Darlington Parking Strategy

Summary Document

2022-2030

Why do we need a new parking strategy?

Since Darlington Borough Council last produced a parking strategy several local, national and global issues and policy updates have occurred affecting parking, including:

Climate Emergency		
COVID19 Pandemic		
National Policy • Decarbonising Transport A Better, Greener Britain (July 2021) • National Planning Policy Framework (July 2021) • Levelling Up the United Kingdom (February 2022)	**Regional Policy** • Tees Valley Strategic Economic Plan • Tees Valley Investment Plan • Tees Valley Strategic Transport Plan	**Local Policy** • Darlington Local Plan • Darlington Transport Strategy • Darlington Town Centre Strategy and Transport Plan

Vision

The parking strategy has a key role to play in delivering the visions set out in the transport and town centre strategies for Darlington:

Darlington Town Centre Strategy:

By 2030, Darlington Borough Council working together with partners and local communities, will deliver real positive change to the town centre, placing it at the heart of the community for years to come.

Darlington Transport Strategy Vision:

We want Darlington to have a safe and resilient low carbon transport system which offers choice; promotes health and wellbeing; and supports inclusive economic growth

Objectives

To support these visions the following objectives have been determined for the parking strategy:

- **Balanced**:
  To increase use of more sustainable and healthy forms of travel and achieve a more effective and efficient transport system

- **Fair and Well Managed**:
  Ensure we apply and enforce a consistent and easy to understand approach to parking management, that is transparent and financially sustainable.

- **Safe and Convenient**:
  Deliver facilities that are safe, secure and convenient for a variety of users;

- **Modern**:
  Embrace opportunities created by new technology to manage car parking;

Policy Levers

The four policy levers we will use are:

Supply
Type, amount, availability and location of parking

Price
Direct charges for using a parking space

Parking Policy Levers

Quality
Quality, safety and convenience of parking

Management
Operation and enforcement

Darlington Parking Model

ZONE 1:
TOWN CENTRE

The town centre core consists of a variety of parking, including:

- Time-limited short stay parking
- Feethams Multi-storey car park
- Parking for blue badge holders
- Contract parking for businesses
- Motorcycle parking
- Cycle parking
- EVCP's
- Car Club Space

ZONE 2:
TOWN CENTRE FRINGE

This zone focuses predominantly on the provision of long stay parking in car parks, EVCP's, HGV, coach parking and residents parking zones.

