Nationally more than 200 authorities have taken over parking enforcement.

### Why are we doing this?

One of the Council's main objectives is to manage congestion.

The enforcement of parking restrictions is important to improve traffic flow, but it will also help the Council deal with many issues that you have raised. From the letters and phone calls we receive we know how many people get annoyed and frustrated with the thoughtless parking of some motorists.

**With your support we want to:**

- Reduce the amount of illegal, dangerous and inconsiderate parking
- Encourage sensible and safe parking to benefit all highway users
- Cut congestion and reduce pollution
- Improve road safety
- Improve accessibility, especially to public transport
- Help businesses with more efficient deliveries by improving traffic flow and enforcing loading bay regulations.

The changes will benefit everyone except those who disregard parking regulations.

### Will this affect me?

**NO** - If you park your vehicle correctly, but you will see the benefits.

**YES** - If you do not comply with parking regulations.



## When is this happening?

An application is being prepared for submission to the Secretary of State for Transport. This will not be submitted until considerable preparation work and consultation has been undertaken.

When the Council has submitted the application and the Secretary of State has had chance to assess it, we will discuss an appropriate date for the powers to be transferred. The Council is working towards an introduction of late 2009, but this depends on the Secretary of State.

Once the Council has an agreed date, we will let all residents, businesses and motorists know about the charges.

## What is Darlington's Parking Strategy?

Darlington's Parking Strategy (Draft) details possible parking issues until 2021 and replaces the previous parking strategy published in 2002. It looks at the Council's long term plan for parking provision in the Borough, taking into account specific local objectives and circumstances.

## What are Darlington's Civil Parking Enforcement Procedures?

The Council has developed guidelines on how the Civil Parking Enforcement regulations will be enforced.

**These procedures aim to:**

- Remind people how to park carefully and considerately within the law
- Explain what a penalty charge notice is and what happens when one is issued
- Outline the standard parking offences and observation times
- Offer guidance on the enforcement of specific parking offences
- Offer guidance on the enforcement and processing of penalty charge notices
- Give definitions of some commonly used terms.

The document will be the basis for the day-to-day operation of parking enforcement in the Borough. Numerous scenarios and situations have been documented to demonstrate that the Council intends to enforce parking fairly, consistently and transparently. Every situation will be considered on its individual merits with the procedures there to provide guidance and assistance.



## How will the money from penalty charge notices be spent?

Any revenue from penalty charge notices will be used to fund the Council's parking services. Revenue from parking is also invested in highway projects to improve transport and road safety issues across the Borough.

## Who will be carrying out the enforcement?

The Council's Parking Enforcement team will be carrying out the enforcement and the penalty charge notices will be processed by the Council.

## How much will the penalty charge be?

The level of the penalty charge is set nationally. There are two levels of penalty charge depending on the severity of the parking contravention.

The two levels are:

- £70 for a higher level contravention
- £50 for a lower level contravention.

The types of contravention are explained in more detail in the Civil Parking Enforcement Procedures document.

The current parking charge is £60 in Darlington. This will mean under the new scheme some parking contraventions will be less than the current charge and some will be more. It depends on what regulation the motorist contravenes. The charge will be reduced by 50 per cent if paid within 14 days from the issue date. An increase of 50 per cent will apply when a person fails to pay the penalty, or does not make an official appeal against the penalty to the Council.

If an appeal is made and no agreement can be reached, an independent adjudication service (called a Traffic Penalty Tribunal) will deal with the issue. There will be no charge for this service.

If a charge remains unpaid it will ultimately be registered as a debt and collection agents will be employed to recover the money owed. The collection agents will add their charges, further increasing the amount owed.





## What happens now?

We want your views by **Thursday May 7 2009**.

Your views and comments will be used to help formulate our policies and strategies, influencing how we operate Civil Parking Enforcement.

We want to know what you think about the plans in general, as well as any specific concerns about parking in areas of the Borough.

**For example:**

- Do you have general concerns about parking?
- Do you know of a specific location where drivers park dangerously?
- Are you concerned about the abuse of parking bays for the disabled?
- Does parking around the school gate concern you?
- Does illegal parking in the town centre affect you?
- Does your business have problems with deliveries?

Get involved in the debate on our on-line forum by going to [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether).

A summary of the comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation)

## An inclusive approach

If you require this information in any other format please contact (01325) 388017.

اگر آپ کو یہ سہولت چاہئے تو کسی دوسری زبان میں درخواستیں مہربانی کیجیوں نمبر (01325) 388017 پر فون کر کے حوالہ نمبر دیا گیا۔

ਜੇ ਇਹ ਪਰਚਾ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਬਿਨਾਂ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸਾਨੂੰ ਨੰਬਰ (01325) 388017 ਤੇ ਫ਼ੋਨ ਕਰੋ ਅਤੇ ਰੈਫਰੈਂਸ (ਹਵਾਲਾ) ਨੰਬਰ ਦੱਸੋ।

यदि आप यह प्रकाशन अंग्रेज़ी के अलावा अन्य भाषा में चाहते हैं तो कृपया संदर्भ नम्बर (रेफरन्स नम्बर) बताकर निम्नलिखित (01325) 388017 पर संपर्क करें।

如果你需要其他語言的版本，請與以下電話聯絡並報出參考號碼：(01325) 388017

যদি আপনার ইংরেজী ছাড়া অন্য কোন ভাষায় এই প্রকাশনাটির সরকার থাকে, তাহলে নম্বরে ফোন করুন এবং সূত্র নম্বর উল্লেখ করুন। (01325) 388017

إذا رغبتكم الحصول على هذه النشرة بلغة أخرى غير اللغة الإنجليزية نرجو الاتصال بنا على رقم الهاتف التالي: (01325) 388017 مع ذكر رقم الإشارة.

Jeśli chciał(a)by Pan(i) otrzymać polską wersję językową tego dokumentu, proszę zadzwonić pod numer (01325) 388017 podać numer identyfikacyjny dokumentu.



## **APPENDIX D**

### **Letters to Other Authorities & Organisations**

## Letters to all neighbouring Local Authorities.

Letters to:-

Stockton on Tees Borough Council

Durham County Council

North Yorkshire County Council

Richmondshire District Council

Dear <salutation>

### **Civil Parking Enforcement**

I wrote to you back in 2006 regarding feasibility work on the potential for Darlington Borough Council to undertake decriminalised parking enforcement within the Borough. This project was placed on hold whilst DfT revised guidance and legislation and now we are restarting the project under the new guidance. I attach your previous response for information.

The Council is progressing an application for a transition to Civil Parking Enforcement and preparing an application based on the Department for Transport's "Operational Guidance to Local Authorities: Parking Policy and Enforcement" published in March 2008.

As you will no doubt be aware the guidance requires me to consult with neighbouring authorities to seek their views on the proposal.

### ***The operation of CPE will be in accordance with the guidance.***

- The application will be made on the basis that the Borough to be designated as: A Civil Enforcement Area (CEA) and a Special Enforcement Area (SEA)
- The Council will apply for all of the powers available under the TMA including the immobilisation and removal of vehicles and moving traffic offences. However, these will not be implemented from the onset and only considered if deemed necessary.
- Discussions are taking place with the Highways Agency to exclude the trunk roads that run through the Borough.

For the purposes of the application I need to demonstrate that I have consulted you and that you have no objections to the application. Should you wish to discuss any issues or concerns please do not hesitate to contact me on the above number.

I look forward to receiving a formal response to include within the application in due course. I am looking to make an application in May 2009 so a reply would be appreciated to hit this deadline.

Yours sincerely

**David Winstanley**  
**Assistant Director: Highways & Engineering**

***Enclosure***

# Letter to Durham Constabulary

Letter to:-  
Durham Constabulary Traffic Management Unit, Police Headquarters

Dear Michael

## **Civil Parking Enforcement**

I wrote to you back in 2006 regarding feasibility work on the potential for Darlington Borough Council to undertake decriminalised parking enforcement within the Borough. This project was placed on hold whilst DfT revised guidance and legislation and now we are restarting the project under the new guidance.

The Council are progressing an application for a transition to Civil Parking Enforcement and preparing an application based on the Department for Transport's "Operational Guidance to Local Authorities: Parking Policy and Enforcement" published in March 2008.

As you will no doubt be aware the guidance requires me to consult with yourself to seek your views and support for the proposal.

### ***The operation of CPE will be in accordance with the guidance.***

- The application will be made on the basis that the Borough to be designated as:  
A Civil Enforcement Area (CEA) and a Special Enforcement Area (SEA).
- The Council will apply for all of the powers available under the TMA including the immobilisation and removal of vehicles and moving traffic offences. However, these will not be implemented from the onset and only considered if deemed necessary.
- Discussions are taking place with the Highways Agency to exclude the trunk roads that run through the Borough.

For the purposes of the application I need to demonstrate that I have consulted you and that you have no objections to the application.

Should you wish to discuss any issues or concerns please do not hesitate to contact me on the above number. When we discussed the matter previously you were in support and I would welcome your continued support and cooperation on this project, which should ease pressure on resources for the Police.

In the next couple of weeks you will receive further information and this will be available on our website at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation)

I look forward to receiving a formal response to include within the application in due course. I am looking to make an application in May 2009 so a reply would be appreciated to hit this deadline.

Yours sincerely

**David Winstanley**  
**Assistant Director: Highways & Engineering**

## **Letter to Government Office for the North East**

Dear Andrew

### **Civil Parking Enforcement**

I am writing to you as a matter of courtesy to advise you of our intention to submit an application for a transition to Civil Parking Enforcement.

As part of application process there is a requirement to consult with a number of statutory consultees. Government Office North East is not a statutory consultee but I thought it appropriate that you be kept apprised.

At this stage the provisional date that it is anticipated the new powers will be adopted is November 2009 but this is dependant upon the Department for Transport.

I will continue to advise you on progress should you wish me to do so.

Yours sincerely

**David Winstanley**  
**Assistant Director: Highways & Engineering**

# Letter to the Highways Agency

Dear Steve

## Civil Parking Enforcement

I wrote to you back in 2006 regarding feasibility work on the potential for Darlington Borough Council to undertake decriminalised parking enforcement within the Borough. This project was placed on hold whilst DfT revised guidance and legislation and now we are restarting the project under the new guidance. I attach your previous response for information.

The Council are progressing an application for a transition to Civil Parking Enforcement (CPE) and preparing an application based on the Department for Transport's "Operational Guidance to Local Authorities: Parking Policy and Enforcement" published in March 2008.

Within this guidance there is a requirement to consult with you regarding the enforcement of the Trunk Roads that run through the Borough.

It is proposed that the Trunk Roads that run through Darlington be excluded.

I am aware that where other authorities have introduced CPE the trunk roads have been excluded for safety and operational reasons. In my opinion the nature of the roads lend themselves better to continued enforcement by the Police and possibly yourself where possible.

If you concur with my opinion it would be useful if you could provide me with the definitions of the road that you would be comfortable with to describe the exclusions within the application. I have inserted the text from the application that needs completing.

### "Excluded Roads

The Civil Enforcement Area (CEA) will not include the:

A1(M) - *Insert Road Descriptions – liaise with HA*

A66- *Insert Road Descriptions – liaise with HA*

These will remain the responsibility of the Highways Agency. These roads are high speed carriageways and better managed and enforced by the Highways Agency and their Traffic Officers."

For the purposes of the application I need to demonstrate that I have consulted you and that you have no objections.

Should you wish to discuss any issues further please do not hesitate to contact me on the above number.

I look forward to receiving a formal response to include within the application in due course. We are aiming to submit an application in May 2009 so your views would be appreciated to allow me to comply with this deadline.

Yours sincerely

**David Winstanley**  
**Assistant Director: Highways & Engineering**

## **Letter to Traffic Enforcement Centre**

Dear Sir or Madam

### **Civil Parking Enforcement**

I am writing in reference to a project that I am currently leading on.

The Council is currently progressing an application for a transition to Civil Parking Enforcement and preparing an application based on the Department for Transport's "Operational Guidance to Local Authorities: Parking Policy and Enforcement" published in March 2008.

As you will be aware the use of TEC is essential when certain stages of the ticket processing path is reached. We are therefore making contact to establish that we will be able to use the services provided by TEC, once we reach this stage. I understand we will need to follow your code of practice and have tested our systems thoroughly to ensure we met with your requirements.

I would be grateful if I could have your view on this and a copy of the code of practice, the costs associated with joining and using the service and any other requirements you may have.

We are working towards a start date of November 2009 but this is subject to the DfT.

For the purposes of the application I need to demonstrate that I have consulted you and that we will be able to access your service. Should you wish to discuss any issues further please do not hesitate to contact me on the above number.

I look forward to receiving a formal response to include within the application in due course. I am looking to submit the application in May 2009 and would appreciate a reply and the information as soon as practically possible to help us with our preparation works.

Yours sincerely

**David Winstanley**  
**Assistant Director: Highways & Engineering**



## **APPENDIX E**

### **Letters to Stakeholders**

# Letter to Ward Councillors

Dear «Salutation»

## **Talking Together: Civil Parking Enforcement**

I am writing to all Ward Councillors to advise you of a proposal to introduce Civil Parking Enforcement within the Borough.

A leaflet is attached that explains Civil Parking Enforcement and why the Council intends to make an application to the Secretary of State for Transport for these powers.

As part of this process we are seeking views on two DRAFT documents:

1. **Darlington Parking Strategy** which is the long term approach and policies that will guide parking provision.
2. **Darlington Civil Parking Enforcement Procedures** which explains how we will deal with day to day management of parking enforcement.

I trust after reading the leaflet and the documents which are available on the Web you will have a fuller understanding of Civil Parking Enforcement and our Parking Strategy. (The Website may not be live until Tuesday 24 February.)

Officers will be available in Committee Room 3 on 26 February from 3pm to 5pm for any Members to drop-in who want to discuss the project.

There will be a Talking Together Event in Central Hall at the Dolphin Centre on the 22 April 2009 from 5pm to 7pm for the public. An article will also be published in the March Town Crier advising the general public of our intentions.

If you wish to comment on any aspect please do not hesitate to contact us using any of the methods outlined in the Information Pack.

Yours sincerely,

**Dave Winstanley**  
**Assistant Director: Highways & Engineering**

**Enclosure -- See Leaflet at Appendix C**

# Letter to other Stakeholders

## Letter sent to:

LSP Members

Town Centre Board Members (List attached)

Darlington Transport Forum (List attached)

Parish Council and Parish Meeting Chairs (List attached)

Taxi Liaison Group (List attached)

Rachel Jones, Head of School Place Planning, Assets & Admissions, Children's Services

Dear

## Talking Together: Civil Parking Enforcement

I am writing to partners, stakeholders and groups that we work with on a regular basis to advise you of a proposal to introduce Civil Parking Enforcement within the Borough.

A leaflet is attached that explains Civil Parking Enforcement and why the Council intends to make an application to the Secretary of State for Transport for these powers.

As part of this process we are seeking views on two DRAFT documents:

3. **Darlington Parking Strategy** which is the long term approach and policies that will guide parking provision.
4. **Darlington Civil Parking Enforcement Procedures** which explains how we will deal with day to day management of parking enforcement.

I trust after reading the attached leaflet and the documents which are available on the Web you will have a fuller understanding of Civil Parking Enforcement and our Parking Strategy.

There will be a Talking Together Event in Central Hall at the Dolphin Centre on the 22 April 2009 from 5pm to 7pm for the public. An article will also be published in the March Town Crier inviting the general public to contribute with their views.

If you wish to comment on any aspect please do not hesitate to contact us using any of the methods outlined in the Information Pack.

Yours sincerely

**Dave Winstanley**  
**Assistant Director: Highways & Engineering**

**Enclosure -- See Leaflet at Appendix C**

## MAILING LISTS

### TOWN CENTRE BOARD – Letters Sent out 23 February 2009

<b>Organisation</b>
Police - Darlington Station
Chair of Local Strategic Partnership
Leggs Limited
Binns – House of Fraser
Cornmill Shopping Centre
Queen Street Shopping Centre
Marks and Spencers - Darlington
Tapas Bar
Darlington Indoor Market
Boots the Chemist
The Art Shop
Barclays Bank
Newsquest
Alpha Radio
Arriva North East

### DARLINGTON TRANSPORT FORUM – Letters Sent out 23 February 2009

<b>Organisation</b>
All Independent Members
Darlington Trade Unions Council
Police - Community Safety Sergeant
GOLD
Rail Future (RDS)
National Council of Women
Motorcycle Action Group
eVOLution
Guide Dogs for the Blind
Darlington & District Youth Community Association
ARRIVA North East
Rail Operator
Colin Moore
Betty Hoy
Transport Forum - Durham Tees Valley Airport
Alpha Radio
Police - Traffic Management Division - Police Headquarters
Darlington Independent Taxi Traders Association
Darlington Hackney/Private Taxi Drivers Association
Darlington Association on Disability - Access Interest Group
Darlington Association on Disability - 'Shopmobility'
Darlington & District Talking Newspaper
Darlington Independent Taxi Owners Association
The Rt Hon Alan Milburn MP
Darlington & District Licence Victuallers Association
Darlington Branch of Alzheimer's
Council for Voluntary Service
Darlington Cycling Campaign
Darlington & District Driving Instructors Association
Compass Royston - Bus Company

**PARISH COUNCIL\_MEETING CHAIRS** – Letters sent out 24 February 2009

<b>Parish</b>
Chair of Archdeacon Newton Parish Council
Chair of Bishopton Parish Council
Chair of Heighington Parish Council
Chair of High Coniscliffe Parish Council
Chair of Hurworth Parish Council
Chair of Low Coniscliffe & Merrybent Parish Council
Chair of Low Dinsdale Parish Council
Chair of Middleton St George Parish Council
Chair of Neasham Parish Council
Chair of Piercebridge Parish Council
Chair of Sadberge Parish Council
Chair of Whesoe Parish Council
Chair of Barmpton Parish Meeting
Chair of Brafferton Parish Meeting
Chair of Coatham Mundeville Parish Meeting
Chair of Denton Parish Meeting
Chair of East & West Newbiggin Parish Meeting
Chair of Great Burdon Parish Meeting
Chair of Great Stainton Parish Meeting
Chair of Houghton Le Side Parish Meeting
Chair of Killerby Parish Meeting
Chair of Little Stainton Parish Meeting
Chair of Morton Palms Parish Meeting
Chair of Sockburn Parish Meeting
Chair of Summerhouse Parish Meeting
Chair of Walworth Parish Meeting

**TAXI LIAISON GROUP** - Letters sent out 24 February 2009 to all Members

**GMB Union** - Letter sent to GMB Northern Region who represent Bullion Delivery companies who have been in contact with the Council regarding deliveries into the Town centre.

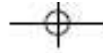


## **APPENDIX F**

### **Reinvigoration of Consultation**

## Article in April 2009 Town Crier

April 2009 20/3/09 08:09 Page 5



# Ceremony honours Land Army girls

**M**ORE than twenty former members of the Women's Land Army and Timber Corps were honoured at a ceremony at Darlington's Town Hall.

Darlington Council held the ceremony and lunch, hosted by the Mayor Ian Haszeldine, to present the women with badges in recognition of



*Darlington Mayor Ian Haszeldine welcomes the former members of the Women's Land Army to the Town Hall.*

their service to the country during the First and Second World Wars.

Hundreds of thousands of women joined the Women's Land Army and

Timber Corps during the two conflicts, working long hours and often using manual equipment because of a machinery shortage.

## Comment on parking enforcement plans

THERE is still time to have your say on how the Council should enforce parking restrictions under new arrangements being proposed.

In a bid to cut congestion and the nuisance caused by inconsiderate motorists, the Council is applying to the Department of Transport to take over the enforcement of parking regulations from Durham Police.

So called Civil Parking Enforcement would allow the Council to issue fines (called penalty charge notices) to anyone parking illegally.

Before the application can be submitted to the Department of Transport, the Council must ask residents for their views on two documents: The Civil Enforcement Parking Procedures (how the scheme will be run on a day-to-day basis) and Darlington's Parking Strategy (how parking provision will change over the next ten years).

Both documents can be viewed on-

## New parents' forum launched

A FORUM has been launched to help the parents and carers of disabled children. The forum provides information to disabled children and their carers about services in the area.

At the launch event, held at Darlington Arts Centre, Miriam Davison, Director of Public Health for Darlington and Chris McEwan, Darlington Council's Cabinet Member for Children's Services, signed the Every Disabled Child Matters Charter pledging their support for disabled children in the Borough.

The event marked the launch of the Aiming High for Disabled Children Initiative which is part of a government drive to improve opportunities for disabled children.

To join the forum call in to Darlington Association on Disability in the Market Place or e-mail [jacki@darlingtondisability.org](mailto:jacki@darlingtondisability.org)

line at: [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or can be seen at the Town Hall reception or Customer Contact Centre.

The Council also wants to know about particular areas of the Borough where parking is a problem or any specific concerns people have, such as shop deliveries or parking near school gates.

A Talking Together event is being held on April 22 at the Dolphin Centre from 5pm to 7pm for people to find out more and have their say.

Other ways to have your say:

- Write to Freepost, EREK-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, Darlington DL1 5QT.
  - E-mail: [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
  - Call (01325) 388799
  - Join in the debate via the on-line forum at [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)
- Comments should be received by May 7.

## ALL NATURAL PLAY AREA FOR PARK

AN unusual play area is set to be built in a Darlington park.

The play area in West Park will be the first of its kind in Darlington, combining landscaping, natural materials and traditional play equipment such as slides and swings.

The development is being funded by money from the Government's Play Builder Scheme and The Friends of West Park which has been campaigning with local residents for a play area in the park.

The Play Builder Scheme aims to create a safe environment for children to play, use their imaginations and learn about the natural world.

