

Summary of responses received to the public consultation on the Draft Parking Strategy 2012-2016

	Feedback received from resident	Response sent from Council
1	<ul style="list-style-type: none"> • principles for parking policy outlined under PPG13 Transport are not being adhered to at present in Tynemouth and these were only brought in by the council in may of this year . • refer to encouraging the shared use of parking which is now restricted to residents only and does not support the vitality and viability of town centres • summary it says that parking policy should be used to support the vitality and viability of town centres by providing for visitors such as shoppers! • As a trader in tynemouth front street for 14years does the new parking policy that is to come in next year 2012, mean that North Tyneside will adhere to these principles and scrap the imposed restriction of trade that has badly affected shopkeepers in the area or will we have to resort to other means to get them lifted. 	<ul style="list-style-type: none"> • The key aims of the Tynemouth Village scheme were to: <ul style="list-style-type: none"> • i. address numerous requests from residents for additional permit parking schemes; • ii. increase the turnover of parking spaces on Front Street to improve the commercial vitality of businesses and provide better access to services; • iii. resolve high levels of indiscriminate parking; • iv. provide pedestrian crossing facilities on Front Street; • v. reduce delays to buses; • vi. provide appropriate dedicated disabled parking facilities; • vii. improve loading/unloading facilities for shops and businesses; and • viii. repair the carriageway surfacing. • Residents in the village had campaigned for over ten years to have 'residents only' permit zones in the narrow streets north of Front Street and in other nearby "difficult to park" areas. During the 1990s a large car park opposite the Gibraltar Rock public house was lost to residential development and this led to a subsequent referral to the Ombudsman and further similar cases brought by residents concerned about increased demand on the residential streets from visitors to the Village. The increased number of cafés, bars and restaurants in the village, as well as a considerable increase in footfall relating to the evening economy of the area, has further exacerbated the situation.
2	<ul style="list-style-type: none"> • these comments were written with Tynemouth in mind, but will be applicable to other areas • During weekdays, in the residents only spaces, non-residents should use ticket parking at 1p per minute, for a maximum of two hours during the period of 09.30 am to 16.00 pm . People displaying a correct permit for the area to be exempt. Quite a lot of people visit for banking or shopping for a short time. • This would avoid the ridiculous situation with lots of spaces available when residents go to work or when a school is on holiday ;and which can not be used by the public. • P.S. Why do residents in Huntington Place near the station have permits and residents only spaces? 	<ul style="list-style-type: none"> • On completion of the scheme the Council sought the views of residents in the TM1 and TM2 parking zones within Tynemouth, to which there was an extremely high response rate (75%), of whom a large majority (95%) were in support of the scheme. In general, comments relate to residents' relief at not having to park in locations distant from their properties and being able to sleep better in the late evening.
3	<ul style="list-style-type: none"> • I regularly shop in Tynemouth and parking is a problem. • The residents parking has been extended which takes up a lot of space. During the day the residents parking is only 25% occupied. 	<ul style="list-style-type: none"> • A petition was submitted to Council requesting changes to the current parking arrangements, which was presented to Cabinet in November 2011. A decision on the issues raised in the petition was deferred pending further surveys of parking patterns and demands in the area.

<ul style="list-style-type: none"> • Can I suggest it may be useful to free up this parking between 10am to 3pm. Avoiding the frustration of trying to find a space near the shops. • I understand the shops are also complaining about loss of business. 	
<p>4</p> <ul style="list-style-type: none"> • I have been very disappointed by the councils actions to parking in Tynemouth. They have halved the number of paying places in Front Street and then put permit parking all around the village. Whilst this may have a positive impact for residential parking I am sure this is not the case for local business and in difficult economics times this does not support the borough's economy. I have spent endless times trying to park in Tynemouth and in the end gone to North Shields. I think it is vital that you review this situation to save our shops and businesses in Tynemouth. Already I have noticed a few long standing businesses have closed or in one case moved to Gosforth where there is better parking. 	
<p>5</p> <ul style="list-style-type: none"> • I live on Seafeld View Tynemouth. I have some observations to make regarding parking in this area. • The Parking Permit signs TM1 and TM2 have resulted in the parking problem being shifted from one area to another, hence our street has become exceptionally busy at weekends and on sunny days. • The TM2 signs are difficult for anyone outside the area to understand, can they park at the times stated or can they not park at the times stated? It's not clear. • Towards the end of schools summer term (June and July) we have become inundated with coaches bringing school children to the beach for a day out. It's not unknown to have 4 coaches parked in Seafeld View. This is even though there are coach parks in the immediate area, but Seafeld View is free so they park here. • At a similar time of the year we also get the over-nighting camper vans, mobile homes and caravans. Not always, but occasionally, they run generators until late at night. 	<ul style="list-style-type: none"> • A petition organised by Businesses of Tynemouth Front Street was submitted to Council requesting changes to the current parking arrangements, which was presented to Cabinet in November 2011. A decision on the issues raised in the petition was deferred pending further surveys of parking patterns and demands in the area. • The Council intends to produce a leaflet explaining the parking arrangements in the area. This will be available in paper form and to download on the Council website.