Zone 4

Zone 3

Zone 2

Zone 1
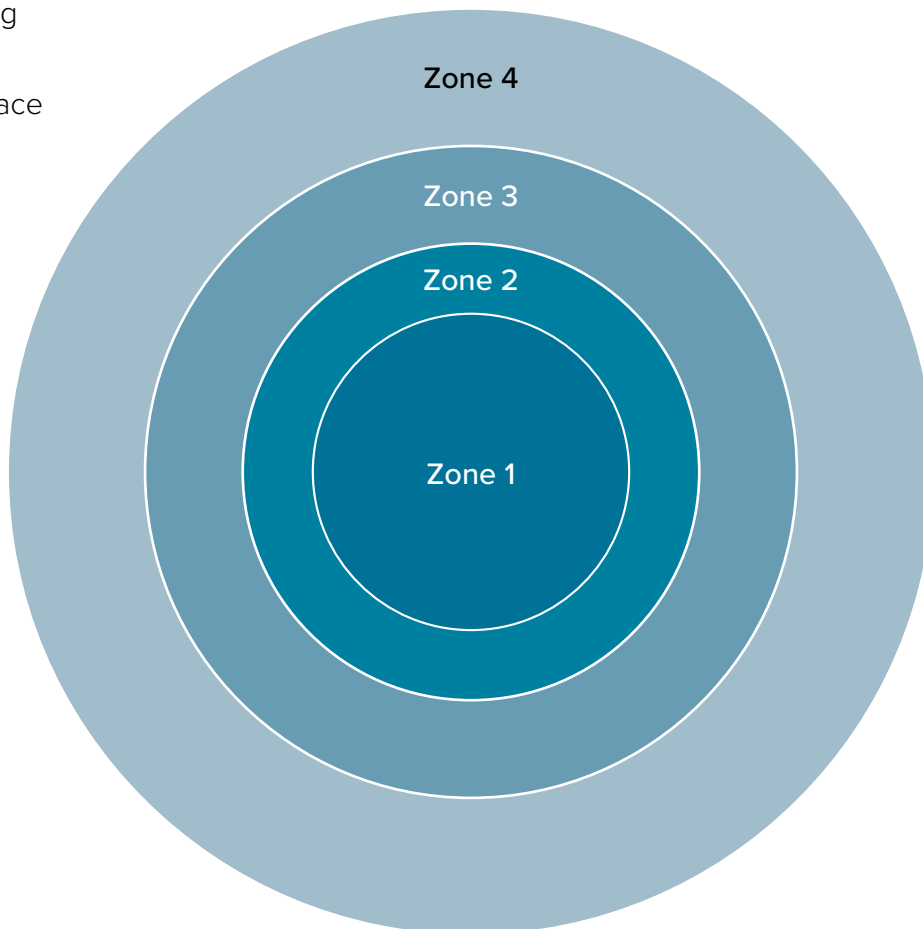
ZONE 3:
REST OF TOWN

Residents parking zones, contract parking at employment sites, free on street parking with some controls (such as outside of schools)

ZONE 4:
OUTER LYING VILLAGES

Free on street parking with some controls for traffic management and road safety

Actions

Balanced	Periodically **review the number of spaces in car parks and on-street in the town centre** and aim to manage the overall number of spaces (supply) in line with current and future requirements (demand)
	Periodically **review supply and demand of on-street parking and car parks in the borough** (outside the town centre)
	Review the location and use of **residents parking zones** and ensure that they continue to meet the needs of residents
	Review existing contract parking for businesses, update the current policy and adopt a protocol for deciding upon future allocations
	Introduce a policy for **contract parking in the town centre for residential properties**
	Provide additional parking spaces for **electric vehicle** charging within public car parks
	Develop a **Car Club**
	Ensure **cycle parking** meets the requirements of LTN1/20[1] and is well-designed, high-quality, convenient and well maintained
	Maintain, monitor and review the quantity, quality and location of **coach parking**
	Maintain, monitor and review **HGV parking**

Fair and Well Managed	Review all **tariffs** on an annual basis (car parks, on-street, contract parking and permits) to ensure they remain competitive and deliver the desired outcomes of this strategy
	Ensure that new commercial/retail/leisure developments that provide parking are required to develop and submit a **car parking management plan**
	Consider a number of enforcement related activities including introducing an online reporting system, camera enforcement and the requirements of legislation in relation to parking on footways.
	Produce an annual report detailing income from Civil Parking Enforcement and Pay and Display parking and how the income is spent

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

Safety and Quality	Ensure all car parks continue to meet the standards set out in the **Park Mark and Disabled Parking Accreditation Certifications**
	Develop an **Asset Management Plan** for all our car parks
	Update the **Tees Valley Design Standards** for parking
	Audit existing **cycle parking** across the borough and implement a programme of improvement to bring in line with LTN 1/20
	Carefully consider the overall number of **disabled parking bays**, their location, design and usage, to ensure that the needs of disabled people are met.
	Review car park **signage** and messaging to improve legibility
	Ensure that **pedestrian routes** linking car-parks to key destinations are clearly marked, of good quality and safe
	Review **accessibility** to on-street pay and display machines as part of the replacement programme
	Undertake a review of the **operation of the RPZs**, including numbers of permits per property and visitor permits
	Develop a comprehensive **marketing and communications plan**
Modern	Procure new **contactless pay** and display machines for on-street parking payments, in line with parking machines in car parks
	Review the **Pay by Phone** contract when it is due for renewal to ensure that this technology is still relevant and well used
	Investigate ways to further **reduce energy requirements** of existing parking facilities.
	Investigate the opportunities over time to implement additional parking technology systems