It is hoped the new play area, at the main entrance to the West Park nature reserve, close to Alderman Leach Primary School, will be open later this summer.

A consultation event has been held for people to look at plans for the site and have their say about the facilities they want to see in the park.

Andy Scott, Darlington Council's Cabinet Member for Health and Leisure, said: "This play area will be an exciting addition to West Park and the first of its kind in Darlington."





Town Hall, Darlington DL1 5QT Tel: (01325) 388012 Fax: (01325) 388019

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Wednesday April 15

### TALKING TOGETHER ABOUT PARKING

A TALKING Together event is being held to give residents the chance to air their views on the Council's plan to take over parking enforcement in the Borough.

The event on Wednesday April 22 in the Dolphin Centre will give people the chance to talk to Council officers about the plan and give their views on parking in and around the town.

The Council is applying to the Department of Transport to take over parking enforcement in the Borough in a bid to cut congestion and the nuisance caused by inconsiderate motorists.

If permission is granted for Civil Parking Enforcement (CPE) to be introduced in Darlington, the Council will be able to issue fines (called penalty charge notices) to anyone parking illegally.

As well as finding out people's views on the way the CPE is run, the Council wants views on on Darlington's Parking Strategy, the long term plan for parking provision in the Borough over the next ten years.

Both documents can be read on-line at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or a copy can be viewed at the Town Hall and Customer Contact Centre. They will also be available at the Talking Together event, which will run from 5pm to 7pm.

The closing date for comments is May 7. All comments will be considered before the final application is submitted.

A summary of comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website.

Residents can also:

- Write with their comments to Freepost, RRBK-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, DL1 5QT
- E-mail [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
- Call (01325) 388799
- Join in the debate via the on-line forum at [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)

David Lyonette, Darlington Council's Cabinet Member for Transport, said: "We have already heard the views of many residents but we want to hear from even more people.

"The transfer of powers to the Council will enable us to fine those drivers who park illegally or dangerously. The changes will benefit everyone except those who disregard parking regulations.

"I hope people will come along to the Talking Together event to hear more about our plans and give us their views on how parking can be improved in Darlington."

The Council hopes to introduce the new system in late 2009, depending on comments by the Secretary of State.

**For further information contact Darlington Borough Council Communications Unit  
(01325) 388025**

## Poster

# Talking Together:

## about Civil Parking Enforcement



Connecting  
with  
Communities

Are you worried about parking near the school gates?

Does where you live have a residents' parking scheme?

Have you ever had trouble finding a parking space in Darlington?

**You are invited to a Talking Together Event**

**When:** Wednesday April 22, from 5pm to 7pm

**Venue:** Central Hall, Dolphin Centre, Darlington.

Darlington Borough Council is considering applying to take over the enforcement of parking restrictions from Durham Police, in a bid to cut congestion and stop irresponsible drivers. This Talking Together event will allow you to give your views on the Council's plans for Civil Parking Enforcement and have a say on Darlington's Parking Strategy, which sets out proposals for parking in the town for the next ten years. You can read both documents and get more information on-line at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or view them at the reception of the Town Hall and Customer Contact Centre.

**The programme for the event:**

<b>5pm to 5.30pm:</b>	An opportunity to speak to officers and view information stands
<b>5.30pm to 5.35pm:</b>	Introduction
<b>5.35pm to 5.45pm:</b>	Presentation
<b>5.45pm to 6.45pm:</b>	Talk Time session to discuss Civil Parking Enforcement
<b>6.45pm to 7pm:</b>	An opportunity to speak to officers.

Free refreshments will be served.

If you cannot attend the Talking Together event, there are other ways to have your say:

- By post: Freepost, RRBK-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, DL1 5QT.
- By e-mail: [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
- By phone: (01325) 388799
- On-line forum: go to [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)

All comments must be received by May 7 2009. A summary of comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website.



[www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)

**Tel (01325) 388799**





# DARLINGTON NEWS RELEASE

## BOROUGH COUNCIL

Town Hall, Darlington DL1 5QT Tel: (01325) 388012 Fax: (01325) 388019

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Monday April 27

### LAST FEW DAYS TO GIVE VIEWS PARKING

THERE is still time for residents to have their say about the Council's plan to take over parking enforcement in the Borough.

The Council is applying to the Department of Transport to take over parking enforcement in the Borough in a bid to cut congestion and the nuisance caused by inconsiderate motorists.

If permission is granted for Civil Parking Enforcement (CPE) to be introduced in Darlington, the Council will be able to issue fines (called penalty charge notices) to anyone parking illegally.

As part of the application, the Council needs to get residents' views on the way CPE will be run as well as comments on Darlington's Parking Strategy - the long term plan for parking provision in the Borough over the next ten years.

Both documents can be read on-line at [www.darlington.gov.uk/parkingconsultation](http://www.darlington.gov.uk/parkingconsultation) or a copy can be viewed at the Town Hall and Customer Contact Centre.

The closing date for comments is May 7. All comments will be considered before the final application is submitted.

A summary of comments will be published in the August edition of the Town Crier and the finalised documents will be published on the Council's website.

Residents can also:

- Write with their comments to Freepost, RRBK-JYEXEHXR, Darlington Borough Council, CPE Public Consultation, Town Hall, DL1 5QT
- E-mail [talkingcpe@darlington.gov.uk](mailto:talkingcpe@darlington.gov.uk)
- Call (01325) 388799
- Join in the debate via the on-line forum at [www.darlington.gov.uk/talkingtogether](http://www.darlington.gov.uk/talkingtogether)

David Lyonette, Darlington Council's Cabinet Member for Transport, said: "There is still time for people to have their say about the introduction of CPE in Darlington.

"The transfer of powers to the Council will enable us to fine those drivers who park illegally or dangerously and will benefit all responsible road users.

"We want to hear about parking hotspots in the town as well as specific problems residents face whether driving, as a pedestrian or a bus passenger."

**For further information contact Darlington Borough Council Communications Unit  
(01325) 388025**



## **APPENDIX G**

### **Political & Stakeholder Response**



**COUNCILLOR P. FREITAG**

**CHAIRMAN**  
237 Parkside, Darlington DL1 5TG  
Cllr Peter Freitag F.N.A., F.I.C.B.A.  
Tel: 01325 468812  
237 Parkside E-Mail: freitags@hotmail.com  
Darlington  
DL1 5TG  
Tele: 01325 468812

Mr Dave Winstanley  
Highways & Engineering  
Units 8-11  
The Beehive  
Lingfield Point  
Darlington  
DL1 1YN



10<sup>th</sup> March 2009

Dear David,

Regarding my other letter to you today, I would point out that the 11 parking spaces allocated to taxis in Grange Road and Coniscliffe Road which we agreed they did not particularly wanted would be returned to parking to the general public or disabled. This has not yet been done which is a shame.

There is only a very occasional taxi parked, in particular Grange Road could be used for shops and the disabled sector which is always full. If this can be repainted or the paint obliterated it would be beneficial to everybody. Hoping you can oblige.

Best Regards

Yours Sincerely

A handwritten signature in black ink, appearing to read "Peter Freitag".

Cllr F.N.A.E.A., F.I.C.B.A.

Cllr Peter Freitag

CHAIRMAN

Cllr Peter Freitag F.N.A.E.A., F.I.C.B.A.  
237 Parkside  
Darlington  
DL1 5TG  
Tel: 01325 468812

13/03/09

Mr Dave Winstanley  
Highways & Engineering  
Units 8-11  
The Beehive  
Lingfield Point  
Darlington  
DL1 1YN



9<sup>th</sup> March 2009

Dear Mr Winstanley,

Talking Together: Civil Parking Enforcement

Thank you for your letter and attachment to me and others.

I would like to put into a letter that whilst I am in agreement with all that you are aiming to do, in stopping illegal parking and congestion and so on. I am very conscious of the missing part of the new parking strategy which is in providing extra parking in general and disabled in particular, where there is a great dearth visible and non visible in Darlington.

I think that this is an urgent matter which should be included in the parking strategy because without it is a non comprehensive document.

Best Regards

Yours Sincerely

Cllr F.N.A.E.A., F.I.C.B.A.

Cllr Peter Freitag

cc Councillor David Lyonette  
Dave Winstanley

**CHIEF EXECUTIVE'S  
DEPARTMENT**

Units 8-11 The Beehive  
Lingfield Point  
Darlington DL1 1YN  
Tel: (01325) 388712 Fax: (01325) 388724  
DX 69280 Darlington 6  
Web site: <http://www.darlington.gov.uk>

Councillor P Freitag  
237 Parkside  
Darlington  
DL1 5TG

Date : 19 March 2009  
Your Reference : -  
Our Reference : JNS/cc/G3  
Please ask for : Jeremy Smith  
Direct Line : (01325) 388652  
Document Name : R:\Day\19Mar\_Co Freitag  
Email Address : [Jeremy.Smith@darlington.gov.uk](mailto:Jeremy.Smith@darlington.gov.uk)

Dear Councillor Freitag

**Re: Civil Parking Enforcement and Darlington Parking Strategy**

Your letter dated 9 March 2009 addressed to Dave Winstanley has been passed to me for a response to the points you have raised with regard to the levels of parking provision in general and the parking provision for blue badge holders in particular.

The proposed Parking Strategy does include an objective to 'ensure that the overall supply and location of long and short stay parking is sufficient to meet the needs of shoppers and town centre visitors and those drivers who need to commute to work by car'. To meet these needs there are currently a total of 3,572 parking spaces provided within the town centre available to the public. Of these spaces 2,369 are short stay off street spaces and 828 are long stay off street spaces. In addition there are 375 short stay spaces on the highway.

Most of the town's off street car parks are fitted with electronic sensors which record vehicle movements into and out of the car parks. This monitoring provides the Council with data on levels of occupancy. From this data, it is evident that the overall maximum utilisation of all short stay town centre car parks is around 67%, which means that there are normally around 800 empty off street short stay spaces available. The figures for Saturdays show an overall maximum utilisation of around 89% which means around 250 empty spaces are available even at peak times on most Saturdays.

With regard to parking spaces specifically provided for Blue Badge holders, there are currently 90 parking spaces for registered disabled private car drivers in Darlington's car parks. In Council operated car parks, Blue Badge holders can also park in non-designated spaces for three hours without charge. The 'Pedestrian Heart' scheme has also incorporated 10 designated parking bays for Blue Badge holders in central locations.

Continued ...



Assistant Chief Executive (Regeneration) : Richard Alty



INVESTOR IN PEOPLE



- 2 -

The former bus station in Feethams is now being demolished, and following this work, the site will be laid out as a temporary car park to accommodate 250 cars. 16 of these spaces will be purpose designed spaces for Blue Holders which will be located close to the Feethams frontage, which should allow for relatively level access to a new footpath on the eastern side of Feethams.

With regard to the point you make about the prominence of the car parks, the Strategy does include a commitment to improve the information provided by the Variable Message Signs (VMS). These are the electronic signs placed on the main radial routes into the town centre. There is also a commitment to improve the signage information on the routes to the car parks. In addition, the Council does publish information in leaflet form and on its website providing details of the location of the town's car parks and specifically the location of spaces for Blue Badge holders.

The Strategy does acknowledge the need for the Council to continually assess the level of provision of car parking spaces to ensure that it meets the needs of shoppers, commuters and town centre visitors. This continuous assessment of the parking provision is also of crucial importance to assess the impact of the loss of some of the existing surface car parks which are earmarked for development. Where such redevelopment does take place, opportunities will be taken to increase the parking provision as required and any such provision will include Blue Badge parking to adopted standards.

Finally, I should point out that the Parking Strategy is not solely about increasing parking provision. The Strategy has to ensure that parking provision does not encourage commuter car travel to the town centre and that it relates to the ease of access to the town centre by public transport, cycling and walking.

I hope that from the above information you will see that the Parking Strategy does aim to provide a comprehensive approach to the issue of parking provision in general and to parking for Blue Badge holders in particular.

Yours sincerely

**Jeremy Smith**  
Transport Officer (Policy)

**EXTRACTS FROM TOWN CENTRE BOARD MINUTES**

12th March, 2008

**PRESENT -**

**Representing the Public Sector** - Councillor Williams (in the Chair); Councillors D. A. Lyonette and Mrs. H. Scott and Mr. R. Alty.

**Representing the Private Sector** – Mr. R. Blair, Mr. I. Hughes, Mrs. D. Jeffery, Mr. C. Moore, Mr. D. Parkinson, Ms. L. Ramsay and Mr. M. Reason.

**Officers in Attendance** – Ms. C. Kavanagh, Town Centre Manager and Mr. S. Houldsworth, Transport Policy Manager, within the Chief Executive’s Department; and Mr. D. Winstanley, Assistant Director: Highways and Engineering, Mrs. P. Ross, Licensing and Parking Manager and Mrs. C. Carter, Street Scene Area Team Leader, within the Community Services Department.

**Apologies** – Ms. A. Burns, Mr. J. Coxon, Mr. M. Ellis, Mr. A. MacConachie, Mr. A. Purll, Chief Inspector Unsworth and Ms. S. Young.

**38. CIVIL PARKING ENFORCEMENT** – The Assistant Director, Highways and Engineering, within the Community Services Department, addressed the Board on the proposal to transfer the powers for parking enforcement from Durham Police, to this Council. It was reported that the Council would need to make an application to the Secretary of State for Transport for powers to undertake Civil Parking Enforcement (CPE) and as part of this process the Council were seeking the views on two draft documents, namely the Darlington Parking Strategy and the Darlington Civil Parking Enforcement. In order to obtain the views on the documents, extensive consultation would be undertaken with members of the public, stakeholders, partners, etc., which would close on Thursday, 7th May, 2009.

Following the close of the consultation period, the Council would make a decision on whether an application would be submitted to the Secretary of State to transfer the powers for CPE to this Council.

The proposal was welcomed by those in attendance at the meeting. Particular references were made to the parking congestion around the Market, which it was hoped, would be addressed should the powers be transferred to the Council; issues around enforcement due to the fact that the yellow lines required to be repainted; provision of taxi ranks; and the possibility of taxi ranks, in certain parts of the town centre, being used by the disabled at certain times of the day.

In response to issues raised at the meeting, it was reported that consultation on CPE would be undertaken prior to its implementation; drivers who currently parked illegally, may be issued with warning notices in the first instance before being issued with a ticket; and that the yellow lines would be repainted.

A review of taxi ranks within the Town Centre was currently under review and once this review had been finalised, consultation would be undertaken with various partners. The Council would then amend the proposals as necessary, and go through the legal process, and tie it in with the CPE process.

**IT WAS AGREED –**

(a) That the comments be noted.

(b) That any comments on the transfer of Civil Parking Enforcement powers be submitted to the Council, by Thursday, 7th May, 2009.

**EXTRACT FROM DRAFT MINUTES OF DARLINGTON TRANSPORT FORUM**  
6th April, 2009

**PRESENT** – Councillor D.A Lyonette (in the Chair). Councillors Dunstone, Robson and Ruck.

**APOLOGIES** – Councillor Long, Pam Dore, Mr Frid and Jean Robson.

**Officers in Attendance** – John Anderson, Assistant Director: Regeneration, Planning and Transport, Ken Major, Traffic Manager and Dave Winstanley, Assistant Director: Highways and Engineering.

**Representing Outside Organisations**

**ARRIVA**

T. Batty

**Alzheimer’s Disease Society**

J.P. Rodwell

**Darlington Association on Disability**

G. Pybus

**Darlington Cycling Campaign**

T. Stahl

**Darlington Motorcycle Action Group**

S. Hill

**Durham Constabulary**

M. Straugheir

**Durham Tees Valley Airport**

G. Smith

**GOLD**

L. Holmes and C. Ord

**Heighington Parish Council**

M. French

**Tees Valley Joint Strategy Unit**

I. MacGregor

**Trade Union Council (TUC)**

C. Moore

**Whesoe Parish Council**

D. Whitfield

**Independent Members**

J. Carrick, K. Cheadle, and S. Winter.

**39. CIVIL PARKING ENFORCEMENT** – The Director of Community Services submitted a report (previously circulated) advising the Forum of the consultation process that is ongoing on Civil Parking Enforcement. Dave Winstanley, Assistant Director: Highways and Engineering introduced the report reminding members that at its last meeting the Forum they considered the Cabinet report on Civil Parking Enforcement (CPE), which introduced the principles of CPE and the Council’s intentions to undertake feasibility and preparation work on a formal application to the Secretary of State for Civil Parking Enforcement powers.

The formal consultation on this proposal opened late February and all of the Forum Members were sent a letter and leaflet explaining the principles and how to contribute to the process. The introduction of the new powers requires a refresh of strategy and procedures to take into account new responsibilities. The consultation is asking for views on two documents Civil Parking Enforcement Procedures and Darlington Parking Strategy. It was explained that the consultation closes on the 7 May 2009 and that members’ comments and feedback would be welcomed. There was a further opportunity to discuss this at a Talking Together Event at Dolphin Centre on the 22 April 2007 between 5pm and 7pm. The Cabinet will review progress and feasibility work, including consultation feedback, at their meeting in June 2009. The results of the consultation will be published in August 2009.

A number of issues were raised at the meeting, including the discretion of wardens in general; potential income for the Council; whether the enforcement would be strong from the outset or whether warning tickets/letter would be introduced first; potential difficulties of enforcement; whether they will be an increase in the number of wardens and whether there is publicity and awareness in place following the consultation and before implementation. The Chair also highlighted concerns he had received from three letters. The Assistant Director: Highways and Engineering and the Chair responded to questions thereon.

**IT WAS AGREED** – That the contents of the report be noted.



## **APPENDIX H**

### **Replies from Statutory Consultation**

## DURHAM CONSTABULARY

Operational Support Department  
Police Headquarters  
Aykley Heads  
Durham  
DH1 5TT

Web site: [www.durham.police.co.uk](http://www.durham.police.co.uk)  
E-mail: [michael.straughel@durham.pnn.police.uk](mailto:michael.straughel@durham.pnn.police.uk)

Tel No: 0845 6060365  
Fax No: 0191 3752150



*Aiming for*  
**EXCELLENCE**

Mr. D. Winstanley  
Assistant Director: Highways and Engineering  
COMMUNITY SERVICES  
Highways & Engineering  
Units 8 – 11 The Beehive  
Lingfield Point  
Darlington  
DL1 1YN

Your Ref:  
Our Ref: HQ/TRA/109/D/8 (163/09)

Date: 1 May, 2009

Dear Dave,

### Civil Parking Enforcement

I refer to your letter dated 13 February, 2009, in relation to Darlington Borough Council's intention to undertake decriminalised parking enforcement within the Borough which under current legislation relates to –

Civil Enforcement Area (CEA) and  
Special Enforcement Area (SEA).

In relation to the issue of the Borough Council taking on all of the powers available under The Traffic Management Act we note that it is your intention to introduce other than parking offences at a later date, if at all, and we therefore look to further discussion at the relevant time. We also look forward to receiving consultations on the imposition of waiting restrictions in the future and trust our close working relationship will continue in such matters.

In relation to the Highways Agency roads being excluded from your application we are in agreement with that approach and will continue to Police them as we currently do, but in relation to such areas as the roundabout junction of Neasham Road with the A66 may we recommend that there is a clear delineation point as to where Civil Enforcement ends and the A66 commences. Such action at the outset should prevent misunderstanding and the issue of PCNs which later have to be rescinded.

If I could turn to the Draft Consultation document there is reference to Traffic Wardens. We have not had Traffic Wardens for some time now so you may wish to consider the term Police Community Support Officers (PCSOs) and Police Officers in any future documentation.



In lending our support to your proposals relative to Civil Parking Enforcement I trust this letter addresses the issues to your satisfaction but should you require further discussion please do not hesitate to contact me.

Yours sincerely,



Mr. M. Straugheir  
Traffic Management Officer  
Strategic Road Policing  
Operational Support Department



Contact: Dave Lewin  
Direct Tel: 0191 383 4125  
Fax: 0191 383 4096  
e-mail: Dave.Lewin@durham.gov.uk  
Your ref: MT/01/01/001/0001/DL  
Our ref:



Making a difference where you live

Mr D Winstanley  
Community Services  
Darlington Borough Council  
Highways and Engineering  
Units 8 -11 The Beehive  
Lingfield Point  
Darlington DL1 1YN



23 March 2008

Dear Dave

**Civil Parking Enforcement**

Thank you for your consultation letter dated 18 February 2009 regarding your application for CPE powers.

I can confirm that Durham County Council fully support your application.

As you may be aware we introduced Civil Parking Enforcement in Durham City District on 3 November 2008. Should you wish to discuss any elements of our application or operation please feel free to contact me on 0191 3834125.

Yours sincerely

Dave Lewin  
Strategic Traffic Studies

ENVIRONMENT  
Durham County Council, County Hall, Durham DH1 5UQ  
Main Telephone (0191) 383 3000 Minicom (0191) 383 3802 Text 07786 026956

Website: [www.durham.gov.uk](http://www.durham.gov.uk)  
John Richardson - Corporate Director  
Environment







**Stockton-on-Tees**  
BOROUGH COUNCIL

DEVELOPMENT & NEIGHBOURHOOD SERVICES

Technical Services

[www.stockton.gov.uk](http://www.stockton.gov.uk)

Parking Office, Gloucester House, 72 Church Road  
Stockton-on-Tees TS18 1TW

Tel: (01642) 528499 • Fax: (01642) 528204

My Ref:

Your Ref:

Please ask for: Car Parking Team

Tel: (01642) 528499

Email: [carparking@stockton.gov.uk](mailto:carparking@stockton.gov.uk)

24<sup>th</sup> February 2009



Dear David

**Civil Parking Enforcement**

Thank you for your letter of 18<sup>th</sup> February 2009.