<p>6</p> <ul style="list-style-type: none"> • I am very interested in how North Tyneside council deal with parking on the pavement. So I reviewed the policy on line. • The reason I have great interest with this issue, I have an ongoing unhappiness, with how the cars parked along Glebe Road in Forest Hall NE12 7. Are managed, or more to the point, the lack of it. • In summary (I am very happy to share all details!) I have intermittently complained to North Tyneside Council, my local councillors and Northumbria Police, Forest Hall Police station. Since 2008. • Only the other day I again wrote to Mrs Arkley stating that if I did not have a satisfactory response to how this chronic problem was to be managed, I felt I had no alternative but to complain to the ombudsman. which is something I really don't want to do. • Glebe Road is my direct walking root to my catchment area school. I live on Firtree Ave, the School my children attend is Westmoor Primary. Along that stretch of busy road the majority of residents park their cars. Either blocking the path, or making access difficult. On 3 occasions either one of my children or one of the children in the party we were walking with has nearly been clipped by a car mounting the path to park. • I have suggested constructive responses to this difficulty. I have also attended area forum meetings to also address this issue. • The main reason I feel that the issue is not dealt with is money. • I am sure that I am not the only mother in North Tyneside that raises this as an issue. • I would like to suggest a clear cut policy on this issue. The police inform me, it is a council issue. Or they quote the definition of what obstruction is, in the law. They also inform me that they can no longer issue tickets. 	<ul style="list-style-type: none"> • The impact of motor vehicles parking on the pavement and/or verge can cause damage, danger and obstruction to road users especially pedestrians, including disabled people, visually impaired, elderly and those with prams or pushchairs and can also cause environmental damage to kerb stones, grassed areas, pavements and to the utility services underneath the footway. Repairing such damage can be costly and there is potential for the Council to be faced with claims for injuries received resulting from damaged or defective pavements. • The Council regularly receives, and responds to, requests from residents, residents' associations and Ward Members to enforce pavement parking in a specific area. • Northumbria Police are responsible for enforcing obstructions of the highway and footway where no other parking restrictions are in force. On the commencement of Decriminalised Parking Enforcement in July 2007, the Council took over from the Police the powers to enforce parking on yellow lines and some other parking restrictions. • Currently there is no nationwide ban on pavement parking: local authorities outside London may only regulate pavement parking through the implementation of specific Traffic Regulation Orders. In London, pavement parking is banned under the Greater London Council (General Powers) Act 1974. • Currently there are no such pavement orders within North Tyneside owing to the difficulty in prioritising areas and the environmental impact of the necessary signage. As such the Council's Civil Enforcement Officers do not have the powers to deal with pavement parking unless there are waiting restrictions (yellow lines) on the highway adjacent to the pavement. In these instances, a Penalty Charge Notice can be issued, as the vehicle would be parking in contravention of a traffic order. Waiting restrictions cover the highway from the centre of the highway to the back of the footway, but they do exclude any private forecourt that may be behind this.
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	<ul style="list-style-type: none"> • However the council inform me it is an issue for the Police. When I have looked at policy, the truth to my lies some where between the two! • Would it not make financial and black and white sense to have a policy like London. Any parking on the pavement is an obstruction? and illegal. • This would yes require money to legally process the change, but you would save money in the long term, as the council would not have to apply for legal change notices for parking restrictions? Just a thought. 	
7	<ul style="list-style-type: none"> • Would like to bring to our attention the Parking on the Pavements • For past 2 years he has tried to get answers from Labour & Conservative Councillors for Benton Ward, also the Police at his local station say this is not illegal and will not take any action. • What concerns him is that North Tyneside Highways Dept is spending thousands of pounds repairing these pavements and nobody is addressing the problem. • Maybe we have some ideas or suggestions. • He lives 200 metres from Delaval Road primary School, most of the pavement parking is done by parents of pupils twice a day 5 days a week. 	
8	<ul style="list-style-type: none"> • Since purchasing my flat on Donkin Terrace in November 2007, I've had non-stop problems with local residents parking on the pavement outside. This parking does not cause an obstruction to pedestrians. However, as the pavement foundations were not constructed for cars, the pavement is in a dangerous condition which is also causing damage to my garden wall. • I have phoned in complaints to the council many times asking for a bollard to be erected to prevent cars using this area of council-owned pavement as an overflow car park. I sought solicitor's advice and wrote a letter to the council, but this was not answered. I have asked for police assistance 	