I have no objection to your council's proposal to apply for civil parking enforcement. Beyond that I state that such a move will bring together the Tees Valley local authorities and the achievement of the proposal can only be for the good of all 5 authorities.

Yours faithfully

Nigel Gibb  
Car Parking Manager

Mr D Winstanley  
Darlington Borough Council  
Highways & Engineering  
Units 8-11 The Beehive  
Lingfield Point  
Darlington  
DL1 1YN





**North**  
**Yorkshire County Council**  
Business and Environmental Services

0000 4.

Your ref:

Our ref: BM/GF

Contact: Barrie Mason 23 FEB 2009



**Network Strategy**

Highways and Transportation  
County Hall, Northallerton  
North Yorkshire DL7 8AH  
Tel: 01609 532137  
Fax: 01609 779838  
E-mail: [barrie.mason@northyorks.gov.uk](mailto:barrie.mason@northyorks.gov.uk)  
[www.northyorks.gov.uk](http://www.northyorks.gov.uk)

19 February 2009

Dear *David*

**CIVIL PARKING ENFORCEMENT**

Thank you for your letter of 13 February 2009 in respect of your application to introduce Civil Parking Enforcement (CPE) in the Borough.

I wish to confirm that the Authority has no objection to your application. Richmondshire District Council is the adjoining District Council who has responsibility for off-street car parking but not on-street car parking. The District Council officer who deals with the off-street car parking is Martin Garside who can be contacted at [m.garside@richmondshire.gov.uk](mailto:m.garside@richmondshire.gov.uk).

We have introduced CPE in the Harrogate and Scarborough Districts and we are currently investigating the feasibility of introducing CPE across the whole County. If we can provide any guidance or assistance with your application please do not hesitate to contact me.

Yours sincerely

**BARRIE MASON**  
Head of Network Strategy

Mr D Winstanley  
Assistant Director : Highways & Engineering  
Units 8 – 11 The Beehive  
Lingfield Point  
DARLINGTON DL1 1YN



INVESTOR IN PEOPLE **keep north yorkshire moving**

M08GF024.BM/1

Richard Finton, Corporate Director - Business and Environmental Services Tel: 0845 6727374 Fax: (01609) 779838 E-mail: [richard.finton@northyorks.gov.uk](mailto:richard.finton@northyorks.gov.uk)



Dave

I refer to your letter of 17 February 2009 regarding the proposal to implement Civil Parking Enforcement in the area of Darlington Borough. I can confirm that I have no objections or concerns regarding the proposal.

I apologise for not responding sooner.

Regards  
Martin Garside

**Martin Garside**  
Assistant Director (Environment)  
Richmondshire District Council

t: 01748 827010  
f: 01748 822257  
e: [Martin.Garside@Richmondshire.gov.uk](mailto:Martin.Garside@Richmondshire.gov.uk)  
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Richmondshire District Council, Swale House, Frenchgate, Richmond, North Yorkshire, DL10 4JE.

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Community Services  
Darlington Borough Council  
Highways and Engineering  
Units 8-11 The Beehive  
Lingfield Point  
Darlington DL1 1YN

3S Lateral  
8 City Walk  
Leeds  
LS11 9AT

Our Ref: HA 36/3/636  
Your ref: DW/JH/T30

Direct Line: 0113 283 5471  
Fax: 0113 283 6523  
Mobile: 07786 275 501

1 May 2009

For The Attention Of Mr D Winstanley

Dear Sir

#### A66 TRUNK ROAD – CIVIL PARKING ENFORCEMENT

I refer to your e-mail correspondence dated 27 April 2009 regarding the above matter.

I can confirm that, as the A1(M) and A66(T) have been excluded from your application to decriminalise parking enforcement within the borough of Darlington, the Highways Agency has no objection to this proposal.

I trust that this is acceptable to you, but if you require any further information please contact me on the above direct line.

Yours faithfully

Steve Bishop  
TO NORTH MAC AREA 14  
Email: [steve.bishop@highways.gsi.gov.uk](mailto:steve.bishop@highways.gsi.gov.uk)





**Driver and Vehicle Licensing Agency**

Policy Case Work and Advice  
D16, Zone 1  
Longview Road  
Swansea  
SA6 7JL

Telephone 01792 783949  
Fax 01792 384515  
Minicom  
Email [viv.sterl@dvla.gsi.gov.uk](mailto:viv.sterl@dvla.gsi.gov.uk)  
Website [www.direct.gov.uk/motoring](http://www.direct.gov.uk/motoring)

Mr David Winstanley  
Darlington Borough Council  
Highways & Engineering  
Units 8-11 The Beehive  
Lingfield Point  
Darlington  
DL1 1YN  
[Dave.Winstanley@darlington.gov.uk](mailto:Dave.Winstanley@darlington.gov.uk)

Your Ref  
Our Ref VPG 6/4/03  
Date: 17 February 2009

Dear Mr Winstanley,

Thank you for your letter on behalf of Darlington Borough Council about your proposal to apply for decriminalised parking enforcement powers under the Traffic Management Act 2004.

I can confirm that, under Regulation 27 (1) (a) of the Road Vehicles (Registration and Licensing) Regulations 2002, the Agency may provide information to local authorities for decriminalised parking contravention. We have no objection to your proposals to apply for decriminalised parking enforcement powers under the provisions of the Traffic Management Act 2004 on behalf of the Council.

If you are interested in electronic access to vehicle keeper information, please contact Simon Coombs in the Agency's Vehicle Customer Services, e-VRE Section, Longview Road, Swansea SA6 7JL. His telephone number is 01792 78 8770 if you need to discuss the matter further.

I hope this information is helpful.

Yours sincerely,

Viv Sterl  
Policy Casework and Advice



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Department for  
**Transport**

## Reply via E-mail from Traffic Penalty Tribunal

TRAFFIC PENALTY TRIBUNAL

**Dave Winstanley**

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**From:** Louise Hutchinson [lhutchinson@patrol-uk.info]  
**Sent:** 29 December 2008 11:09  
**To:** Dave Winstanley  
**Subject:** FW: Civil Enforcement of Parking - Adjudication  
**Attachments:** TMA Joint Committee Final 25.4.08.doc; memo of participation.pdf; contribution letter.pdf; councillor nominations at 31st July 2008.doc; Web site link for external sites.doc; Appeal On Line info to councils (6).doc; appeal on line leaflet 2.pdf

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**From:** Louise Hutchinson  
**Sent:** 29 December 2008 11:07  
**To:** 'Dave.Winstanley@darlington.gov.uk'  
**Cc:** Andrew Barfoot; Sophia Kakabadse; Miles Wallace; Kelly Cornell; Stuart Wilson  
**Subject:** Civil Enforcement of Parking - Adjudication

Dear Mr Winstanley

Further to your letter of 25 November and recent conversation with my colleague Sophia Kakabadse, I would like to update you on arrangements for accessing adjudication. The National Parking Adjudication Service has changed its name to the Traffic Penalty Tribunal, details can be found at [www.trafficpenaltytribunal.gov.uk](http://www.trafficpenaltytribunal.gov.uk). The National Parking Adjudication Service Joint Committee has been replaced by the PATROL (Parking and Traffic Regulations Outside London) Adjudication Joint Committee.

I can confirm that Darlington Borough Council will join the Joint Committee on the date that your Traffic Management Order comes into force.

**PATROL ADJUDICATION JOINT COMMITTEE AGREEMENT** Manchester City Council will issue a Memorandum of Participation to the council for signature and return in time for it to be dated with your commencement date. I am taking this opportunity to enclose the agreement to which your council will be signing up to by way of a Memorandum of Participation, which is also attached. I am also enclosing a sample contribution letter which forms Schedule 2 to the Agreement.

**COUNCILLOR REPRESENTATION ON THE JOINT COMMITTEE** It will also be necessary for the council to nominate a Councillor to serve on the Joint Committee. Because of the size of the Joint Committee the representative need not be an Executive Member. I would be grateful if the name, address, email and phone number for the relevant councillors could be supplied. In the meantime, I enclose a briefing note which may assist in introducing the Joint Committee. Whilst the Joint Committee is comprised of Members, officers are also very welcome to attend.

**SERVICE CHARGE AND INVOICING ARRANGEMENTS** The service charge is reviewed by the Joint Committee on an annual basis and has been fixed for the year commencing 1st April 2008 as follows:

Annual Fee:	£0
PCN Fee	£0.60
Appeal Case Fee	£nil

Fees are paid by enforcing councils quarterly in advance based on an agreed number of PCNs they estimate will be issued and then revised regularly once the actual number is available, there is no joining fee.

Please could you provide an estimate of the number of PCNs that will be issued in

## Reply via E-mail from Traffic Enforcement Centre

Good Afternoon Dave,

Please note that I am happy to confirm that Darlington is able to access the services of the Traffic Enforcement Centre. I can also confirm that the pre-fix of DK has been allocated to you.

Kind regards.

Errol Khan  
TEC Correspondence Manager  
The Bulk Centre, Northampton

Helpdesk tel. no. 0845 704 5007  
Fax no. 0845 4085317





## **APPENDIX I**

### **Call Centre - E-mails, Visits & Phone Calls**



## Civil Parking Enforcement Consultation Report

E-mail, Visit, Phone Call	Agree with Proposals?	Comments	Response
<a href="#">Contact 1</a>	Yes	<p>The new proposed parking regulations cant happen soon enough in my opinion, I am sick of people parking literally anywhere !</p> <p>inconsiderate parking is spoiling the town and people who park on pavements therefore forcing pedestrians and disabled and especially mothers with prams to walk in the road are a disgrace</p> <p>One thing I think should be pointed out to disabled drivers before the proposed changes is that they are not entitled to park on double yellow lines on the kerb and block access to ramps , I think most of them do not seem to realise this and it could come as a big shock .</p>	<p>Every attempt will be made to publicise the new powers and offences closer to the commencement date. Guidance has been produced and published by the Council in the Civil Parking Enforcement Procedures document to help all motorists avoid receiving a parking ticket.</p>
<a href="#">Contact 2</a>	Did not answer	<p>Would very much like to see off street charged car parking converted to PAY ON EXIT, to significantly reduce non compliance penalties. All studies prove that this lengthens stay time for shoppers and removes the negativity created when late returners are penalised.</p>	<p>The Council has explored the possibilities of converting the existing Pay and Display car parks to Pay on Exit, but officers concluded that to carry this out retrospectively would be both difficult and expensive. To meet the criticism regarding late returners, the Council offers the third hour free and has also introduced Park &amp; Pay by Phone (in conjunction with Verrus UK). Users of this facility can receive text reminders before their payment expires and can 'top up' their payments without returning to their vehicle.</p> <p>Any new town centre car parks will be required to consider a Pay on Foot system where motorists pay for the parking period on conclusion of their business, before returning to their vehicles to exit the car park.</p>

	<p>The reasons put for not doing this are stifled by a lack of creativity, the obstacles are not insurmountable from an engineering point</p>	
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<p><b>Contact 3</b></p>	<p>GENEVA ROAD AREA Cars regularly double park to allow drivers to go to the post office. This results in serious congestion.</p> <p>Because of this congestion, when we arrive at home at tea time , we frequently have to wait for a considerable time to be able to access our driveway and often, because we in turn are blocking traffic behind us, have to move on, go round the block and try again.</p> <p>We have a dropped pavement to access our driveway and this is blocked many times in the course of a day. It is particularly bad at tea time and we have to go and ask the driver -who is in the post office-to move it and usually receive some form of abuse in the process.</p> <p>The post office have a planning application in for the installation of a cash machine. If this goes ahead then double parking and parking across our driveway will be an even bigger problem with drivers stopping to access the machine 'just for a minute'.</p> <p>On event days for the football stadium we have restricted parking outside. This is totally ignored by several people who park without a permit. It is also ignored by people waiting for more than the 5 minutes allowed to pick up people and on a Saturday evening at 5pm the congestion caused is a problem.</p>	<p>Two new contraventions were introduced in April 2008.</p> <p>One allows Council's who are operating CPE to issue a notice to vehicles parked across dropped kerbs.</p> <p>The Council plans to develop an enforcement policy that utilises this new code to address the issues mentioned. However, careful development is required to ensure it is applied where it is considered necessary.</p> <p>The other is a contravention called "double parking". This allows Council's who are operating CPE to issue a notice to vehicles that are parked more than 50cm away from a kerb. Once again, careful development is required to ensure it is applied where it is considered necessary.</p> <p>These new contraventions could be used to assist the problems you mention not only in Geneva Road but in other parts of the town where inconsiderate parking causes congestion and road safety concerns.</p> <p>Plans identifying where enforcement staff will be deployed are being developed and this consultation was aimed at helping develop these plans. Your concerns are noted. Hopefully, regular enforcement along roads like Geneva Road will improve this situation for residents and motorists.</p> <p>Specific enforcement will be in place for all match days and events at the stadium when the resident parking zone is operational.</p>
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<p><b>Contact 4</b></p>	<p>If, when, the Borough Council assume control over on-street and council car park regulations would it be possible for the appointed Civil Enforcement Officers to ensure that disabled car parking areas are only used by persons displaying the requisite documentation?</p> <p>Too often disabled parking spaces are taken up by persons not displaying the appropriate concessionary insignia. Were drivers to become aware of the significance of leaving such designated areas for disabled people then the mis-use of such places in private parking areas, such as supermarkets, may be reinforced.</p> <p>Does the north side of Duke Street warrant a single yellow line? No-one seems to have any regard for it so either the restriction needs to be applied or the line removed.</p> <p>Can the CEOs be asked to ensure that vehicles are not parked so as to extend beyond the straight edge of the kerbing at corners. Too often vehicles park with their bonnets protruding over the edge of the curved kerb stone thus enforcing drivers to make a wider turning "circle"; than necessary to get into the next road - sometimes obstructing oncoming traffic. This especially so for drivers of articulated vehicles.</p>	<p>Civil Enforcement Officers (CEOs) will be responsible for enforcing all disabled parking spaces in Council Car Parks and on the highway. The CEO's will also be able to enforce compliance with the conditions of the blue badge scheme.</p> <p>The single yellow line applies parking controls during the busiest times. These restrictions will be enforced frequently once the Council adopts powers.</p> <p>The Code states that vehicles should not park with 10m of a junction. If parking restrictions existed the Police would still be responsible for considering issuing a ticket for dangerous parking. However, our CEO's will be making regular patrols and if they notice specific locations where this is happening and causing problems the CEO will report this to Engineers to consider whether a restriction is required to improve the situation.</p>
<p><b>Contact 5</b></p>	<p>I am currently a resident of North Road and feel quite strongly about the parking issue</p> <p>Firstly there are always several cars on our front which are for sale by one of the residents who lives near me, these are never blatantly marked up as such so that no one reports them, but it is getting to be quite a strain for myself and my neighbours to get parked at any time of day ( I dont finish work until 10pm of an evening and still I cannot get parked anywhere near my house).</p> <p>To this end I think that North Road or certainly sections of it should be permit parking only to allow those of us who pay our road fund licence and council tax to actually park somewhere near our homes.</p>	<p>The Council already enforces the procedure covering cars for sale on the highway. However, there are certain circumstances that must be proved. The location will be forwarded to the relevant service in the Council for investigation.</p> <p>The Parking Strategy identifies that a review of resident parking schemes is required and this will include the extents of the schemes at the moment and whether any further expansion of the areas covered is required. Your concerns are noted and this document will be used when the review is commenced.</p>

<b>Contact 6</b>		council seeking views on parking my name is ##### of ##### Darlington where i have my second business , haveing telephoned and sent letters to your appropraite people telling you about haveing double yellow lines out side my business and nobody listening to me why you have done this it is effecting my customers calling to do business and have had customer getting tickets twice i dont no how the council think i can do business and do whant to no or even talk about this i am hoping you asking for peoples views something will get done now a reply would be gratefull	Separate correspondence has taken place with this business owner both when the restrictions were proposed and when they were introduced. Officers consider the restrictions are necessary and this has been communicated to the owner of the business who has also taken this matter to the Local Government Ombudsman who has referred the matter back to the Council to consider under our complaints procedure. A reply was sent to the complainant in September 2008 and a further reply following this consultation response in April 2009 explaining that the Council still consider the restrictions to be necessary.
<b>Contact 7</b>	No	Are we to assume that the appointment of Civil Enforcement Officers means even more council employees to be paid for by the long suffering rate payers. No doubt they will have final salary pensions. email received to customer services	Civil Parking Enforcement will be funded by motorists who use Council parking facilities or those people who fail to comply and pay a charge for failing to comply.  Any Council staff employed are able to join the Local Government Pension scheme if they wish to contribute.
<b>Contact 8</b>	Partially	Anomaly with wording - says always park within marked bays and making sure none of vehicle wheels are resting on yellow lines but resident says there aren't any yellow lines on car parks  Car in picture is parked more than 50cm away from kerb and wheels aren't resting on yellow lines. Resident says picture is misleading	Comments are noted and document will be reviewed.

<p>Contact 9</p>	<p>Yes</p>	<p>##### Road, Darlington, has a parking problem due mainly to one family who has 5 vehicles, 2 of which are big vans.</p> <p>The big vans park in front of other peoples windows stopping the people who live there from seeing out. The biggest van is that big you feel hemmed in and claustrophobic.</p> <p>They park in front of peoples driveways.</p> <p>They park across the public path stopping people going down or up the street due to the path being blocked.</p> <p>They park in the middle of the road, blocking the road.</p> <p>They have space outside there own house but park in front of other peoples.</p> <p>People with vehicles living in the street can not see properly to get there vehicles out because the other vehicles are blocking the visual view of the road. and nobody can see past them. It is an accident waiting to happen. Even visitors to the street have the same problem.</p> <p>It is not just there vehicles but there friends and family come in big vans also. The street is lined with all there vehicles. People have difficulty parking because of all there vehicles. Our Street is a narrow street and is not wide enough for all the vans as they are too big and wide. There is a big blue van parked in the street now half on the public path. Can you help?</p>	<p>Unfortunately there are a number of locations where vehicle ownership levels of particular households are such that this places strain on the amount of available parking space in a street. The Council cannot generally create extra space nor can it control how many vehicles a household own. Whilst many people believe there is some right to park on a highway and particularly outside ones home this is not actually the case and the Council cannot direct specific individuals where to park, unless they are contravening the law. If the parking was such that it is a safety concern then the Council would have to consider introducing yellow lines that apply to everyone. This usually means a reduction in available space, which can compound the problem further and create tension amongst neighbours. In residential streets of this nature the introduction of yellow lines is not normally something that we would consider to be an appropriate solution.</p> <p>Whilst we sympathise with the resident's concern regarding large vehicles parking in front of the property, provided the vehicle is parked legally and not a registered HGV the Council cannot take any action to prevent this.</p> <p>Two new contraventions were introduced in April 2008.</p> <p>One allows Council's who are operating CPE to issue a notice to vehicles parked across dropped kerbs.</p> <p>The Council plans to develop an enforcement policy that utilises this new code to address the issues mentioned. However, careful development is required to ensure it is applied where it is considered necessary. In your situation if enforcement was considered it would need to be applied consistently to all motorists who park across drive crossings, even the resident. We are looking at ways of identifying which driveways should be enforced by introducing a road marking to indicate enforcement is required at that particular location. This may assist in the future.</p> <p>The other contravention introduced in April 2008 allows Council's who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is</p>
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			<p>already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue, but once again careful consideration needs to be given to ensure this does not create further problems in the street. However, at the moment if footways are being obstructed the Police should be informed and asked to take enforcement action. This option will be available when the Council operate CPE.</p>
<b>Contact 10</b>		The Town Crier article didn't advise motorists not to park on cyclepath markings: will the council be penalising such behaviour?	The Council has a number of advisory cycle lanes marked on the highway. It is not a contravention to park on these. However, we do not encourage it. If the Council introduces any mandatory cycle lanes then it would be something that would be enforced.
<b>Contact 11</b>	Yes	A lot of dangerous/illegal parking takes place in Allan Street/Barton Street and Grey Street. This is mainly people who don't want to pay to park on college car park.	Your concerns will be built in the enforcement plans for Civil Enforcement Officers.
<b>Contact 12</b>	Partially	Would like a old ambulance port to be changed into a football area for youths as, people are parking on here and doing wheel spins.	This is Council owned land and a resolution has been made to offer the land for sale.
<b>Contact 13</b>	Yes	<p>Having read your article regarding civil parking enforcement in Darlington, I would think that it can only be a positive thing for the town.</p> <p>When I take my mother into town using her blue badge, we are often struggling to park close to the shops, particularly on the Beaumont Street end of the town. There are 4 designated disabled spaces on the street close to the rear entrance of Boyes, but very often there are cars parked illegally blocking these spaces, and I have often wondered where 'the law' is when you need them! I don't seem to have seen a traffic warden for a long time!</p>	<p>The enforcement of disabled bays and compliance with blue badges will be a priority for the enforcement team.</p> <p>Yes – when assessing any new development or alteration to an existing arrangement the provision and location of parking space for disabled people would be considered.</p> <p>The new temporary car park on the site of the former bus station in Feethams will have 16 disabled spaces located close to Feethams frontage, which should allow for relatively level access to a new footpath on the eastern side of Feethams.</p>

		<p>In note of the above, would you please consider any future parking arrangements to have adequate parking facilities for the disabled. Disabled people need to be as close to the shops (on both ends of the town) as possible - naturally. Yours faithfully #####</p>	
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<p><b>Contact 14</b></p>	<p>Yes</p>	<p>Manager of a care home whose residents suffer when there are large funerals at a nearby church. Also inconsiderate parking blocking their access and crossing points.</p>	<p>The Council is working with the Police to improve the management of large funerals as sympathetic consideration needs to be given to those attending the funeral whilst ensuring the parking does not cause the problems that you have highlighted.</p>
<p><b>Contact 15</b></p>	<p>Partially</p>	<p>I live in #####, it is a cul de sac ....nearly everyone has a car, some two ....room is at a premium, as one can only park at one side of the street to allow traffic to flow, and at the 'ends'. We do have a very large grassed area at the head of the street, and for many years residents have been campaigning to open this area up for parking, as it is a large enough area, and simple tarmacing would do, saving to cut the grass for the Council and so forth. It need not all be taken over for parking, half would suffice. This would save people now parking on grass verges, ruining the grass edges....as they have no where else left to park when all cars are 'in' at night.</p> <p>May I also suggest to put double yellow lines down opposite the Shell garage in Woodland road, as cars parking there now restrict access to the garage forecourt, cars coming from Cockerton area have to sometimes wait on the road to turn in, causing cars behind to stop, as they can't pass because of the cars already parked along the road side.</p>	<p>Highway Inspectors undertake inspections of all highways on a regular basis and if a verge is identified that requires treatment for safety reasons then a series of options may be considered depending on the circumstance:-</p> <p>(a) Repair - Where there are incidents of damage repairs will be undertaken to make areas safe.</p> <p>(b) Verge Protection - Where persistent problems occur protection of the verge may be considered by using either bird's mouth fencing or bollards.</p> <p>(c) Hardening - This is an alternative to protection depending on the situation. This allows parking but is the most costly solution to introduce.</p> <p>Vehicles parking on grass verges is a common problem throughout the Borough and we receive many requests for verge hardening. Unfortunately, we cannot undertake all requests immediately so the Council has an agreed method of prioritising requests. We are working through this list with the resources we have available. This list is reviewed on an annual basis and dependant upon resources available.</p> <p>This issue has been highlighted and is being investigated. However, the introduction of yellow lines requires considerable consultation and legal processes to be followed that can take a considerable time.</p>

<p><b>Contact 16</b></p>	<p>Yes</p>	<p>As a Blue Badge holder, I would be all in favour of the Council taking over the parking enforcement duties currently in the hands of the police- in fact I have never seen the police involved in a parking matter!</p> <p>Parking by taxis in the market square - on several occasions I have been either unable to park or unable to move my parked car because a taxi has doubled parked After asking around, a taxi driver normally has to go into the bookies to get the offending taxi-driver to move his vehicle! This frankly is just a flagrant breach of parking laws and of course the police are never there to enforce any action</p> <p>Additionally, why do the disabled parking spaces in the market square become places for taxis in the evening? Visiting the Dolphin Centre in the evening is made more difficult by this reversal Why oh why did the disabled parking spaces in Grange Road and Coniscliffe Road become a taxi rank? Taxis rarely use them and it means that there are very few disabled parking places at that end of the town</p>	<p>As part of the process there is an ongoing review of Hackney rank provision with a view to resolving the problem that you have highlighted.</p> <p>Your concerns are regularly monitored by Taxi licensing staff and any misbehaviour in relation to license conditions is dealt with.</p> <p>The new powers will allow the Council to enforce hackney rank parking contraventions.</p> <p>The disabled spaces in Tubwell Row and Horsemarket operate 24 hour and there is parking opportunity in the park and display area around the Covered Market and on street in East Row.</p> <p>Officers are amending the traffic regulation in Coniscliffe Road so that the area of the evening taxi rank will be available for use by disabled from 6am to 6pm. There is an ongoing review of Hackney Ranks in the town centre and if the rank is removed from Grange Road then this area will be considered for disabled parking.</p>
<p><b>Contact 17</b></p>	<p>No</p>	<ol style="list-style-type: none"> <li>1 the police are perfectly capable of enforcing double yellow line violations and are better qualified than wardens.</li> <li>2 it would add extra costs and beaurocracy to darlington's ratepayers.</li> <li>3 darlington is already blatantly anti-motorist...this would be just another nail in the coffin.</li> <li>4 It would increase congestion and pollution as nervous motorists drive round in circles looking to park in the little parking still available!</li> </ol>	<p>The Traffic Management Act 2004 places a duty on the Council to effectively manage the highway network. In April 2008 Part 6 of this Act was enacted that allows for highway authorities to introduce Civil Parking Enforcement. This is in recognition that the Police have higher priorities and Highway Authorities have a duty to effectively manage the highway network. The legislation provides highway authorities with the power to ensure they can enforce the restrictions they introduce and effectively fulfill their duty.</p> <p>The Police have not had a dedicated traffic warden service for a number of years and rely on Police officers or Police Community Support Officers (PCSO's). These officers still issue in the region of two to three thousand parking tickets per year, which takes up resource both to issue, process and potentially take people through the court system. This is a considerable resource that can be diverted to other priorities. Council Enforcement officers are already walking past most of these restrictions every day with no power to</p>

			<p>act. The transfer of power provides for better efficiency and consistency.</p> <p>Existing staff will receive training and additional staff will be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place. The Civil Enforcement Procedures document has been published as part of this consultation to ensure we operate a fair but firm enforcement operation that is open and transparent.</p> <p>We have had to produce a business case for CPE. The operation should be cost neutral and any revenue raised from CPE will be re-invested into the service. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.</p> <p>In the many towns and cities that have introduced CPE there has been significant improvements in traffic flow and congestion by removing obstructive parking and ensuring spaces are available for legitimate use. The aim is to provide real benefit to all traffic in Darlington.</p>
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<p>Contact 18</p>	<p>I would like to draw your attention to a parking/traffic problem in my area #####.</p> <p>Twice each day during Abbey school times a significant number of cars park in this and other surrounding streets for varying periods of time according to school activities, their purpose being to transport children to and from the school.</p> <p>The subject stretch #####. is quite narrow so that it is constricted when cars are parked on both sides, bumper to bumper, and right up to the limits of the dropped curbs for private driveways. A minor accident occurred (nobody was hurt) 5 March 09 at 3.45pm while my wife was trying to access our driveway with our car. At the times described, it is often extremely difficult to leave or return to our driveway, and would be daunting if not impossible of access for Emergency (eg Fire) vehicles.</p> <p>We have never understood the modern propensity for adults to transport their children to and from school, but given that this pastime will probably continue unabated – indeed in our 12 years at this address it seems to have become more prevalent – we would ask that you consider remedies that could result in less inconvenience to the local residents. Restricting parking at the offending times to one side of the subject road comes to mind, either by fixed notices, appropriate markings on the road surface, or police-type ‘No Parking’ cones placed and removed by the traffic wardens as they arrive and depart from their duties? It goes without saying that such remedies should not preclude occasional parking by residents or their visitors outside their properties.</p>	<p>School gate parking is a national problem and occurs to varying degrees at every school. However, this is one area that will be considered as part of the enforcement strategy. Increasing the visibility and potential for enforcement should improve driver behaviour on all parking regulations.</p> <p>However, there are over 40 schools in the Borough, some with multiple access points. I am sure you can recognise that it is not possible to have an enforcement presence every day. At best enforcement will be sporadic, but overall increased enforcement will improve the situation.</p> <p>The Police will retain responsibility for placing no waiting cones as this is seen as an emergency function. However, even if it was possible for the Council to place the cones, it would not be feasible for this type of solution due to the level of resources that would be required. We would much prefer to look at each school location over time and review the parking arrangements and consider further restrictions if necessary.</p> <p>Whilst enforcement is one way forward it is generally most effective when there is an enforcement presence. Behavioural change is potentially the long term way forward to this type of problem and Travel Plans are being progressed on all schools in the Borough. The travel plan will look to reduce the number of pupils travelling to school by car and change the children’s attitude towards how they travel to school. It is recognised that some parents will have to drive their children to school and safe parking places away from the school gate need to be promoted to disperse the parking from concentrating at certain locations that create problems.</p>
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		<p>The article in the Town Crier specifically alludes to Civil Parking Enforcement Procedures (Page 7); Civil Enforcement Officers could be required to ensure considerate and legal parking requirements by issuing personal warnings (firstly), followed by fixed penalty charges for non-compliance. Illegal parking already occurs on Abbey Rd. outside the school, and should be dealt with as it would if it occurred elsewhere in Town.</p> <p>On a more general note, traffic solutions should be aimed at reducing one person/car commuting and thus the outlying residential areas being used as free parking lots.</p> <p>Thank you for providing this opportunity to comment.</p>	<p>From the date CPE commences it will be enforced, what we would like to do is raise awareness prior to the commencement date. This will be by numerous methods and one consideration is to issue warning notices in the period prior to the commencement date.</p> <p>The Council has a strategy for managing congestion and within this is a range of measures looking to both encourage car share, other modes of transport, regulations to dissuade this all with the aim of improving and managing congestion. The Local Transport Plan documents our strategy in detail.</p>
<p><b>Contact 19</b></p>		<p>It's about time someone is going to be responsible for the parking situation and enforcing 'The Highway Code'. I've tried about 20 years to stop pavement parking forcing pedestrians on the roads. Why should the rate payers' be responsible for broken pavements by inconsiderate motorists.</p> <p>#####</p> <p>PS I am a motorist.</p>	<p>Code 62 was introduced in April 2008 and allows Council's who are operating CPE to consider introducing a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue. However, careful consideration needs to be given as to where these Traffic Regulation Orders are introduced as the introduction of such an order may not be the best solution and could create further parking and traffic problems in the street or simply displace the problem.</p>
<p><b>Contact 20</b></p>	<p>Partially</p>	<p>Currently parks car/s partially on pavement o/s house (has 3 cars and with road being busy parks like this to avoid congestion - is concerned this will become an offence should we take over enforcement.</p>	<p>The Police can issue tickets if they feel the footway is being obstructed and this will continue once CPE is introduced. However, if the Council were to consider banning footway parking in a particular street there would need to be consultation and a legal order would need to be introduced.</p>

<b>Contact 21</b>		<p>Are you looking at de-criminalising the yellow lines, as Middlesbrough/Stockton have done? This wasn't made clear.</p> <p>Will you be re-moving the power from the Police to issue tickets or help in partnership?</p>	<p>Yes - the term decriminalised parking has been replaced by Civil Parking Enforcement.</p> <p>The Council will take over most enforcement but a minority of offences will remain the responsibility of the Police.</p>
<b>Contact 22</b>	Yes	<p>Will "enforcers"; be restricted to the town centre or will they patrol other areas? I am thinking, in particular, around Mowden Hall. Staff from the Hall often double park, park on paving, or park in turning areas in cul de sacs making it difficult for residents, emergency services, rubbish collection etc.</p>	<p>The new enforcement will apply to the entire Borough except the A1(M) and A66(T) which will remain the responsibility of the Highways Agency.</p>
<b>Contact 23</b>	Partially	<p>Hi</p> <p>Comments regarding the above,</p> <p>Clear signage in car parks to avoid confusion over tariffs &amp; permitted hours.</p> <p>Ticket vending machines should give change.</p> <p>There should be more free short term parking of say 1 hour duration for quick visits into the town.</p> <p>More enforcement is needed on the use of disability permits, which seem to me to be commonly used to breach parking regulations by perfectly able bodied people.</p> <p>The Authority should not be so greedy, trying to cram as many cars as possible into a limited parking area.</p> <p>In particular I refer to the car park at Commercial St the bays are so narrow that recently on return to my car I found it almost impossible to get into my vehicle and completely impossible to drive it out of its parking bay, it was my good fortune that the owner of the car next to me returned at a similar time, otherwise I could have been stuck there all afternoon for the sake of an half hour visit into the town.</p> <p>Not such good fortune that my clothes were dirty from squeezing</p>	<p>A review is underway of all signs and lines and your comments will be taken into account.</p> <p>The Parking strategy recognises that advances in technology are taking place and when equipment is renewed the latest technology is considered. There is a balance to be made as machines that dispense change are considerably larger in size to accommodate storing and dispensing change and can generally only be accommodated in situations where they are in pay on exit situations.</p> <p>There are 2491 short stay 'off street' parking spaces and 375 short stay 'on street' spaces in the town centre all of which provide parking for one hour duration. The 'off street' spaces also provide for half hourly visits.</p> <p>The Enforcement of disabled parking spaces will be a priority for enforcement staff.</p> <p>The Parking Strategy recognises that some of the existing car parking spaces do not meet modern standards and includes an action to consider a programme of re-marking spaces to ensure a consistent standard and aisle width, even though this may result in a reduction in the overall number of spaces available.</p>

into my car.

There should also be clear guidance on the procedure (and someone to talk to) of appeal in cases where there is dispute over parking fines.

Two other comments that perhaps you could forward to the appropriate office for comment are,

Cycle routes are in place across the town, how about some thought into the provision of safe routes on the roads leading into the town to encourage more people to use bikes rather than cars.

Speed limits in town, what is the speed limit for traffic in the town centre? if as I suspect from my observations on a Saturday that it is 30mph then please consider a reduction, buses and pedestrian areas don't mix, construction sites with heavy plant usually operate speed limits between 5-10mph, it is my opinion that the traffic in the town centre is allowed to travel far to fast.

Comments if possible please

Regards

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Clear guidance on the appeals procedure will be published on all communications with the motorist. We have already published this for consultation in Section 3 of the Civil Parking Enforcement Procedures document.

Radial cycle routes into the town centre are currently being signed. These routes give average cycle times to particular destinations and direct cyclists onto off road routes and 20mph zones where these are available. A free cycle map showing the town's network of routes is available.

The Council is introducing a series of 20mph zones around the Borough and one is planned for the town centre. Speed surveys have been undertaken in the town centre and I hope you find it reassuring that averages are around 20mph. The 20mph speed limit is currently the lowest speed limit that can be placed on public highways.

<p>Contact 24</p>	<p>No</p>	<p>Dear Sir/Madam</p> <p>I have recently read in the Darlington town crier the councils plans to enforce a new car parking strategy and to issue parking fines to cars parks on the pavement. I would like my views and comments detailed below to be taken into account when ultimately this is decided.</p> <p>I live on Brinkburn Avenue which is one of the main bus routes into the town centre. This has been an issue for many years which has resulted in local resident discontent which I am sure the council is aware of.</p> <p>Traffic coming into Darlington and also local traffic use this road as a cut through onto Brinkburn Road from West Auckland Road. In light of the new car parking strategy if cars were to be parked fully on the road and not half on the pavement there would be a significant rise in the number of accidents to parked and moving vehicles and possibly pedestrians. I have had my car damaged on 3 separate occasions in front of my house by buses and a car and I am aware of several other instances among other residents. If parking enforcement fines are to be imposed why should local residents have to pay the price again for the council's continued failure to rectify this traffic problem. Obviously this will increase if all cars are parked fully on the road.</p> <p>Residents who have driveways have difficulty manoeuvring off the drive due to high volumes of traffic especially first thing on a morning and around 5 pm on an evening.</p> <p>The local bus company will also find that the car parking enforcements will hinder their bus timetables as buses will be late trying to negotiate oncoming traffic along Brinkburn Ave.</p> <p>A mini roundabout at the junction of Brinkburn Road and West Auckland would help along with access only or speed retardants on Brinkburn Ave or alternatively traffic lights on Brinkburn road and West Auckland Rd.</p>	<p>Code 62 was introduced in April 2008 and allows Council's who are operating CPE to consider introducing a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue. However, careful consideration needs to be given as to where these Traffic Regulation Orders are introduced as the introduction of such an order may not be the best solution and could create further parking and traffic problems in the street or simply displace the problem. If the Council were to consider banning footway parking in a particular street there would need to be consultation and a legal order would need to be introduced.</p> <p>The Traffic Management Act 2004 places a duty on the Council to effectively manage the highway network. In April 2008 Part 6 of this Act was enacted that allows for highway authorities to introduce Civil Parking Enforcement. This is in recognition that the Police have higher priorities and Highway Authorities have a duty to effectively manage the highway network. The legislation provides highway authorities with the power to ensure they can enforce the restrictions they introduce and effectively fulfill their duty.</p> <p>Under the same Act the Council has a duty to produce a Network Management Plan and this looks at the issues of traffic that you raise and ensures enforcement is coordinated along routes that require attention. The plan has identified the junction of Brinkburn Avenue and West Auckland Road as an issue and design work will be undertaken this year to look at an improvement.</p> <p>I would like to assure you that we are trying to address congestion and accelerate a programme of measures to improve traffic flow around Darlington. We are presently awaiting an announcement from the Department for Transport on a bid we submitted last year. The Tees Valley Bus Network scheme is a joint bid with the other Tees Valley authorities for a total of £60 million, with a substantial</p>
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		<p>If the council take the time now to look at the traffic problems you will see what a huge problem this is going to be for residents in the future.</p> <p>I hope the time is taken to look at various options to improve this situation or is this an exercise to raise revenue for the council which in light of the current economic climate in the area is totally misdirected.</p> <p>Yours faithfully #####</p>	<p>element identified to fund highway schemes in Darlington. The funding will be for a range of schemes from small improvements to large junction improvements over a 3 year period.</p> <p>The introduction of Civil Parking Enforcement has been part of the Council's Local Transport Plan for some time and feasibility work commenced long before the present economic down turn. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.</p>
<p>Contact 25</p>	<p>Yes</p>	<p>Sir I am a resident of ##### in Darlington and having looked at the proposals re parking enforcement wish to bring the following point to your attention. On page 26 item 62 there is referance made to a possible enforcement when a car is parked either on or straddling a grass verge. I appreciate that this is a problem, causing damage to verges etc, however I feel very strongly that ##### Road should be given consideration for the following reasons. The Road is unusually narrow in places, therefore if cars are parked on both sides of the road clearance is restricted. The Road is used as a shortcut by quite a lot of large vehicles, this causes blockages neccesitating residents having to move their cars to let Lorries through. Several of my nieghbours have had their cars damaged by passing vehicles. The only way that a car parked on the road is safe is if the owner uses the verge and the way I read your proposition is that this could be subject to a fine. We have in the past requested that some of the verges be hardened to relieve the situation but understand that the finance was not available. I would ask that your department give due consideration to these points and to the possible problems and solutions.</p>	<p>Code 62 was introduced in April 2008 and allows Council's who are operating CPE to consider introducing a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue. However, careful consideration needs to be given as to where these Traffic Regulation Orders are introduced as the introduction of such an order may not be the best solution and could create further parking and traffic problems in the street or simply displace the problem. If the Council were to consider banning footway parking in a particular street there would need to be consultation and a legal order would need to be introduced.</p>

<p><b>Contact 26</b></p>	<p>Yes</p>	<p>May I start off by saying that it is about time something is proposed about illegal parking in the town. As a driver and living off ##### I travel down Duke St and turn left or right into Larchfield St, at the moment its a minefield with illegally parked cars on single and double yellow lines, right down to the traffic lights at Woodlands Road junction. Also cars illegally park on the left-hand side going down Duke St towards Skinnergate from Larchfield St. I hope the council are successful in there application to the Secretary of State for Transport, for Enforcement.</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p>
<p><b>Contact 27</b></p>	<p>Yes</p>	<p>I have just received my copy of the Town Crier and seen the item on changes to parking enforcement in Darlington.</p> <p>Can I say I look forward to this as quickly as you can implement it.</p> <p>As a blue badge holder I am regularly annoyed at people parking in allocated spaces and seemingly getting away with it. Grange Road and the spaces outside of Wilkinsons are 2 places in particular that are 'hot spots'. Also can something be done about the taxi rank area outside of Jo Rigatonis? I am sure it's very busy after 5 p.m. until late but during the day it's hardly used and could become maybe short term such as half an hour for people to nip to the bank or the shops to collect something on Grange Road. Another area of annoyance is the taxi rank outside the market. There are about 3 disabled spaces outside the betting shop but often these are not accessible as taxis are lined up in front of this area. Often there are 10 or 11 taxis waiting outside of the market but there are not 10 or 11 rank spaces!!!</p> <p>I look forward to your early reply. Yours #####</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p> <p>As part of the process there is an ongoing review of Hackney rank provision with a view to resolving the problem that you have highlighted.</p> <p>Your concerns are regularly monitored by Taxi licensing staff and any misbehaviour in relation to license conditions is dealt with.</p> <p>The new powers will allow the Council to enforce hackney rank parking contraventions.</p>