	<p>many times but because the council refuse to put up a no-parking sign they cannot penalise any offenders.</p> <ul style="list-style-type: none"> • I read an article in a local newspaper about a year ago saying how much North Tyneside Council pay out in compension payments because of the poor under-maintained condition of certain pavements and roads. • Therefore, my advice and comment is that the council put up a no-parking sign on the pavement outside my property. Also the pavement is in a very dangerous condition and a hazard to the more vulnerable pedestrians and is in need of urgent repair. • I think that dealing effectively with justified complaints from residents such as mine should be an important part of your draft parking strategy. 	
<p>9</p>	<ul style="list-style-type: none"> • Pavement Parking -_The paragraphs on the above subject describe clearly the reasons why pavement parking should, as a general rule, be stopped, but do not indicate why the council is unable to act. • The proposals for dealing with “Pavement Parking” do not appear to be consistent with Car Parking Strategic Aims, 2, 3, and 4. 	
<p>10</p>	<ul style="list-style-type: none"> • Please see below correspondence from myself and another parent at Priory School Tynemouth regarding parking outside our childrens' school. • The problem is now so severe that I view our most direct route to school as wholly unsafe, caused mainly by cars mounting the pavement at the same time when young children are using it. Also there have been almost daily incidences of parking rendering the pavements impassable forcing children and buggies out into the road. • I should be grateful if you would take all this into consideration at the highest level when looking at the councils draft parking strategy. I consider it only a matter if time before a child is killed or injured by unsafe parking 	<ul style="list-style-type: none"> • This existing issue is currently under investigation by the Council. • Following a meeting, proposals have been put forward for extending the ‘Keep Clear’ markings.

	around our and presumably other schools.	
11	<ul style="list-style-type: none"> • I have lived at the above address for almost 30 years. • The terraced houses opposite my house (East View) have no driveways and therefore vehicles must park on the pavement/main road. • For some time now, broken white lines on Mitford Gardens side, half on the pavement and half on the road, have allowed vehicles to park on our pavement at any time. • I have no argument with this other than the fact that the footpath is often obstructed by those vehicles which are of all shapes and sizes. • However, for some years now it has become increasingly difficult and dangerous to gain access to the main road from my drive, either in a north or south direction. I know other Mitford Gardens' residents have the same trouble and I would ask if this situation could be reviewed in order to resolve a potentially fatal problem. 	<p>All specific requests for new parking restrictions and investigations arising from the consultation will be considered in the same way as general requests and the Council has sent a detailed response in each case.</p>
12	<ul style="list-style-type: none"> • Having read your document it would appear you aren't taking into consideration the needs of the residents in the town centre of Whitley Bay, I live in Victoria Terrace and during a weekday it is difficult to park anywhere near my own home due to visitors to the town and council workers parking their vans all along the street whilst visiting the council offices. At a weekend the street is also busy with visiting cars.....there is a car park above the Beacon Centre that is virtually empty all the time because it costs £1 to park but in the side streets you can almost always park for free for that quick trip to pay your council tax or grab some food. • Also Item 6b regarding electric car charging points...i would like to see the statistics for the current points being used before more are installed!!! As previously we don't have enough space available to residents in Victoria Terrace as it is without the added risk of losing spaces to electric points that will never be used!!! 	<ul style="list-style-type: none"> • The Beacon Centre car park is privately owned and managed and the operator determines the parking tariffs which apply. The Council will continue to engage with private car park operators throughout the period of the Strategy. • All authorities in the North East have recently installed charging points for electric vehicles. North Tyneside currently has eight such points at strategic locations across the borough and these will continue to be in place. There are currently no plans to increase the number of charging points and any increase will obviously depend in part on levels of utilisation.