<p>Contact 28</p>	<p>Partially</p>	<p>I should like to submit a few points to the Darlington parking consultation- as a motorist, pedestrian and bus passenger in Darlington.</p> <p>Most motorists do not seem aware of the Highway Code; any desire to cut down congestion and make walking in town less dangerous will need clear signs and line markings. Your proposals do not seem to cover all of paragraph 243 of the Highway Code (2007 edition):          “Do not stop or park-              opposite or within 10 metres of a junction              opposite a traffic island or (if this would cause an obstruction)              another parked vehicle on a bend.”          I suggest that you should mark the 10 metres 'No Parking'/'Keep Clear' area on junctions where this is a problem [examples: along Claxton Avenue- junctions with Conyers Avenue, Lazenby Crescent, and especially Barnes Road, where a car from Claxton Avenue and turning right cannot see traffic coming up Barnes Road when a vehicle parks between a 'Keep Clear' for the corner and a white 'access' line. West Auckland Road with Brinkburn Road- here cars parked on West Auckland Road cause congestion when vehicles attempt to turn right onto Brinkburn Road]          There are many examples in the Borough of cars parked on both sides of the street; this restricts the width of the road available to moving traffic, especially if a vehicle needs to park to gain access to a property. Example: Woodland Road - opposite to and on the eastern side of the Shell garage; this causes an obstruction as cars enter the filling station from the east (left turn) and the west (right turn).</p>	<p>We will only be able to enforce where restrictions are in place, but if officers see regular parking on certain corners or locations that cause concern they will be instructed to make a note and Engineers can consider introduction of restrictions if deemed necessary.</p> <p>Some of the locations mentioned are already under investigation and the others will be added to a list for investigation.</p> <p>Officers have been made aware of all day parking of coaches at certain locations around the Borough and are investigating this matter with the operators.</p> <p>We are presently undertaking a comprehensive review of signs and lines on the roads and any areas that require refreshing will be undertaken prior to the introduction of the new powers.</p>
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		<p>suggest that you mark dropped kerbs especially road crossing points, where there are problems, with lines- motorists seem to ignore them [example: Claxton Avenue, near junction with Lazenby Crescent].</p> <p>Cars are often to be seen parked at bus stops.</p> <p>Cars habitually parking at the end of cul-de-sacs make turning round in these very awkward.</p> <p>Your document refers to vehicles parked with wheels not touching the marked lines; sometimes a vehicle has such an overhang that even if its wheels are within a marked area, its rear can obstruct a narrow crossing point, so that a push chair or mobility vehicle for example cannot negotiate the dropped kerb; perhaps no part of the vehicle should impinge on the marked area?</p> <p>Coach parking. There seems to be a growing trend for coaches, often two or three together, apparently parked all day, perhaps waiting between school morning drop off and afternoon pick-ups; examples- Coniscliffe Road, road from Blands Corner to Hurworth.</p> <p>I suggest that your hopes for easing congestion and helping all road users, including pedestrians (especially the disabled) will not be fulfilled unless rigorously enforced; sufficient staff will be needed. At present, parking, sometimes for hours, on double yellow lines can be seen regularly within Darlington.</p> <p>Painted lines will need to be maintained- there are quite a few road markings in the Borough which are at present very faint- especially in wet weather.</p> <p>I wish you well in your efforts</p>	
<p><b>Contact 29</b></p>	<p>No</p>	<p>Concerned that work is being carried out by DBC and not subcontracted out.</p>	<p>Council Enforcement officers are already walking past most of these restrictions every day with no power to act. The transfer of power provides for better efficiency and consistency.</p> <p>Existing staff will receive training and additional staff will be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place.</p> <p>Whilst it is not the intention to outsource this work at the onset, there is no guarantee that this will not be considered in the future.</p>

			However, there are a number of examples that where this has happened it has been brought back in-house.
<p><b>Contact 30</b></p>		<p>My first and major concern is, is this just going to be a revenue scheme for DBC as we all know how short of cash they are?</p> <p>There have been many TV programs showing over zealous "little Hitlers" patrolling the streets keen and proud to ticket anyone with no leeway or discretion shown and then, how a £30 parking fine/ticket (call it what you will) turns into hundreds or thousands of pounds. People (granted) should park correctly but for whatever reason their bad parking some cannot pay in the 14 or 21 days, there should be an element of negotiation to pay these fines in instalments for those in financial difficulties, no one should have the bailiffs knocking this day and age for a parking ticket, this is akin to nazi Germany.</p> <p>I live in the village of Hurworth, we have terrible parking troubles especially around the local shop and Junior school which are next to each other and clearly "Zig zagged" and marked ";Keep clear" which many ignore, will we (and other out lying villages) see any "policing"of these "black spots"; if DBC do get the CPE passed or does that once again lead back to the town centre scenario only as a source of revenue for DBC?</p> <p>If it does go ahead I think some of the revenue raised should be spent on more public toilets for visitors to the town instead of closing them all. Many people have medical conditions that require a toilet while out driving, let the irresponsible ones help the less fortunate, along with the lowering of town centre parking fees as the bad Parker's should be subsidising this for the law abiding parker's.</p>	<p>The introduction of Civil Parking Enforcement has been part of the Council's Local Transport Plan for some time and feasibility work commenced long before the present economic down turn. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge. The document also asks motorists to deal with the Council promptly so that all circumstances are taken into account and the matter can be resolved swiftly. It is only in circumstances where a person fails to deal with a parking ticket that a bailiff maybe employed and this would be after repeated efforts by the Council to resolve the matter.</p> <p>If people are aggrieved with the issue of a parking ticket there is an appeal process that they can follow that can ultimately result in an independent adjudication service hearing the appeal. This would be in circumstances where the Council and the motorist fail to reach agreement through the appeal process.</p> <p>Parking Enforcement has been subject to adverse publicity in the past and this resulted in a comprehensive review of the system and revised guidance issued in April 2008 by the Department for Transport. This places the emphasis on operating an open and transparent system, which is why the Council have published their proposed procedures to ensure people understand how and contribute to developing the way we operate parking.</p> <p>At present all of the enforcement that the Council can undertake is within walking distance of the town centre. The new arrangements will mean enforcement will be required in the rural community such as Hurworth and other villages and transport is being procured to allow this to take place.</p>

		<p>Will a clear financial account of exactly how much revenue has been raised and exactly what it has been spent on be kept or will it just disappear under the guise of "highways" Without clear accounting this will not be acceptable to many.</p> <p>In summation, I personally think it should be left in the hands of the Police as I am of the opinion it will be thoroughly and totally abused at every turn by DBC purely to generate extra revenue.</p> <p>Yours ##### Hurworth</p>	<p>The business case for CPE suggests that the new powers will be cost neutral. However, any revenue generated will be re-invested in the service. This is a legislative requirement and additional revenue may only be used for specific purposes.</p> <p>There is a requirement to produce an annual financial report on the operation and a statistical report of enforcement. This must be used in an annual return to Government.</p> <p>I am sorry that despite the parking issues you raise you would prefer things to continue as they are.</p> <p>I trust that the explanation reassures you of the open and transparent manner in which the Council intends to operate and once the powers are adopted the Council will be able to demonstrate the benefits that are hoped to be realised by this project.</p>
<p>Contact 31</p>	<p>Partially</p>	<p>I am in favour of any procedure that makes the street of Darlington a safer place. However I am unconvinced that the council is capable of enforcing procedures that are currently flouted.</p> <p>In the past when he has complained to ourselves or Durham Constabulary it has always been Peter blaming Paul.</p> <p>The main problem seems to be the poor maintenance of Yellow lines around town, and lack of correct street furniture. Because of the poor quality of infrastructure there is always the strong possibility of legal challenges being successful.</p> <p>There is absolutely no question that Parking Charges in Darlington are crazily unrealistic. Frequently Town Centre car park in our twin town Amiens, cost about 40 pence per hour, the last time he was there - about two years ago.</p>	<p>One of the major benefits of introducing CPE is to ensure there is a focused attention on parking enforcement and not a split responsibility. Whilst there will be some powers that remain with the Police the majority will be the responsibility of the Council. The Council will continue to work with the Police and ensure areas of responsibility are clear and understood by both sides to ensure problems are dealt with in the most efficient manner.</p> <p>We are presently undertaking a comprehensive review of signs and lines on the roads and any areas that require refreshing will be undertaken prior to the introduction of the new powers.</p> <p>Parking charges are seen as an important mechanism for controlling the demand for parking spaces. However, a balance needs to be struck. If charges are too high, then car parking spaces will be underused. Conversely, if charges are too low, then demand will increase such that vacant car parking spaces will be more difficult to find and congestion will increase. Low charges could also result in increased car use at the expense of more sustainable means of travel.</p>

<p><b>Contact 32</b></p>		<p>I think the parking in Duke Street and it's side streets should be regulated, at the moment drivers are getting away scott free, parking outside the OVEN and businesses on that side of the street. The police could have a field day dishing out fines on a regular basis. Yours #####.</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p>
<p><b>Contact 33</b></p>	<p>Yes</p>	<p>Parking in the area he is living is terrible can never get parked.  Make all streets in Darlington residents stop people working in town parking in these streets. Will laso increase parking payments. Give them two hours only.  No consideration for disabled residents.</p>	<p>The Parking Strategy recognises the need to review the way Resident Parking Zones operate and this is included in the action plan.</p>
<p><b>Contact 34</b></p>	<p>Partially</p>	<p>In response to your request for feedback on parking. If the council does take over town center parking enforcement, hopefully it will fully utilize The existing traffic wardens and not feel the need to employ more. At present there can be as many as eight of these wardens at any one time sat by Steve's Cafe under the market for anything up to an hour at a time smoking and drinking coffee/ tea.As I understand it, it is illegal to smoke in an area which is enclosed on three sides and under cover, the area used as a "social club" by the wardens is such an area. Following one of these gatherings they disperse for about 3/4 hour only to gather again for yet another "break" and this pattern continues throughout the day.</p>	<p>Existing staff will receive training and some additional staff may be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place.  Your comments are noted and this will be investigated.</p>

In addition to the above something should be done about the Taxi Drivers parking illegally under the Market. I understand that there is parking space for 6 cabs but there are frequently as many as 15 Taxi's double parked, blocking disabled bays opposite and utilizing public parking spaces. Delivery wagons attempting to access the market are frequently unable to do so due to the amount of taxi's and are forced to double park, causing even more congestion. The loading bays which are supposedly for deliveries to the market are frequently inaccessible as private cars use these bays while their owners shop in the town center. When asked to move the Taxi's the Traffic Wardens response is that they have no jurisdiction over the Taxi's. DO THE TAXI DRIVER'S HAVE IMMUNITY FROM ANY RESTRICTIONS AS IT CERTAINLY SEEMS THAT THEY FEEL THAT THEY ARE A LAW UNTO THEMSELVES'!!.

Due to the inadequate positioning of the delivery bays for the market, wagons are forced to park on the level road at East Row. No thought seems to have been given at the time of the redevelopment of the town center to the topography of the area, as wagons which have to come up Priestgate and turn left down Tubwell Row are facing down hill.

As a result of the above drivers are forced to push heavy loads uphill against the incline in the back of the wagon which in the case of meat deliveries can mean pushing anything up to 1000 lb's in weight on a single hook. Wagons delivering to Millett's contain heavy containers, which again have to be pushed uphill. This is probably in contravention of health and safety legislation and should have been taken into account when the town center was re-designed.

As part of the process there is an ongoing review of Hackney rank provision with a view to resolving the problem that you have highlighted.

Your concerns are regularly monitored by Taxi licensing staff and any misbehaviour in relation to license conditions is dealt with.

The new powers will allow the Council to enforce hackney rank parking contraventions.

The design of the town centre was the subject of considerable public consultation, especially with businesses. Loading bays have been provided around the town at strategic locations and improved enforcement will improve their availability. However, it is not possible to provide loading facilities in the immediate vicinity of every property. We will work with businesses and delivery companies to provide assistance and advice but they are ultimately responsible for the health and safety in relation to making a delivery and should employ the appropriate equipment or staff to ensure the delivery takes place in a safe way.



<p>Contact 35</p>	<p>Partially</p>	<p>Further to yesterday's Transport Forum meeting, I would like to make a few brief comments on specific issues in the above document:</p> <ol style="list-style-type: none"> <li>1. The existing coach parking site at Chesnut Street is inadequate in terms of the facilities provided.</li> </ol> <p>Given the lack of facilities at Chesnut Street, it may be that consideration needs to be given to providing general coach parking at one or more locations that already have toilet, washroom and refreshment facilities. A dedicated town centre drop off and pick up point for tourist coaches, with provision for up to around 20 minutes waiting, may also be necessary given the current congestion at times in Feethams.</p> <p>Marked coach bays may also be necessary at the Civic Theatre and railway station (for use when rail replacement services are operating).</p> <ol style="list-style-type: none"> <li>2. The provision of verge hardening is supported and, indeed, the Tees Valley Bus Network Improvements Major Scheme bid is being used to fund this in some areas.</li> <li>3. In order to support the successful operation of many of the measures to be introduced through the Tees Valley Bus Network Improvements Major Scheme bid, and indeed the Local Transport Plan, the powers to remove vehicles and enforce moving traffic offences, such as the unauthorised use of bus lanes, using CCTV technology (as in Stockton) should be implemented as soon as possible.</li> </ol> <p>I trust that the above comments are both useful and self-explanatory but please do not hesitate to contact me if you require any further information.</p>	<p>The Parking Strategy recognises the need for coaches to bring people to the town centre and in particular the Dolphin Centre and Civic Theatre. Also that there is a need for coaches to park for a period of the day or evening. Currently this need is met by Chesnut Street Car Park which has been recently refurbished and has a segregated area for lorries and coaches. The Council will keep the need for coach parking under review and in particular will review the contribution made by the Chesnut Street Car park improvements.</p> <p>I would like to assure you that we are trying to address congestion and accelerate a programme of measures to improve traffic flow around Darlington. We are presently awaiting an announcement from the Department for Transport on a bid we submitted last year. The Tees Valley Bus Network scheme is a joint bid with the other Tees Valley authorities for a total of £60 million, with a substantial element identified to fund highway schemes in Darlington. The funding will be for a range of schemes from small improvements to large junction improvements over a 3 year period. A programme of verge hardening is identified within this bid to improve traffic flow along heavily parked bus routes. In addition when requests are received for verge hardening they are ranked on a points system agreed by the council and being on a bus route does increase the score within the assessment.</p> <p>The Enforcement of Moving Traffic Offences will be within the Councils application but introduction will not be at the commencement date of CPE. The need to introduce these additional powers will be subject to further feasibility work and consultation.</p>
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<p>Contact 36</p>	<p>Yes</p>	<p>To Whom It May Concern:</p> <p>Issues Regards To Parking Dangerously</p> <p>I live on Shearwater Avenue Darlington which is situated behind Heathfield School. I have lived in this cul de sac now for around 8 years and for that time I have been complaining to several different people including my local councillor and even the police due to the large number of vehicles parked ( i use this term parked in the best term as most of the vehicles are dumped in the way of driveways and even over or on drive ways causing obstructions at the time of school opening and closing). This situation has been getting worse over the years and is that bad on most days that a large family car struggles to drive down the cul de sac let alone a van or if an emergency vehicle, if it had to attend a property in these times. Also the situation has got worse over the past few years as the front of the school has been given double yellow lines or keep clear no parking, this causing all the parents to park in Shearwater Avenue and use the rear gate which is causing large problems for all the residents in this cul de sac.</p> <p>I was informed last year by my local councilor that this issue has been on the go for around 12 years and that the residents of Shearwater Avenue and close residents have been complaining but no action has been made to solve this problem as yet, but needs to be resolved quickly before someone, adult or child is seriously hurt or worse killed to the amount of vehicles and in the way they drive in to this cul de sac.</p> <p>I have #### children aged ##### who attend a school in Darlington and several times my children have been nearly hit by a vehicle in this cul de sac by the parents entering or leaving the cul de sac.</p> <p>I believe that 12 years is to long to resolve this issue and I am worried that it is going to take an accident to make someone see this and act correctly by closing this rear gate entrance to Heathfield school or making Shearwater Avenue residential parking only.</p> <p>I would be very grateful for any feed back regards this issue and can also produce evidence in regards photos of the problems on poor parking. Regards #####</p>	<p>School gate parking is a national problem and occurs to varying degrees at every school. However, this is one area that will be considered as part of the enforcement strategy. Increasing the visibility and potential for enforcement should improve driver behaviour on all parking regulations.</p> <p>However, there are over 40 schools in the Borough, some with multiple access points. I am sure you can recognise that it is not possible to have an enforcement presence every day. At best enforcement will be sporadic, but overall increased enforcement will improve the situation.</p> <p>Whilst enforcement is one way forward it is generally most effective when there is an enforcement presence. Behavioural change is potentially the long term way forward to this type of problem and Travel Plans are being progressed on all schools in the Borough.</p> <p>Heathfield School has produced a Travel Plan and is actively involved in working with the Council on initiatives to encourage parents and children to walk or cycle to school. These initiatives have been successful in reducing the number of cars arriving at the school to drop of pupils at the start and end of the school day.</p> <p>The travel plan will look to reduce the number of pupils travelling to school by car and change the children’s attitude towards how they travel to school. It is recognised that some parents will have to drive their children to school and safe parking places away from the school gate need to be promoted to disperse the parking from concentrating at certain locations that create problems.</p> <p>The new offence of parking across drive crossings could be something that could be considered around schools at specific locations to help regulate parking and allow residents to gain access to their properties. The implications of each specific location need to be considered and consultation undertaken before any scheme is introduced as the enforcement would apply to residents as well as parents.</p>
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<p><b>Contact 37</b></p>	<p>Partially</p>	<p>Sir.</p> <p>I would dearly like to attend the discussion forum on PARKING but am unable to do so on that date.</p> <p>Parking enforcement is long overdue in Darlington but it must be with due consideration o all the surrounding circumstances.</p> <p>Disabled parking is a serious issue that has been ignored far to long. The genuine disabled need every assistance and the appropriate provisions to be made. However the abuse of the system must be tackled both locally and nationally. Clear identification of the person to whom the BLUE BADGE is issued. ( Photo ). We have all seen the supposed disabled driver/passenger sprint away from the car</p> <p>Finally please ensure that the wardens present the right image, in appearence and knowledge of their duties. Not all live up to the perceived standard at this present time. Fortunately most do</p>	<p>The enforcement of disabled bays and compliance with blue badges will be a priority for the enforcement team.</p> <p>Existing staff will receive training and some additional staff may be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place.</p>
<p><b>Contact 38</b></p>	<p>Yes</p>	<p>Domire School is on her doorstep people park on double yellow lines, get abuse from adults. Police patrolling say they get the same thinks there should be fixed penalty notices.</p> <p>Botton of Thirlmere always two cars for sale cars change every week going to course accident as you can not see round the corner when coming in from Neasham Road.</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p> <p>The Council already enforces the procedure covering cars for sale on the highway. However, there are certain circumstances that must be proved. The location will be forwarded to the relevant service in the Council for investigation.</p>
<p><b>Contact 39</b></p>	<p>No</p>	<p>I am totally against parking charges on streets in Darlington and plan my shopping around them to avoid paying them, My particular problem is Duke Street you have numerous empty bays on the south side of the road, yet cars are parked all day on double yellow lines on the north side, are not fined because of a technicality.</p>	<p>On street parking charges do provide a useful facility for short stay visits (from 30mins to 2 hours). The charges and the limitation to 2 hours with no return ensures that these spaces have a good turnover thus helping the many small businesses where they are located.</p>

		<p>bit of yellow paint and signs would not go amiss. The other area is off Victoria road as you are going down it towards the station there is a small road outside a photographic studio with about 4 bays available and a meter, that can not pay its way</p>	<p>We are presently undertaking a comprehensive review of signs and lines on the roads and any areas that require refreshing will be undertaken prior to the introduction of the new powers.</p>
<p><b>Contact 40</b></p>	<p>Partially</p>	<p>Will this parking strategy mean that you will enforce parking on double yellow lines away from the town centre, e.g.. in the Harrowgate Hill area, in particular in front of the garage show rooms on Whessoe rd and the shop on the corner of Whessoe rd. and Longfield rd. At present both pedestrians and motorist's are put at risk by bad parking in this area</p>	<p>The new enforcement will apply to the entire Borough except the A1(M) and A66(T) which will remain the responsibility of the Highways Agency.</p>
<p><b>Contact 41</b></p>	<p>Partially</p>	<p>i will be 100% in favour of the local council taking over parking enforcement in darlington if some-one, somewhere is prepared to promise to make the traders in the town toe the line  example 1: xxxxxxxxxxxxxxxxxxxx seems incapable of realising that his fleet of vans are causing a dangerous obstruction when parked in a line up four riggs and that his metallic blue pick up parked right on the corner (on double yellow lines) is downright ignorant and dangerous.  if the guy needs to visit his premises each morning then surely he needs to park in a considerate and safe manner, not obstuct the safe use of the junction at the rear of bondgate is a car park..  surely if traders wish, they should be able to purchase a "season ticket" for the council pay and display car parks.</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p>

		<p>example 2: would be the garage at the rear of the  xxxxxxxxxxxxxxxx a line of vehicles on the double yellows outside  his premises and when approached about the obstruction his staff  claim "t's ok he asked for the yellow lines!"  these are just two examples of how traders in the town have been  flaunting the laws for years in the full and certain knowledge that  they will not be punished as it's easier to just tell them off/ if no-one  complains there isn't a problem the answer is not to change the  parking rules as was the case with the taxi rank on bondgate but  simply to enforce them in a fair and even manner otherwise  anarchy will rule as the easiest way to get your own way seems to  consistently break the rules until some-one in authority gives up  and changes the rules so that what you are doing becomes legal!  oops i forgot! various councillors are actually local traders aren't  they?  until then it will be a pointless issue</p>	
<p><b>Contact 42</b></p>		<p>Thank you for the invitation to comment on CPE.</p> <p>I hope that the Council does a better job than the Police at  enforcing parking regulations - for example at the rear of Royal Mail  (on route to the railway station and where the cycleway was  formally made complete with blue sign) where the footpath (also  double yellow lines) is invariably blocked by cars and vans (try  inspecting at 17:20). Also some of the roads leading up to the  station motorists think nothing of parking right on the corners  making it potentially less safe to cross. Also stopping/parking at bus  stops which seems to be endemic, for example outside the front of  the town hall!!</p> <p>Once parking restrictions are in place they should be strictly  enforced since evidence suggests that it is only if there is a good  prospect of being caught will motorists obey the law (criminal or  civil).</p>	<p>Your concerns will be built in the enforcement plans for Civil  Enforcement Officers.</p>
<p><b>Contact 43</b></p>	<p>No</p>	<p>We are concerned about the constant presence of cars and trade  vehicles parked on the circumference of what used to be the  market square. They are occasionally issued with a parking ticket  but not regularly so it does not act as a deterrent</p>	<p>Your concerns will be built in the enforcement plans for Civil  Enforcement Officers.</p>

		Signs re parking in this area are not clearly understood	
<b>Contact 44</b>	Yes	Mr and Mrs ##### thinks it is a great idea.  ##### would like to prevent people from parking on the corner of St Cuthberts Way, it is very inconciderate.	Your concerns will be built in the enforcement plans for Civil Enforcement Officers.
<b>Contact 45</b>	No	dear sir i wonder if cynical people would think ah ha take all of the council wardens off the anti social youth problems and make them parking wardens to bail out a bankrupt council ???	The introduction of Civil Parking Enforcement has been part of the Council's Local Transport Plan for some time and feasibility work commenced long before the present economic down turn. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.  The business case for CPE suggests that the new powers will be cost neutral. However, any revenue generated will be re-invested in the service. This is a legislative requirement and additional revenue may only be used for specific purposes.
<b>Contact 46</b>		Broadway: There are frequently cars speeding down the street either to beet the traffic down yarm road by going the back way or collecting/dropping off children at the school. this is quite an issue as this is a very family oriented street and also there are children around at school times. this could very easily lead to an accident and there should be sleeping policemen and clearer markings on the road to make people slower and more aware.	This issue is presently being reviewed by both the Police and Council.

Contact 47		<p>Further to your article in the town crier in respect of the above I would like to express my concerns about the parking in Elms Road around George Dents nursery.</p> <p>3 members of staff continually park on the single yellow lines which are restricted from 9am to 5pm opposite the yellow zig zags, this is then compounded by the parking of nursery parents either on the zig zags, residents bays or across driveways!</p> <p>If the new wardens will fine these careless motorists, it will save an accident that is waiting to happen.</p> <p>Many thanks for the opportunity to express my views on a matter that has concerned me for many years.</p> <p>#####</p>	Your concerns will be built in the enforcement plans for Civil Enforcement Officers.
Contact 48	No	There was a comment at a meeting with the parking attendants earlier this week to say that 'it is a money making scheme not a PR exercise'. Mr xxxxxxxx thinks a consultation is just a waste of time.	Officers are not aware of any such meeting. The business case for CPE suggests that the new powers will be cost neutral. However, any revenue generated will be re-invested in the service. This is a legislative requirement and additional revenue may only be used for specific purposes.
Contact 49	Partially	<p>1. The current responsibility for obstructive parking is with the police. I live in the Northgate area of town and have off street parking which I'm unable to use due to cars and vans parked in the back lane and blocking access. I have even had a skip laid across my yard gates. The area is part of a one way system introduced by the council and at times the only way for me to get out is to illegally drive the wrong way. The police are not interested in enforcing a clear thoroughfare, will the council wardens? Will they have the power?</p> <p>2. There is a small section on congestion charging. All this does is price the low income family off the road. Similarly paying by the mile would need monitoring and surveillance of individuals to an extent incompatible with life in a free society. If we wanted to live in 1970s East Germany we would have moved there.</p>	<p>The Police will retain powers to deal with obstruction offences. However, there may be other contraventions being committed that the Council can investigate to try and improve the situation.</p> <p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p> <p>The government is investigating many methods of managing congestion and studies are evolving with advances in technology. The Council will keep up to date with developments and will consider implementing any measures which will help to manage congestion issues.</p>

<p><b>Contact 50</b></p>	<p>Partially</p>	<p>States in The Highway Code that vehicles should not be parked withing 10 metres of a road jcn, are we going to be enforcing this - double yellow lines etc..</p> <p>Parking on pavements causing obstructions are we going to deal with this also (Details rang in by Cllr Haszeldine obo member of public)</p>	<p>We will only be able to enforce where restrictions are in place, but if officers see regular parking on certain corners or locations that cause concern they will be instructed to make a note and Engineers can consider introduction of restrictions if deemed necessary.</p> <p>A contravention introduced in April 2008 allows Council's who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue, but once again careful consideration needs to be given to ensure this does not create further problems in the street. However, at the moment if footways are being obstructed the Police should be informed and asked to take enforcement action. This option will be available when the Council operate CPE.</p>
<p><b>Contact 51</b></p>		<p>Would better parking in the area he lives in as he has had card bumped and wrote off.</p> <p>There is a green where people park but he is aware this is illegal.</p> <p>Dropped kerb was to much and he is disabled.</p>	<p>Whilst, the Council will try to improve parking facilities wherever possible and where resources allow. It is the responsibility of the owner of a vehicle to ensure a vehicle is parked safely and legally. The Council receives many requests for lay-bys or verge hardening each year. Unfortunately, the resources available must be prioritised with a number of schemes provided each year. The Council will provide residents with estimates for drive crossings but the resident must fund the works themselves if they are creating private parking within their property.</p>
<p><b>Contact 52</b></p>		<p>Can you please help the parents/helpers of children who attend George Dent Nursery School who have no alternative but to use private transport.</p> <p>Elms Road is a cul-de-sac which narrows towards the closed end where access to the Hospital must not be restricted. Most of the parking available is for residents only even though the majority of houses have drives capable of accommodating two vehicles.</p>	<p>School gate parking is a national problem and occurs to varying degrees at every school. However, this is one area that will be considered as part of the enforcement strategy. Increasing the visibility and potential for enforcement should improve driver behaviour on all parking regulations.</p> <p>However, there are over 40 schools in the Borough, some with</p>



The remainder, apart from one disabled space, is available for 2 hours to anyone. As the area is close to the town centre these are popular with shoppers.  
 Another hazard is that traffic wardens frequently patrol the area, not to offer friendly advice on where parking is available, but for easy pickings.  
 The only leaflet on display within the School is one produced by RoSPA thanking parents for not parking immediately outside the entrance. The School has excellent reports as far as education is concerned but it is a great pity that other aspects of the children's wellbeing have not been considered. Perhaps you can take some steps to rectify this.

multiple access points. I am sure you can recognise that it is not possible to have an enforcement presence every day. At best enforcement will be sporadic, but overall increased enforcement will improve the situation.

Whilst enforcement is one way forward it is generally most effective when there is an enforcement presence. Behavioural change is potentially the long term way forward to this type of problem and Travel Plans are being progressed on all schools in the Borough.

The travel plan will look to reduce the number of pupils travelling to school by car and change the children's attitude towards how they travel to school. It is recognised that some parents will have to drive their children to school and safe parking places away from the school gate need to be promoted to disperse the parking from concentrating at certain locations that create problems.

There is regular contact with all schools by the Road Safety team who offer advice and education to both the school and the children.

**Contact  
53**

With the impending overhaul of parking regulations, I'd like to make a suggestion to improve parking in my home area, DL1 3BL.

At peak traffic times, the children's day-care centre "xxxxxxx" causes parking congestion along the entire stretch of road from the Thompson Street junction traffic lights, up to the Co-Op shop at the junction with Lawson Street.

At other times, multi-car families and part time mechanics/auto traders are filling the available North Road kerb parking to the extent that residents find it difficult to park. - For example, last week I counted 6 cars parked on the main road, all of which belong to one household. - I was forced to park away from my house and carry heavy items a long distance.

The condition of the alleyways to the rear is very poor and I fear damage to my car when using them, and security concerns about leaving a vehicle parked to the rear of the property.

Your concerns will be built in the enforcement plans for Civil Enforcement Officers.

The Council already enforces the procedure covering cars for sale on the highway. However, there are certain circumstances that must be proved. The location will be forwarded to the relevant service in the Council for investigation.

Unfortunately there are a number of locations where vehicle ownership levels of particular households are such that this places strain on the amount of available parking space in a street. The Council cannot generally create extra space nor can it control how many vehicles a household own. Whilst many people believe there is some right to park on a highway and particularly outside ones home this is not actually the case and the Council cannot direct specific individuals where to park, unless they are contravening the law. If the parking was such that it is a safety concern then the Council would have to consider introducing yellow lines that apply to everyone. This usually means a reduction in available space, which

My suggestions below are what I perceive to be a decent and fair solution for all concerned.

Option 1  
 “Permit Holders” sections of parking along this stretch. - Allow 2 permits per household, or more on consideration/application. Outside the commercial properties (fishing tackle shop, dentist, daycare centre, etc.), create a “Short Stay” zone where folks can park freely for up to 20 minutes without double-parking dangerously at peak-traffic times.

Option 2  
 North Road at this point is very wide, with fast-moving traffic outside congestion periods... I propose narrowing the pavement slightly if necessary and creating diagonal parking spaces which would effectively double the available on-street parking. This would also allow parents the ability to get their children into the car without so much exposure to passing traffic, and make manoeuvring much easier without the perennial appearance of new parking scrapes on local cars after staying on the road for a day or more! - The diagonal spaces would very slightly narrow the main thoroughfare, acting as a traffic calming measure. - Larger/ungainly vehicles would still have the option of parking on the “evens” side of North Road, which is generally more freely available and accessible, due to driveway access.

Option 2 would also allow placement of decorative 'planters' at intervals and designated pedestrian crossing island as further traffic-calming...

I am available to answer any further questions you may have at my home address below, or on this email address.

All the very best,

can compound the problem further and create tension amongst neighbours.

Highway Inspectors undertake inspections of all highways on a regular basis the issues you raise have been referred to them for investigation.

With regard to your suggestions, the Parking Strategy does recommend a review of Residents’ Parking Schemes and how they operate. One element of the review will be to look at the extent of the existing schemes and whether any further schemes are necessary. The comments put forward as part of this consultation will be used to inform the review.

The introduction of diagonal parking would need to be considered extremely carefully as this can introduce risks of a similar nature to those that you raise concern about. This type of parking does not necessarily create capacity and whilst is relatively easy to access in one direction can produce conflicts when vehicles approach the bays from the opposite direction, almost being forced to undertake U-turns. This type of parking arrangement generally works best on one-way streets.

Thank you for your suggestions.

<p><b>Contact</b> 54</p>	<p>Yes</p>	<p>Entirely in favour of proposals as a lot of pavement parking and on junctions are not been policed at moment. Problem locations Hummerknot Avenue/St Hilds Close corner, large van parked on</p>	<p>We will only be able to enforce where restrictions are in place, but if officers see regular parking on certain corners or locations that cause concern they will be instructed to make a note and Engineers</p>
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corner breaking the law.

can consider introduction of restrictions if deemed necessary.

**Contact  
55**

I object to people parking on grass verges. I am told it is not illegal to do so, but the verges are our green spaces, and parking on the grass and under trees looks dreadful. In many cases it is probably possible for the owner to park on the drive to their home, but it is easier to park on the grass verge.

Perhaps a fee could be charged for that extra parking space and the money used to keep the verges in good repair

There is also the question of the damage caused by parking on pavements, and the obstruction caused to pedestrians. The area south of the crematorium entrance in Carmel Road North seems particularly prone to the pavement parking syndrome. I can understand why they do it, but it does make it difficult for those on foot, or with pushchairs/wheelchairs.

A contravention introduced in April 2008 allows Council's who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways and verges. If a yellow line is already in place on the road then this also applies to a footway or verge and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue, but once again careful consideration needs to be given to ensure this does not create further problems in the street. However, at the moment if footways are being obstructed the Police should be informed and asked to take enforcement action.

**Contact  
56**

live on Greenbank Road. I'm happy that the council is going to be active in enforcing parking violations

From my perspective the priorities should be:-

1) Schools. This is the biggie. Zero tolerance of anyone parking on the double yellows near a school. They are there to make it safe for young children to cross the road. We all know it is much more dangerous when parked cars obscure the view. Fine some sense into them. Corporation Road school is particularly troubled by this.

2) Most dangerous spots. Some are worse than others. The ones that i notice locally as a driver are

- corner of Greenbank Road and Dodds Street. People park on the double yellow outside the Greenbank Hotel. This means that anyone coming up Dodds Street and turning left is hit with a double whammy. Cant see the traffic, and forced to cross into the oncoming traffic when turning!

School gate parking is a national problem and occurs to varying degrees at every school. However, this is one area that will be considered as part of the enforcement strategy. Increasing the visibility and potential for enforcement should improve driver behaviour on all parking regulations.

However, there are over 40 schools in the Borough, some with multiple access points. I am sure you can recognise that it is not possible to have an enforcement presence every day. At best enforcement will be sporadic, but overall increased enforcement will improve the situation.

Your concerns on specific locations will be built in the enforcement plans for Civil Enforcement Officers.

- Gladstone Street. Pretty much all of the double yellows are ignored. Its a real problem because this street is also a “rat run”. The illegally parked cars block the traffic. And the van that delivers to the ##### parks on the double yellows, making it very difficult to turn left into Thornton street

thanks

**Contact  
57**

I am ##### of ##### Quaker Lane Darlington and I would comment on the above consultation as follows:

1. Although the period of consultation was said to commence on the 19th. April 2009 the first occasion on which I became aware of the consultation was on the 29th. May 2009 when reading “The Advertiser” for week ending May 2nd. 2009. I object to the way in which I have been consulted in that I have not had the 30 days required which is necessary if I am to be able to read all the various documents on the subject and on the Council's website which I have visited today the 29th. April 2009.

2. Whenever the State, at whatever level, “consults” it is generally regarded as a farce eg. the consultation on the closure of post offices and the local consultation on the roles of the Darlington and Bishop Auckland Hospitals in that no matter what the public say the proposals go ahead without alteration. In the case of the parking power consultation it appears, to say the least, that the Council and/or the Cabinet have already taken the decision to seek permission so that the consultation is ex post facto. The public are being asked for its views on “the Council plans to take over enforcement of illegal on street parking” (The Advertiser as above).

3. Local Government should in my view be concerned with the delivery of public services eg. maintenance of highways and the safeguarding of the community when, for example, considering planning applications. I object to the Council taking on duties relating to the enforcement of the criminal law and also its extended role in the surveillance of the public by CCTV cameras or otherwise.

No

The consultation started in late February 2009 as identified in this report and considerable publicity has been undertaken to seek views. I am sorry that you did not become aware of this until late in the process but there is not a statutory right to object to this consultation. We are seeking views that will be used to inform our strategy and procedures and these views will be presented to both the Council’s Cabinet and the Department for Transport in consideration of our application for the appropriate powers.

The Council does plan to take over the powers and this is clearly stated in all the consultation material. We are seeking views on the long term strategy for parking and how we operate the new parking enforcement system.

The Traffic Management Act 2004 places a duty on the Council to effectively manage the highway network. In April 2008 Part 6 of this Act was enacted that allows for highway authorities to introduce Civil Parking Enforcement. This is in recognition that the Police have higher priorities and Highway Authorities have a duty to effectively manage the highway network. The legislation provides highway authorities with the power to ensure they can enforce the restrictions they introduce and effectively fulfill their duty. Whilst your personal view maybe that the Council should not be enforcing parking, legislation from central government has placed a duty on local authorities to consider this requirement as a part of their network management duties.

Many local authorities have transferred powers from a criminal situation to a civil process. The Council has published procedures to be open and transparent on how we intend to operate. Where the Council and a motorist fail to be able to resolve a dispute the

<p>4. The enforcement of the law relating to the illegal parking of vehicles on street is properly one for the Police and the Traffic Wardens acting under its authority. Persons who have received “a ticket” are entitled to contest the same. A defence would include, for example, that the Council has not itself complied with the law and/or Regulations relating to the parking of vehicles eg. by not placing signs where there are double yellow lines. In those circumstances the Council would be both Prosecutor and Defendant in its own cause which could lead to injustice</p>	<p>motorist has the right to a hearing through an independent adjudication service. Hopefully, this allays your concerns in relation to the motorists having the ability to challenge contraventions.</p>
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<p><b>Contact 58</b></p> <p>Yes</p>	<p>I live in Thomas Court in Darlington and for the past six years I have had to put up with people parking right on the junction of Thomas Street/Neasham Road which completely blocks my view of oncoming traffic when I am pulling out of the top of my street. I have complained to both the council and the police on many occasions and been told that they will look into this which never gets done.</p> <p>A couple of months ago I nearly had a serious accident when trying to get out as my view both to the right and left hand side was completely obstructed by parked vehicles all over the junction. I misjudged the situation and went into the path of an oncoming vehicle which luckily managed to avoid me!</p> <p>There are various residents that park there etc but they are obstructing and disobeying the highway code. There are also many commuters that leave their vehicles there and go to the train station and so the vehicles are left for hours unattended.</p> <p>I share the views of many others that also find this an inconvenience and have brought this to the attention of local meetings but nothing ever gets done. I am a hardworking citizen who pays my council tax so why does my voice always fall on deaf ears?</p> <p>When I read about the councils plans to introduce the new parking schemes, I fully welcome these and wish that now it may be step in the right direction to introducing double yellow lines at the top of my street.</p>	<p>The Council has recently consulted on the introduction of a resident parking scheme in this area but the results were such that this is not being progressed as the majority of residents did not feel a scheme was needed. There was a need identified to introduce waiting restrictions at locations along Neasham Road and this is being progressed through separate consultation and the necessary legal processes.</p>
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I await your response and welcome any feedback from you.

<b>Contact 59</b>	Yes	For far to long a significant minority of road users, this includes some well known companies, have been causing obstruction and frustration to the rest of us. As the Police in Darlington are clearly unable or unwilling to address this problem then the sooner the Council get on with it the better.	Thank you for your comments they have been noted.
<b>Contact 60</b>	No	I think it is totally unacceptable that Darlington Borough Council will spend hundreds of thousands of pounds of our money so that they can control parking enforcement. There isn't a significant problem of parking congestion in the town and it would take years to recoup the cost of implementing the scheme through fines and penalties. It isn't the parking that causes congestion in Darlington it is the ridiculous road and junction layouts in the town centre. i.e try getting out of town after using either of the multi story car parks. The cobbled area near the old Ford garage should be removed and made into a left filter lane for Yarm Road etc. Use our money sensibly there is no way civil parking enforcement should be implemented, if the police don't actively enforce parking regulations its because there isn't a problem.	The research undertaken, levels of tickets issued by the Police and comments from the public suggest there is a problem with parking enforcement.  The introduction of CPE is one element of the Council's plans to manage congestion. The project is being funded through the Local Transport Plan funding from central government and also through income from parking tickets. There is considerable work being progressed to look at key junctions and this will contribute to the aim of the Council of managing traffic congestion.
<b>Contact 61</b>	Yes	Please note that these comments are from a person who is Registered Disabled and uses a Blue Badge.  I am so fed up of the abuse of Disabled parking spaces in Darlington and am totally in favour of this proposal if it finally sorts out this problem. I have the traffic office number on my mobile phone and have used this number quite a few times to report wrong parking. However quite often I have been told that the police cover that particularly area, and cannot get hold of the police apart from leaving a message on their phone which really is no good.  To have one group covering all of the parking will be so much better.	The enforcement of disabled bays and compliance with blue badges will be a priority for the enforcement team.  Thank you for the other point you have identified which are noted.

Areas of concern are Grange Road disabled spaces, people popping to the banks or parents waiting for children who are having music lessons at the music shops. Also the two sides of Wilkinsons where there are disabled spaces, opposite the library and outside of Fredericks, near the front of the Kings Head. I'm sure you will agree that I have had many problems with parking when you understand that I have had problems in all of these areas on more than one occasion.

I look forward to this new system being put in place.

**Contact  
62**

the first is the junction where smithfield road meets neasham road. I live in windermere court and am constantly frustrated at the unbelievable parking of some drivers. The surgery parking is now open again but it still hasn't stopped the cars from parking on smithfield road outside the surgery even on the double yellow lines. Combine this with the cars parked opposite outside the houses and you just can't see whats coming when turning into smithfield road from the football stadium way in. There are constant offenders a couple of waste paper large white vans that have a connection with the bungalow on the corner of smithfield road. When they park on the very faded and hard to see double yellow lines it really is a dangerous situation, especially as it is very busy around there with the school crossing. Sometimes it causes grid lock as the cars waiting to turn right out of smithfield road block the cars waiting to turn into smithfield road because of the white vans on the corner also blocking the road. The double yellow lines are in desperate need of repainting.

the second is outside my son's school in hurworth. the number of cars parking on the yellow zig zags and with 2 wheels on the paths is increasing on roundhill road outside hurworth primary school. the same few cars park on them, they arrive late and just pull up on the zig zags like their own private parking spaces. sometimes there can be up to 3 cars on the zig zags at any one time. it is a busy road and dangerous as the end of the school path is blocked by a brick wall on one side (the side where the cars park on the zig zags). if a child ran out from the bottom of the path it would be very difficult to see them with the cars being parked so near. my son has

Your concerns will be built in the enforcement plans for Civil Enforcement Officers.

been attending the school for nearly 3 years and i have never felt the need to park on these zig zags there is plenty of parking, they just don't want to walk that bit further!!

I hope these problems will be looked at seriously as it is only a matter of time before an accident will happen.