13	<ul style="list-style-type: none"> I would like to take this opportunity to express my views over the street parking In Acomb Ave Hadrian Park. Is there any bye laws in place to prevent the Parking of Commrcial Vehicles (Transit vans or similair) in the Street. As we have no footpaths these vehicles make it Difficult to get access to your property. In the event of any Emergency Vehicles trying to gain access to any property in the street it would be difficult, which could result in sition between Life and Death. I know this may sound a bit over the top, but in reality it could happen. I would appreciate your views on this Subject and I look forward to recieving your Reply. The part of the street I am referring to is from Number 28 through to 44. 	<p>All specific requests for new parking restrictions and investigations arising from the consultation will be considered in the same way as general requests and the Council has sent a detailed response in each case.</p>
14	<ul style="list-style-type: none"> three times in the last year my mother (78) has returned from the hairdressers in Whitley Lodge to find her car inaccessible due to a 4x4 or people-carrier parked so close alongside she could not even get to the door. I don't know who decided on bay width but they need to re-assess their conclusions: the lateral size of the parking bays in council car parks should be increased. Maximising car numbers at the expense of bay width is a bad idea in the light of the proliferation of inconsiderate women (it's always women) in enormous vehicles. She has a disabled badge, but most of the time all the bays are full; there is a very big demand for disabled bays down there; all supermarkets have increased their allocations – so should the council. I've told her to call the police in future, as it is an offence under the obstruction laws; so maybe a few high profile prosecutions might get the message across. 	<p>All specific requests for new parking restrictions and investigations arising from the consultation will be considered in the same way as general requests and the Council has sent a detailed response in each case.</p>
15	<ul style="list-style-type: none"> I am writing to express my views in relation to the parking strategy and practice as it relates to Ashfield Grove, Whitley Bay, where I live. Last year the council decided that the street should be subject to a Residents Parking Scheme and issued all households with residents and visitor permits. We 	<ul style="list-style-type: none"> All specific requests for new parking restrictions and investigations arising from the consultation will be considered in the same way as general requests and the Council has sent a detailed response in each case. The Council currently issues around 14,000 residential parking permits each year, and has over 100 current requests for the introduction of