<b>Contact 63</b>	<p>I fully endorse Darlington council taking over the responsibility for parking enforcement.</p> <p>The current situation is certainly not satisfactory, the police currently seem to ignore traffic infringements in the town.</p> <p>Yes Duke street - Abby road - Trinity road - Cleveland Avenue and adjacent streets are a disgrace with dangerous and evidence of inconsiderate parking an every day occurrence.</p> <p>One would almost think Darlington had a amnesty for illegal parkers. I trust the enforcement plans are approved.</p>	<p>Your concerns will be built in the enforcement plans for Civil Enforcement Officers.</p>
<b>Contact 64</b>	<p>welcomes visitors passes for residential parking areas, agrees with the proposals</p>	<p>The issue of visitors' permits has been raised on a number of occasions and the Parking Strategy recognises the need for a review of the way the existing schemes operate. Your comments are noted and this document will be used as a source of information to inform the review.</p>
<b>Contact 65</b>	<p>Dear Sirs,</p> <p>In principle, I have no objections to DBC introducing CPE.</p> <p>Inconsiderate parking is not restricted to Town Centre car parks and formal parking bays. It is a 7 days a week, 24 hours a day problem.</p> <p>Please explain –</p> <p>1. What hours of the day and days of the week that DBC will</p>	<p>The new enforcement will apply to the entire Borough except the A1(M) and A66(T) which will remain the responsibility of the Highways Agency.</p> <p>There are a number of pieces of work ongoing at the moment to plan the enforcement activity.</p> <p>This consultation will inform us of where people consider enforcement is needed.</p> <p>We are undertaking a comprehensive review of the location of all</p>



<p>enforce parking restrictions and</p> <p>2. How the CPE resources will be allocated between Town Centre and out-of-town.</p> <p>Please inform clearly Darlington residents on what is unacceptable parking; especially related to parking on footpaths and grass verges. Please enforce robustly these parking regulations across Darlington Borough.</p> <p>I have concerns about inconsiderate parking in the following areas:</p> <ol style="list-style-type: none"> <li>1. The grass verges on Coniscliffe Road, Carmel Road North (and South to a lesser degree), Salutation Road and Edinburgh Drive.</li> <li>2. The green alongside Wycliffe Way (opposite Hummersknott Comprehensive) especially at school pick-up times.</li> </ol> <p>I am also concerned that Broken Scar car parks are used by HGVs &amp; light commercial vehicles and, on occasions, by camper vans and HGVs for overnight parking.</p>	<p>parking regulations, the days of the week they operate and the times of day.</p> <p>Whilst some parking regulations operate 24 hours a day, seven days a week a significant majority do not and this analysis will help us determine the levels of enforcement we need at certain times of the day and where they are needed. For example, Resident Parking and Pay and Display only operate Monday to Saturday from 8am to 6pm.</p> <p>The topic of footway and verge parking has been covered in this report and been raised by a number of people. The procedures will be reviewed to look at these issues and provide specific guidance.</p> <p>Your specific concerns in relation to inconsiderate parking have been noted and will be investigated and where possible built into the enforcement plans for Civil Enforcement Officers.</p>
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<p><b>Contact 66</b></p>	<p>object to the proposal to introduce CPE in Darlington</p> <p>I am a resident within Darlington Borough and commute to Darlington several times a week. I use my car and I have no alternative. I park in one of the long stay car parks in the town centre. I also travel to other towns in the area and find Darlington the most difficult to get in and out of.</p> <p>My comments on car parking in Darlington are as follows:</p> <p>I have not noticed that illegal parking is a big problem. However, if there are local issues and the police are responsible for enforcement I would expect them to take the appropriate action. If they are not performing their duty perhaps the council should make representations to them.</p> <p>Congestion in Darlington is caused by the woefully inadequate and</p>	<p>The research undertaken, levels of tickets issued by the Police and comments from the public suggest there is a problem with parking enforcement.</p> <p>There is considerable work being progressed to look at key junctions and this will contribute to the aim of the Council of managing traffic congestion.</p> <p>The Council is developing a network management plan that is key to addressing the concerns you raise and the Council's Traffic Manager is dedicated to ensuring this is developed and delivered.</p> <p>I would like to assure you that we are trying to address congestion and accelerate a programme of measures to improve traffic flow around Darlington. We are presently awaiting an announcement from the Department for Transport on a bid we submitted last year. The Tees Valley Bus Network scheme is a joint bid with the other</p>
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poorly laid out road system plus interminable road works, which never result in any significant improvements. The roads are getting more potholed with some little better than cart tracks.

Many of the measures in the proposal document “Darlington Parking Strategy 2008 - 2021” are aimed at preventing unnecessary private car use. This a policy which Darlington Council seems to have been pursuing for some time now, unsuccessfully looking at the amount of traffic on the roads, particularly at school times. I would, therefore say that you should pay some attention to improving the road system and providing sufficient car parking. Motorists pay thousands of pounds in tax every year so we are surely entitled to some consideration. For public transport to be a viable alternative for commuters it needs to be convenient, safe and reliable. Darlington doesn’t even have a bus station. Cycling is not a realistic alternative for the majority.

CPE is just another stick to beat the motorist with. I assume it will rely on fines to pay for itself. If it is successful and stops illegal parking it will be a cost to the council tax payers, then it will only be a matter of time before cameras are installed and the process is handed over to a private firm who will operate a zero tolerance policy and motorists will be presented with extortionate fines for dropping passengers off or stopping to ask for directions as has happened in other towns.

Tees Valley authorities for a total of £60 million, with a substantial element identified to fund highway schemes in Darlington. The funding will be for a range of schemes from small improvements to large junction improvements over a 3 year period.

We will continue to bid for additional funding to accelerate this programme.

An essential part of the congestion strategy is to ensure that public transport, particularly bus travel, is an increasingly attractive alternative travel mode, as well as encouraging cycling and walking and improving the infrastructure associated with it. Tackling congestion must be approached from a number of sources as unrestrained car use is not sustainable.

The business case for CPE suggests that the new powers will be cost neutral. However, any revenue generated will be re-invested in the service. This is a legislative requirement and additional revenue may only be used for specific purposes. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.

**Contact  
67**

Parking fees are a “distressed Purchase” ie. a purchase made not from choice but from obligation, but, if they are set too low, there is no disincentive to car travel; too high and drivers especially shoppers and tourists, will go elsewhere, they won't use public transport. Pay on exit is to be preferred, though we appreciate the expense of retrofitting.

Estimating the right parking time isn't always possible; people paying for much more than they eventually feel they need feel aggrieved, others may cut short shopping trips for fear of a parking fine, or even go out of town, so trade is lost.

Indicators of spaces left are not reliable (updated only every 15

Parking charges are seen as an important mechanism for controlling the demand for parking spaces. However, a balance needs to be struck. If charges are too high, then car parking spaces will be underused. Conversely, if charges are too low, then demand will increase such that vacant car parking spaces will be more difficult to find and congestion will increase. Low charges could also result in increased car use at the expense of more sustainable means of travel.

The Council has explored the possibilities of converting the existing Pay and Display car parks to Pay on Exit, but officers concluded that to carry this out retrospectively would be both difficult and expensive. To meet the criticism regarding late returners, the

mins, an attendant told us). Given the increasing width of cars, parking spaces need to be wider.

Attempts to boost the commercial success of the town centre while cutting car journeys are negated by the distance shopping now has to be carried from the main shopping area, and especially from the covered market, to bus stops.

Parking charges at the Memorial Hospital (where it is even more difficult than usual to estimate time needed) have led to increasingly extensive parking in Woodland Road, causing problems at busy times.

Dropped kerbs: where these have been installed with textured paving, to indicate safe crossing places, parking regulations should certainly be enforced. Where the dropped kerb gives access to a private drive, common sense should be applied. Many double gates are now too narrow to admit today's cars (even buying a newer version of the model which previously went through your gates won't guarantee the continued ability to park over their own driveways to allow visitors' cars (their own guests or those of neighbours), service vehicles etc..

In this area, the problem of kerbside parking is frequently aggravated by sports fixtures, when the Railway Athletic Club sold land for housing, to link planning permission to the use of some of the sale revenue to provide off-street parking for the club. Companies should be required to provide parking spaces for their own vehicles. Employees taking company vehicles home at night, especially large vans, add to parking problems in many residential streets.

Council offers the third hour free and has also introduced Park & Pay by Phone (in conjunction with Verrus UK). Users of this facility can receive text reminders before their payment expires and can 'top up' their payments without returning to their vehicle.

The public have been extremely positive about the Pedestrian Heart works and have expressed the view that the scheme has enhanced their shopping experience.. Improved enforcement of bus stops, parking spaces and loading bays should improve the ability of those vehicles legitimately stopping in the town centre to operate more safely and efficiently. The Council continues to work with bus operators to ensure the most effective, efficient and safe use of the bus stops.

We have introduced a resident parking scheme around the Memorial Hospital to regulate parking displacement. The Council does not control the charges in this car park but is in regular dialogue to mitigate problems. The Parking Strategy does recommend a review of Residents' Parking Zones and their operation. We are aware of a number of issues in relation to the operation of this particular scheme.

The policy we are looking to develop will be very much along the lines you suggest. However, some residents do want their driveways enforced. One way of identifying where enforcement should take place could be the introduction of a white line across the driveway. However, residents would need to understand that this may apply to them but this would need careful consideration and development.

All developments are assessed to determine their impact on the surrounding neighbourhood and highway network. Unfortunately, we cannot apply this assessment retrospectively. When an event is held the Council has a process in place to advise on safety issues and parking is one consideration where advice is given. Depending on the scale of the event depends on the mitigation that may need to be put in place.


The Council cannot control the parking of company vehicles on the highway provided they are parked legally.



## **APPENDIX J**

### **Letters received from Members of the Public**

## LETTERS RECEIVED FROM THE PUBLIC

 <span style="float: right;"><b>Civil Parking Enforcement Consultation Report</b></span>			
Letters	Agree with Proposals?	Summary of Comments	Response
<b>Letter 1</b>	Yes	<p>Need to repaint and enforce junction of Elmfield Terrace and Corporation Road. – Road Safety concern.</p> <p>Introduce Pay and Display in Elmfield Terrace and North Lodge Road to raise revenue from those commuters parking on street rather than using car parks.</p>	<p>As part of the project a comprehensive review of the lines and signs is being undertaken. Your concerns are noted and will be taken into account as part of this review and the location will be part of our enforcement plan.</p> <p>Thank you for the suggestion. We undertake regular reviews of parking controls including on street pay and display areas to determine where we feel control is needed. There are plans for a review of resident parking schemes in the future and this is one suggestion that could be considered for some of the ‘free’ space within resident parking areas.</p>
<b>Letter 2</b>	Not stated	<p>A disabled resident has expressed the following concerns:-</p> <p>Parking half on the footway in Langdale Road causes access problems for wheelchair users.</p> <p>Large Vans park in front of window blocking view.</p> <p>Neasham Road – All the dropped kerbs have cars parked across them blocking their use and making it difficult for wheelchair users.</p> <p>Not supportive of plans to divert traffic from Aysgarth Road through back lanes to Langdale Road.</p>	<p>A new contravention “Code 62” was introduced in April 2008 and allows Council’s who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue.</p> <p>Whilst we sympathise with the resident’s concern regarding large vehicles parking in front of the property provided the vehicle is parked legally and not a registered HGV the Council cannot take any action to prevent this.</p>

			<p>A new contravention was introduced in April 2008 and allows Council's who are operating CPE to issue a notice to vehicles parked across dropped kerbs. The Council plans to develop an enforcement policy that utilises this new code to address the issue mentioned. However, careful development is required to ensure it is applied where it is considered necessary for pedestrian safety and convenience.</p> <p>The 20mph zone mentioned is subject to a separate consultation exercise.</p>
<b>Letter 3</b>	Yes with reservations	<p>A visually impaired resident of Darlington supports the principle but does feel the Council is planning to go far enough to address the Health and Safety of visually impaired people for the following reasons:-</p> <p>Gradual introduction rather than enforcement from commencement date. Requests full enforcement from Day1.</p> <p>Code 62 – Parking on footways – wants this to be introduced Borough wide as a matter of urgency and enforced by Police and Council.</p> <p>Requests full disability impact assessments on all proposed traffic and highway schemes.</p>	<p>The introduction of CPE will be a different way of doing what we do now. We already do significant amounts of enforcement on street and off street. However, some will be new and people will see a difference. From the date CPE commences it will be enforced, what we would like to do is raise awareness prior to the commencement date. This will be by numerous methods and one consideration is to issue warning notices in the period prior to the commencement date.</p> <p>A new contravention "Code 62" was introduced in April 2008 and allows Council's who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue.</p> <p>The Council has a Disability Equality Scheme and a specific Disability Impact Assessment is being addressed for this project which Mr Hart is involved with. All Council actions and policies are screened in accordance with the policy to determine the level of assessment that is required.</p>
<b>Letter 4</b>	Yes	<p>Resident of Darlington who uses Commercial Street car park but is concerned that both Union Street and Commercial Street are filled with illegally parked cars and she is concerned that there is a risk of an accident. Hopes this will be addressed when Council adopt powers.</p>	<p>This location will be built into the Civil Enforcement Officers areas to patrol and enforce.</p>

Letter 5	Not stated	<p>A resident of Eastmount Road has expressed the following concerns:-</p> <p>The operation of the resident parking zone. College visitors taking all free locations.</p> <p>Concerned with the location of some parking bays.</p> <p>Chesnut Street Car park being under used and used as a football pitch making customers reluctant to use it.</p>	<p>A review of Resident Parking Zones is identified as part of the Parking Strategy.</p> <p>The Council are aware of the under use of Chesnut Street and are actively seeking to market its use and improve occupancy levels, which should address concerns. The car park is monitored by CCTV and this issue will be brought to the attention of the relevant officers.</p>
Letter 6	Not stated	<p>A disabled resident of Shakespeare Road is concerned regarding the lack of parking facilities near his property and has requested a lay-by or off street parking is provided. He currently parks on grassed area and is concerned that new enforcement will mean he cannot park there.</p>	<p>Whilst, the Council will try to improve parking facilities wherever possible and where resources allow, it is the responsibility of the owner of a vehicle to ensure a vehicle is parked safely and legally. The Council receives many requests for lay-bys or verge hardening each year. Unfortunately, the resources available must be prioritised with a number of schemes provided each year. The Council will provide residents with estimates for drive crossings but the resident must fund the works themselves if they are creating private parking within their property.</p>
Letter 7	Not stated	<p>A resident of Hartlea Avenue asks:-</p> <p>Will the regime be applied to the rural area of Darlington?</p> <p>Parking half on half off the footway happens in Hartlea Avenue. Difficult to decide whether this is obstructive or considerate depending on whether you are a driver or a pedestrian.</p> <p>One vehicle rarely moves</p> <p>What would enforcement policy be on these circumstances</p>	<p>The new enforcement will apply to the entire Borough except the A1(M) and A66(T) which will remain the responsibility of the Highways Agency.</p> <p>A new contravention “Code 62” was introduced in April 2008 and allows Councils who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue.</p> <p>Provided a vehicle is parked legally and not causing obstruction the Council could not take action for it only occasionally moving.</p>



Letter 8		A resident of Vancouver Street is concerned about parking in the Pedestrian Heart near Priestgate. Parking on yellow lines in town ctr causes problems for bus access in town centre	This location will be built into the Civil Enforcement Officers areas to patrol and enforce.
Letter 9	Not stated	<p>A resident of Fulthorpe Avenue asks:-</p> <p>What research has been done in the town to show the figures of incidents of bad or illegal parking and do results warrant these changes?</p> <p>Does policing parking offences restrict the Police in their more serious duties of fighting crime?</p> <p>If the plan comes into effect, will existing wardens be empowered to act or will a new body of screened and trained wardens be appointed? If existing team is empowered will there be revised standards put in place and what control will there be to ensure the team carry out their duties appropriately?</p> <p>Will discretion be adopted when dealing with offences to differentiate between people who care little for the law and law abiding members of the community, ensuring small infringements are dealt with fairly.</p> <p>How much will the warden's 'performance' influence his/her career and will it affect the level of remuneration enjoyed?</p> <p>Are parking offences not already covered by existing traffic wardens?</p> <p>I'm not sure that I am happy that law-breaking will be judged by those who are not recognised guardians of the law, and that fines will be demanded on spot judgements as to the degree o the offence.</p> <p>In spite of the reduction of charges at Chesnut Street (presumably because it is under-used), it is a matter of regret that Darlington has a history of high parking charges. Surely this does not encourage visitors to shop in the town. I have been impressed when on holiday that in some towns parking is either free, or the charges are</p>	<p>The Traffic Management Act 2004 places a duty on the Council to effectively manage the highway network. In April 2008 Part 6 of this Act was enacted that allows for highway authorities to introduce Civil Parking Enforcement. This is in recognition that the Police have higher priorities and Highway Authorities have a duty to effectively manage the highway network. The legislation provides highway authorities with the power to ensure they can enforce the restrictions they introduce and effectively fulfill their duty.</p> <p>The Police have not had a dedicated traffic warden service for a number of years and rely or Police officers or Police Community Support Officers (PCSO's). These officers still issue in the region of two to three thousand parking tickets per year, which takes up resource both to issue, process and potentially take people through the court system. This is a considerable resource that can be diverted to other priorities. Council Enforcement officers are already walking past most of these restrictions every day with no power to act. The transfer of power provides for better efficiency and consistency.</p> <p>Existing staff will receive training and additional staff will be employed both to enforce and manage the operation to ensure the appropriate standards of conduct and enforcement is in place. The Civil Enforcement Procedures document has been published as part of this consultation to ensure we operate a fair but firm enforcement operation that is open and transparent.</p> <p>With regard to discretion I extract a section from the document mentioned above "<i>Police traffic wardens are allowed a certain amount of discretion when deciding to carry out enforcement whereas the new Civil Enforcement Officers (CEOs) will be working within a stringent set of guidelines governed by the new Traffic Management Act.</i></p> <p><i>More discretion will be allowed by the processing staff who will consider representations against PCNs. Every representation will be</i></p>

	<p>encouragingly low. I wonder whether this might be reviewed throughout the town? A change of this kind might encourage more people to use the car parking spaces and bring more revenue into the town.</p> <p>In the present financial situation in the country, when there are people who are suffering the loss of pension, investments, even their homes, unable to pay their mortgage because they have lost their job, we need to be thoughtful as to the application of further unnecessary charges.</p> <p>I would assume that the aim of the Borough Council is to create a happy and contented community. People in general are suspicious of Councils finding new ways of increasing tax income. I would ask that careful thought be given to any changes that might erode that.</p> <p>These are some immediate thoughts. I do not claim to have much knowledge of the facts re car park usage and offences by car drivers. I'd be glad to have some guidance.</p> <p>With every good wish.</p>	<p><i>considered on its individual merits taking into account the evidence provided by the motorist as well as the guidance provided."</i></p> <p>The Civil Enforcement Officers will not be receiving performance related pay or be set any targets for PCN issue. However, a system of performance and quality monitoring will be in place to ensure staff are performing to the appropriate standards expected by the Council.</p> <p>There will be an independent adjudication service in place for those motorists where the Council and the motorist fail to reach agreement through the appeal process.</p> <p>Parking charges are seen as an important mechanism for controlling the demand for parking spaces. However, a balance needs to be struck. If charges are too high, then car parking spaces will be underused. Conversely, if charges are too low, then demand will increase such that vacant car parking spaces will be more difficult to find and congestion will increase. Low charges could also result in increased car use at the expense of more sustainable means of travel. The Council continually monitors the parking charges and usage levels of car parks.</p> <p>The introduction of Civil Parking Enforcement has been part of the Council's Local Transport Plan for some time and feasibility work commenced long before the present economic downturn. It should be noted if people comply with the parking regulations there will not be any additional charges. The Council has published guidance in the Civil Enforcement Procedures to help motorists avoid incurring any charge.</p> <p>I trust the content of this consultation report demonstrates that a significant proportion of those taking the trouble to respond want to see the improved enforcement that this project will bring.</p>
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## **APPENDIX K**

### **On-Line Forum**

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## Forum Introduction

This forum gives people the chance to talk about the introduction of Civil Parking Enforcement (CPE) in Darlington. The introduction of CPE means that the Council will take over the powers for parking enforcement from Durham Police, and will issue fines (called a penalty charge notice) where a parking contravention occurs.

The Council wants your comments on how CPE will work as well as your views on the future provision of parking in and around the Borough.

You are also invited to comment- on any particular parking problems you experience or areas of the Borough where parking is difficult.

To find out more about CPE and to read the documents under discussion log onto <http://www.darlington.gov.uk/ConnectingwithCommunities/Talking+Together/CPE.htm>

You can post your comments and questions here on this forum, or you can give your views by attending a Talking Together event on Wednesday April 22 at the Dolphin Centre from 5pm to 7pm. This will give people chance to talk to councillors and council officers about CPE.

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### Summary of Views and Postings

Subject	Views	Postings
Car parking enforcement	588	18
Car park wardens	155	2

**SUBJECT: CAR PARKING ENFORCEMENT**

**Posting 1**

will the parking of vehicles on the pavement be enforced throughout darlington  
d dodsworth

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**Posting 2**

Fining people for parking on footways is something that the Council is considering and wants to hear views about. This is a new power now available to all councils and we are considering how to implement it as part of the proposed new civil parking enforcement system. If there is a particular problem with people parking on the footway in certain locations, then that information would be useful in helping us to devise our policies. So, if you know of an area where that is happening, please tell us where it is. Parking on a footway behind a yellow line, or other parking restriction, is not allowed and the person who has parked there could be fined. The police can also issue parking tickets for obstruction of the footway.

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**Posting 3**

Does this change in powers mean that for single and double yellow lines, police and p.c.s.o.'s will no longer have the powers to enforce them and therefore have to walk on by?

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**Posting 4**

The Council will be responsible for enforcement of double and single yellow lines, but not all parking enforcement powers will be transferred from the police. They will still have a role to play and this will help in tackling inconsiderate and dangerous parking.

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**Posting 5**

will this also apply to the buses that cause problems around the town centre, double parking, parked at an angle, blocking junctions by parking so close to them, or just the motorist for an easy money making target. the council have made many areas of the town centre no

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go areas for the disabled driver, took away many parking bays. In the time it takes to get into the town try and find a disabled bay, in the area you need, which most probably unable to find, you can be in the likes of Stockton or Middlesbrough and there is plenty of parking available close by to the major shopping centres.

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### Posting 6

The pedestrianisation of Darlington town centre changed the access arrangements for all motorists and delivery drivers, as well as the parking provision for blue badge holders. As part of the changes, ten designated parking areas for blue badge holders were provided in central locations.

The Council does take its responsibility for providing parking spaces for blue badge holders seriously. Seventy such spaces are provided throughout its car parks. These spaces are provided free for blue badge holders for up to three hours. In addition, blue badge holders can park free for up to three hours in any of the Council's car parks, if they are able to use a conventional-sized parking space.

One of the car parks with the most parking spaces for disabled people is Abbott's Yard, where there are 22 blue badge spaces. In addition, the former bus station at Feethams is being demolished and the site will be laid out as a temporary car park, providing 266 spaces, including 16 spaces for blue badge holders.

The Council liaises with Darlington Association on Disability (DAD) on parking provision for disabled people in the town centre.

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### Posting 7

You failed to answer the question, will it apply to the buses that cause problems with their parking, will you issue fines to these drivers.

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### Posting 8

I believe that Civic Parking Enforcement will enhance the accessibility and appearance of the town. Whilst important legislation has precluded parking on pavements, and inconsiderate parking, Durham Police have not had the resources to enforce it. A good example is on the south side of Beaumont Street, where vehicle users habitually drive across the footway to park on grass verges. The Civic Parking Officers have done an excellent job to date, and this extension of their powers will greatly assist those of us who like a pleasant, accessible, well-regulated town.

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### Posting 9

Buses are required to comply with parking regulations and the Council will enforce these consistently.

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### Posting 10

It's all very well saying that these 'officers' will be enforcing illegal and irresponsible parking infringements but will they be about late at night/early morning when numerous cars park on yellow lines outside the many restaurants and take-aways in Northgate?.

I would also hope that they get a grip on those people that abuse the blue badge and park wherever they want be it in a 'disabled' parking area or on yellow lines. I won't hold my breath!

Are we to have a name & shame in the Town Crier like those that drop litter, allow their dogs to foul the footpath etc.?

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### Posting 11

The Council already issues tickets to people who are not eligible to park in bays for the disabled in its car parks. The new powers will allow the Council to enforce the rules on parking in bays for the disabled both in its car parks and on the highway. The new Civil Enforcement Officers will have powers to issue penalty charge notices where there is misuse of a disabled badge.

Your observations on parking issues on Northgate will help us build up a picture of when and where we need to enforce. In the interim period we will ask the Police to give your concerns some attention.

Publicising the names of people who are fined for parking offences has not yet been considered.

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## Posting 12

Will the enforcement officers work outside of the hours they do now?

Although the police currently do virtually nothing about illegal parking on yellow lines etc, to make the CPE a success, it needs to be enforced in certain areas outside the usual 8am -6pm hour, otherwise you are in effect advertising the fact that there will be no enforcement of any kind on an evening and it will make a mockery of the whole process. Obviously this will need additional funding. Has this been thought about and from where will it be sourced?

I live very near to the civic theater towards the southern end of borough road, and this area is now covered by a residents parking zone. However this is only in operation until 6pm. On the majority of days (including before the zone came into effect), at most there were only a few cars parked in this area during the daytime. However, the majority of theater performances start from 7:30pm and 90% of all vehicles parked here are found from 7pm onwards. These are not residents vehicles (before you possibly claim otherwise), as the street empties again by a latest of 10:30pm (at the end of a performance), and there is also a notable absence of vehicles parked here when the theater is closed. Also, during an extremely popular performance the parking is end to end on both sides from Parkgate to Sanderson St. despite the relatively close distance of two car parks.

To quote from page 12 of the council's Economy and Environment Scrutiny Committee meeting of 10th January 2008, "Parking Enforcement staff are presently only employed during core times and enforcement into the evening would require additional resources. The future introduction of Civil Parking Enforcement will allow increased opportunity to enforce restrictions beyond these times."

Will this happen?

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## Posting 13

We recognise that we will need to expand our enforcement operation to cover the times when enforcement is needed and we are currently developing this as part of the project and feasibility work.

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## Posting 14

Thank you for your reply on 31st March.

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To backup my statement, and to give a limited amount of evidence, (and therefore a groundwork for your own investigations), I have observed the following number of vehicles parked near the civic theatre (in between Parkgate and Sanderson Street, which is virtually all restricted parking until 6pm). This proves non-resident parking, and is a small example of an ongoing problem

Sunday 29th March: Number of cars parked at 4pm = 1, at 8pm (NO theatre performance) = 2, at 10:30pm = 1

Monday 30th March: at 4pm = 4, at 8pm (during a theatre performance) = 23, at 10:30pm = 1

Tuesday 31st March: at 4pm =5, at 8pm (theatre performance) = 18, at 10:30pm = 0

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### Posting 15

I noticed a request in The Town Crier for shorter metered/charged times in the car parks.

I agree with this idea. Most times I use the town centre car parks is for less than 20 minutes and I feel aggrieved at having to pay for a full hour.

Would it be possible to introduce a minimum time of 20 minutes?

This would ultimately generate more revenue, as I'm sure that many of the tickets, having only been used for only 5 or 10 minutes, get 'donated' to other drivers entering the car park or waiting to feed the ticket machine...

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### Posting 16

I live in the South Park area of Darlington, we have 6 residents spaces for 47 houses in my street, since the Post Office stopped letting their staff park in the depot grounds they now park in my street the same goes for people using the railway station. This is to avoid paying the parking charges in the car parks at the station and near the back of the fire station

On Friday night quite late my girlfriend had to park in the residents area as there was no where else to park, we were loading the car up early Saturday to go to the lakes and at 09:07 a warden had just slapped a ticket on the car, I understand he cant take it back and did apologise and told me to dispute it which I have, this takes up more of my time and effort.

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Why is nothing done to stop non residents parking there to save money,my girlfriend darent park her care even in another street as it has been damaged, the police dop nothing its jjust more figures for their stats,its about time the council stopped spending my council tax on poxy flower beds and provide a decent service for residents sorry but I dont have time to wander the streets of Darlington admiring the councils efforts to win Britain in bloom I have a job.

Please try spending my council tax on complete residnts parking so my girlfriend could park near my house so we could keep an eye on the car, even your site says she is not entitled to a temp permit.

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### Posting 17

I can appreciate that the parking ticket has annoyed you and can sympathise with the apparent impact non-residential traffic is having in your street and the wider area. I cannot comment further on the issues surrounding the issue of the ticket as this will be dealt with via the appeal process.

You do however raise two valid points pertaining to parking enforcement:

The balance between residential and non residential parking on your road (and wider area).

The Councils policy of not issuing vistor permits.

Firstly, it is worth pointing out that resident parking zones were implemented to help residents to park in the vicinity of their houses in areas that suffered from excessive non-residential parking. These zones have been implemented over a number of years and surveys were carried out to determine appropriate resident parking levels for each road within the zones. Residents were then consulted and their views were used to make amendments to the proposals. The schemes that have been developed have therefore evolved from a mixture of on-street observation and resident's requests.

That said things change over time. Car ownership in some roads increase and diminish in others. External factors such as the Post Office staff parking also create issues. It is therefore important that we review the resident parking zones from time to time, to see if they are working as intended. We are committed to reviewing all of our zones once Civil Parking Enforcement has been implemented. If you provide the name of your road we will ensure that the issue is logged for consideration when the review takes place. You can do this by calling (01325) 388746, or replying to this post. If conditions for residents have worsened since the zone was implemented we could look at providing additional resident's spaces.

The policy of not issuing visitor permits will also be considered as part of the review. Your comment has been logged in that respect.

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Supply of, and demand for resident parking spaces can be fairly fluid. You obviously think more spaces are needed in your area, elsewhere we have had comments that there are too many resident's spaces. Your comments will be taken forward to the review and further consideration will be given to the number of spaces in your road.

Thank you for your comments.

### Posting 18

The following post was sent to the Forum on April 14. Darlington Council officers responded privately to this posting, but the forum member has asked that the 'conversation' is made public. Please read the messages below between NAllen and our officers:

Subject: Car parking enforcement  
Posted By: NAllen  
Concern No.1

#### PARKING BAYS NEED REMARKING AS PER GOVERNMENT GUIDELINES

Two years ago my wife received a parking ticket because she strayed 2" outside of a bay in the Commercial St. car park. Initially I appealed against the ticket without success even though I explained she was forced to park in that position due to the way the adjacent cars had parked forcing her to park her vehicle slightly outside of the bay. The bays were very narrow measuring only 2.10 metres. I pointed out that government guidelines on parking bays state widths should be 2.40 metres but again the council refused to cancel the ticket so I approached the Northern Echo and local BBC radio. The support from the general public was overwhelming and the Council soon cancelled the ticket and wrote to me stating that as a new shopping complex was scheduled for construction on that particular site in 2008 there was no plans to remark the bays to the correct width. It is 2009 and the narrow bays remain ! Furthermore, there is a significant number of bays in the Beaumont St car park which are even narrower, some as narrow as 1800mm ????? It is time that the Council corrected this and gave the motorists who actually pay to use these car parks a fair deal. Narrow bays are the cause of expensive parking accidents and parking tickets - fact! My concern is that any overhaul of the enforcement procedures will guarantee an increase in the number of overzealous attendants issuing tickets in unfair and unreasonable circumstances because in many instances the parking bays are too narrow. This has been pointed out in the past and the Council is aware but nothing has been done about it.

Concern No.2

I have lived in Kensington Gardens for almost 20 years and during this time there has been a significant increase in the number of cars per household. Many vehicles are parked 1/2 on the road and 1/2 on the verges which in bad weather churns up the grass into a quagmire. Many of the surrounding roads ie. Geneva Road have had their verges tarmacked allowing vehicles to park in a safer manner without ruining the grass and causing an eyesore. My question is: Would the new "regime" issue tickets to motorists that park with two wheels on the grass verges - I hope not as my daughters have to do this when they visit to avoid blocking the road which is too narrow to allow two cars to park opposite each other and still allow traffic to pass. Is there any plans to tarmac parts of Kensington Gardens as I know that a number of residents have approached the Council about this.

I trust these points will receive due consideration,

Mr.N.Allan

On April 16, DBC officers replied to NAllen with the following message:

Dear Mr Allan

Thank you for your comments relating to the parking consultation that is on-going at the moment. I have chosen to reply to you on a personal level rather than posting a reply on the forum because the issues you raise are of individual nature. However, If you wish these issues to be posted to the forum I am happy to do so.

The process of taking responsibility for enforcement of parking restrictions from the Police has required us to review the way we operate parking in the town both on a day to day basis and on a long term basis. The two draft documents, published for comment, explain how we intend to operate and our long term vision. This consultation is identifying many issues where we can make improvements and all of the points received are being considered.

On the specific issues you raise we are currently undertaking a review of all waiting restrictions in the Borough both on-street and in off-street car parks. This needs to be completed before we adopt the powers from the Police. I note your concerns regarding the size of the parking bays and the concern that this could result in overzealous enforcement. I can ensure you this is not the intention and our draft Parking Charter that is published on Page 3 of the Civil Parking Enforcement Procedures document commits us to provide the best possible service whilst being fair but firm.

In relation to Kensington Gardens you raise two issues:-

1. The condition of the grass verges.

Unfortunately, many of our residential estates are not able to cope with the demands by residents for on street parking caused by increased car ownership levels over recent decades. All highways including verges are inspected on a regular basis as we have a duty to ensure the safety of highway users from defects. Where we identify problems these will be rectified by the most appropriate solution. In

terms of verges there are 3 options - repair, prevent parking by bollards/fencing or verge hardening. The solution is very much dependant on the local circumstances and resources available.

Kensington Gardens is on a list of areas that have requested verge hardening and we continue to work through this list on an annual basis with the resources we have available for this type of work. Unfortunately, given the number of requests we receive from around the Borough this list contains many locations and will take many years to complete. We will continue to inspect and take any necessary action.

2. The enforcement policy for parking on footways and verges.

If a yellow line restriction exists on the road then this also applies to the footway and verge so we would be proposing to enforce in these circumstances. However, where yellow lines do not exist the Council must consider circumstances on an individual basis and decide whether to ban footway or verge parking. This would require the Council to progress through consultation and a legal order and signs would need to be in place to advise motorists of the ban. Whilst, this may be appropriate in some locations in the Borough it is possibly not a blanket approach that would be adopted. We are developing our thoughts on this through the consultation process. For example, this issue is a real concern for our visually impaired and disabled citizens whose safe routes can be completely blocked by parked cars wholly on the footway. The consultation will hopefully draw out many points of view to help us formulate our policy. I note your concerns in relation to introducing such a policy in a residential area.

I trust you can recognise that there is a balance to be developed between allowing parking and preventing it and we aim to ensure we adopt the right balance in terms of all the needs of the various highway users.

Once again, thank you for your comments.

On May 1, NAllen replied to DBC officers with the following message:

Thank you for your response. I've just arrived back from holiday today otherwise I would have replied sooner.

With regard to your response relating to Kensington Gardens, parking on verges, budgets etc - I fully understand and accept this.

What I believe needs a definitive answer is

Does the council accept that there are a significant number of parking spaces in various parks within the town centre that are unreasonably small ?

If yes, what is the plan to rectify them to "proper" sizes. It is not reasonable or fair to leave them as they are (some as narrow as 1800mm) and have parking instructions posted within the car parks stating "motorists should park wholly within the marked bays". If the bay is the same width as the car I think most drivers would have a problem parking it unless they don't want to actually get out of it and

leave to do some shopping etc. On a serious point, the bays do need remarking to a width somewhere approaching the government guidelines of 2400mm. I do also appreciate that revenue will suffer slightly because you won't be cramming as many cars in. The big plus side to the people using the car parks - they will be able to park easier, get out of the car easier, get back in easier, less risk of damage from car doors and less risk of damage caused through slow speed manoeuvring knocks by other cars trying to shuffle into narrow spaces.

Based on the tremendous amount of media and public support I received when I challenged the council over a ticket issued relating to a "narrow bay" I believe it would be beneficial to post any response in the public forum

I would welcome your comments in due course.

DBC officers then replied to NAllen with the following message:

Dear Mr Allan

Thank you for your comments. I will arrange to get the comments and replies posted on the Forum.

The consultation is raising a number of issues and we genuinely want views to help improve the service. We are in the process of undertaking surveys of all signs and lines in both car parks and on-street parking areas. The issues that are identified, like the one you mention, will be considered on an individual basis. Our overall aim is to improve parking facilities.

I trust that once this is complete and the actions arising from the parking strategy start to be implemented you will see improvements.

If you would like to respond to any of these messages, please do so by replying to this post.

**SUBJECT: CAR PARK WARDENS**

**Posting 1**

Will the existing towns car parking wardens be re trained for these new positions?

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**Posting 2**

All existing and new Civil Enforcement Officers (parking wardens) will be provided with training before any changes are made.





## **APPENDIX L**

### **Talking Together Event**

## Talk Time Session

Question	Summary of Response
<p>Started off with a letter consisting of 3 written questions from Mr Hart who is a visually impaired resident of Darlington supports the principle but does feel the Council is planning to go far enough to address the Health and Safety of visually impaired people for the following reasons:-</p> <p>Gradual introduction rather than enforcement from commencement date. Requests full enforcement from Day1.</p> <p>Code 62 – Parking on footways – wants this to be introduced Borough wide as a matter of urgency and enforced by Police and Council.</p> <p>Requests full disability impact assessments on all proposed traffic and highway schemes.</p>	<p>The introduction of CPE will be a different way of doing what we do now. We already do significant amounts of enforcement on street and off street. However, some will be new and people will see a difference. From the date CPE commences it will be enforced, what we would like to do is raise awareness prior to the commencement date. This will be by numerous methods and one consideration is to issue warning notices in the period prior to the commencement date.</p> <p>Code 62 was introduced in April 2008 and allows Council's who are operating CPE to introduce a Traffic Regulation Order and the appropriate signs to ban parking on footways. If a yellow line is already in place on the road then this also applies to a footway and the Council will be able to issue a notice. This is one area where there will continue to be slight duplication of roles between the Police and the Council as the Police will retain powers to deal with obstruction offences. Once the Council have introduced the powers specific locations could be considered for enforcement of this type of parking issue.</p> <p>The Council has a Disability Equality Scheme and a specific Disability Impact Assessment is being addressed for this project which Mr Hart is involved with. All Council actions and policies are screened in accordance with the policy to determine the level of assessment that is required.</p>
<p>Neil Campling - Single yellow line areas – are you going to be taking action against council and police vehicles that park illegally 15 mins to get their lunch?</p>	<p>Sgt Kirton – please take registrations and officers will be dealt with. Council vehicles will be dealt with no different to anyone else</p>
<p>Resident who lives in resident's parking area. Suggests vouchers for visitors. Other towns do this (Hastings, Great Ayton) Useful for Carers. Commuters use up areas where not resident only. Willing to pay for this. Not something that could be abused.</p> <p>Workmen at house from 8.30am and resident notified council. Warden hadn't been notified by lunchtime, it was ok but are things going to be tightened up?</p>	<p>We are aware that other councils operate that system. The Parking Strategy suggests a review of how resident's parking is working. We are not ruling this out but it needs careful review. There are 'pros and cons' of such systems and can work well if used in right spirit – but there is evidence that such schemes can be abused to the detriment of residents. There is a need to prioritise the limited available space with who is allowed to park. This needs careful review as if every house had visitors at once, the residents would not be able to get parked. In most streets the space available may not be able to cope with demand from both residents and visitors.</p> <p>If mistakes happen we will learn from them. Appeal would see that this situation was an error. CPE doesn't change that greatly. New Technology</p>

	planned for CPE will improve communication.
Cllr Lister lives in the first residents parking scheme (1974).. Probably needs a review. Same problem got to be parked at 7.30am as local businesses use the non-resident spaces. People do park on single lines in Northgate as lines not painted properly and they no that parking cannot be enforced.	A review of RPZs is identified as part of the Parking Strategy. The review of lines that is required as part of the project will address this issue
Resident – seems to be a short stay parking focus. Influx of office workers (new development) so will need more long stay parking. Office workers will use residential areas. Less than 4000 spaces, where I work 500 people work there and the vast majority drive.	Current strategy is focused on short stay opportunities within town centre and look towards developing long stay outside town centre. Accept concerns and that needs are balanced.
Resident – Any plans for enforcement to go out to contract?	No intention within timescale of CPE. Can't guarantee that this will never be the case.
Business in town centre Skinnergate cafes cars are too near the roads . Congestion and park (businesses loading and unloading). Can police do something now to alleviate these problems?	Moving traffic offences is something that we will apply for but introduction will be considered at a later date if it is considered necessary at certain locations. Illegal movements in Skinnergate against banned turns and one way systems is something that the Police currently enforce but may be adopted by the Council in future years.  Police do enforce the Skinnergate area now but can't be there all the time. Police made a note of problems.
Maureen Houghton (Manager of Care Home) – Couldn't access documents on website. Need to sort the congestion in Tubwell Row. If I'm trying to take elderly resident to Cornmill it is very dangerous crossing the road.	We are aware of congestion on Tubwell Row and are investigating improvements. Arriva introducing new timetable to try and reduce congestion. Looking to see if this improves things.
Bus stop in front of drop kerb on Tubwell Row.	Will look at this.
Maureen Houghton - In key leisure places like the Civic Theatre, we need a drop off area. When we arrive with elderly residents, the mini bus can't pull up near entrance. We race up the road pushing the wheelchairs in all weathers. Husband takes mini-bus home, don't need to park, just need to pull up. It makes visiting the theatre hard work. Small drop off point for disabled only would help. At pantomime time big buses of able bodied people getting dropped off at door and older and disabled people can't get near.	We will make a note of this. See what we can do in the short term and the long term.
Resident - What is the cost of CPE? Should DBC be considering this under current financial pressures.	We have had to produce a business case for CPE. The operation should be cost neutral and any revenue raised from CPE will be re-invested into the service.
Resident - Do you think Resident's Parking is fair. Residents fight to get outside their house. How do you decide who gets residents' parking?	We review resident's parking to see if it's working. We need to get the balance right so it doesn't move the parking problem into another area or

	another street. We can't guarantee that people can park outside their house, but there should be a bay reasonably close for those people with a permit to park.
Neil Campling – it used to be that you had to park 10ft from a corner or you used to get a ticket. Recently a lot of vans parking on corners. This is very dangerous and would like to see increased enforcement.	We will only be able to enforce where restrictions are in place, but if officers see regular parking on certain corners they will be instructed to make a note and Engineers can consider introduction of restrictions if deemed necessary. Maps are available at the stalls for anyone to identify where they believe there are problem locations. Please do this after Talktime.
Are disabled drivers allowed to park in loading bays?	If there is a loading restriction, disabled badge holders aren't allowed to park there.
Resident – The buses go too fast in Priestgate and it's congested. There should be a "Stop point" at top of Priestgate so pedestrians have a chance to get across.	There is a Code of conduct for buses and they shouldn't go more than 20mph. Currently doing a survey to look at specifics and the possibility of introducing a 20mph zone in the town centre. Have made a note of this comment.
Red Hall resident - 20mph zone on Red Hall not being adhered to. Buses/taxis and cars go too fast.	We are aware of Red Hall issues and we are working to address these.

## Questions at Stalls

The following comments were made to stall holders and these have been passed to appropriate officers for consideration

Questions/comments
Priestgate – character of street needs improving. Lighting is an issue under the overpass (Cornmill issue?). Gloom entrance into the Centre – dark paving etc.
Suggest freezing or reducing market stall rates to ease economic strain for a year. Stall holders have been complaining.
Would favour a return to parking on the market square. Market square is not utilised for around 8 months per year. Competition for all day parking in the town centre
Copy of map (don't know which map) Andy Casey to arrange
Supplied photos of illegal parking in South Terrace area
Creating pinch points and lots of parking. Fly in the face of the claims of CPE i.e. narrowing roads for pedestrians
Drop off point for vulnerable pedestrians. At theatre, in town or clearing of double yellow lines to allow this.
North Lodge. Side of North Lodge Terrace market out with Parking needs near to Mosque. The area is used for parking but it causes issues for pedestrians.
Prebend Row. issue of bus congestion. Difficulty with pedestrian movement and even problems for buses pulling in to stops. Just to bring it to our attention.