<p>have recently been informed that the scheme has changed and instead of these being free of charge there will now be a charge of £20 per permit (except for the allocation of one permit per household) and there is only one visitor permit available per household. I strongly object to these changes on the grounds that;</p> <ul style="list-style-type: none"> • 1. There was no need for parking restrictions in the street as there have never been any issues over parking as people are considerate to others and are flexible over where they park. The new scheme means we are now charged £20 for parking near our homes if we are in a household with more than one car. We do not know whether this cost will rise in subsequent years and to what level. • 2. To allocate only one visitor permit per household places restrictions over who can visit that other residents in North Tyneside are not subject to. I find it a major inconvenience that if we have family or friends to coffee, lunch or any social occasion they have to trawl round local streets looking for parking or pay in the nearest car park. I can understand that there are areas of Whitley Bay where this is necessary, near shops or the centre of town but Ashfield Grove is not in this category. • I hope these views will be given due consideration in planning the parking strategy. Ashfield Grove does not need a Resident's Parking Scheme because it does not fall into any of the categories as outlined in the guidance (p9) ie <ul style="list-style-type: none"> • - It is not affected by commuter parking as it is not near a Metro station or bus station • -It is not near a residential amenity affected by an influx of traffic (eg a school, park etc) • -It does not have insufficient kerbside space. The road is normal width and parking is possible on both sides • -It is not under more parking pressure than neighbouring streets. The area can get busy on the few occasions in the year when the funfair is on the Links but coping with this is 	<p>permit schemes throughout the borough.</p>
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	<p>far more tolerable than the excessive inconvenience of the current scheme.</p> <ul style="list-style-type: none"> • In view of this I suggest consideration is given to removing the restrictions which would rationalise the position in line with the published guidelines and greatly enhance the quality of life in this street. 	
16	<ul style="list-style-type: none"> • I am contacting you with regard to new parking charge areas Wallsend, I have not seen any notices advising that these areas around Laurel street are to become pay and display areas. • I find that under current economical climate, that North Tyneside council should be encouraging people town centres and increasing free to park areas. • The council parking strategy PPS4 states "it states to promote vitality and viability of town and other centres as important places of communities". • By enforcing these charges this would be negative effect on vitality and viability of Wallsend town centre. • I feel by enlarging the pay and display catchment area will discourage shoppers to visit Wallsend. There are numerous documented complaints from Whitley Bay and North Shields traders as to adverse effect of introducing this sort of levy on drivers. • Could you please advise of such publications relating to areas to become pay and display, also North Tyneside policy on parking and economic growth other than PPS4. • Could you please advise of any other means to bring this matter to local residents and retailers. 	<ul style="list-style-type: none"> • The introduction of pay and display facilities in the Laurel Street area was initially considered as part of the previous Parking Strategy. The recent changes to the parking arrangements in Laurel Street and adjacent streets followed extensive consultation with adjacent businesses and residents in this area. A copy of the proposals were also presented to Ward Members and Wallsend Chamber of Trade for their consideration and comments. Comments received during the consultation resulted in minor amendments to the proposals that were ultimately advertised and implemented on the ground. One objection was received following the advertisement of the Notice of Intention, however the objector's concerns were addressed and their objection withdrawn prior to the Order being made. • The restriction is consistent with other streets north of Wallsend High Street as well as other streets adjacent to commercial centres in Town Centres elsewhere in the Borough. It may assist in encouraging more visitors to utilise the free car parks and hence reduce traffic flow on the residential streets which will have obvious road safety benefits. The 'penny-a-minute' tariff has met with the approval of the Chamber of Trade as it is suitable for drivers who wish to stop for a short period.
17	<ul style="list-style-type: none"> • With regards to your request for comments on the 2011-2015 parking strategy, please find attached my latest correspondence with Gary Hoyle with reference to an ongoing situation regarding parking near Oakfield Terrace in Forest Hall. I only became aware of the Parking Strategy recently and I believe a lot of the concerns we as residents have raised should be reconsidered with the Parking 	<p>All specific requests for new parking restrictions and investigations arising from the consultation will be considered in the same way as general requests and the Council has sent a detailed response in each case.</p>

<p>Strategy largely in mind.</p> <ul style="list-style-type: none">• I would appreciate your comments on this issue.• Thank you for your response to my letter of 31st October regarding the changes to the Parking Permit Scheme (introduction of £20 charge) and the current state of parking abuse and Parking Control in my area.• However, I believe that the answers contained in your response, the implementation of the parking charge, the poor standard of the parking provision supplied to us and also the poor current level of parking monitoring in this area is in contravention of the strategy and aims detailed by the Council in your 2011-2015 Draft Parking Strategy.• With your Parking Strategy in mind it would be beneficial for everyone if the introduction of the new parking charge was put on hold and the Council performed an immediate study regarding the current situation in order to provide us with an efficient parking service that meets our needs and treats us fairly and effectively.• there are approximately 14,000 parking permits in operation and these changes are being introduced in order to contribute toward the annual costs of the schemes. This change is totally cost-driven and displays absolutely no consideration for the needs, requirements and concerns of the residents. The residents were not even consulted at any point during your decision process and were unaware of the changes until letters informing us of the changes were received.• if everyone in Oakfield Terrace requires two resident permits (which they don't) you will raise about £200. If parking infringement tickets are issued (which at present they are certainly not) to the large number of cars parked illegally when visiting the local Club then the revenue raised on one night would far exceed £200. The financial viability and simplicity of this solution seems obvious.	
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<ul style="list-style-type: none"> • you state that “ the residents do not have a right to a parking place outside or close to their home”. As I am not fully conversant with the legal guidelines on where I do or don’t have the right to park then I can’t argue against this, right or wrong as the statement may be. However, we must surely be able to expect a reasonable standard of parking provision and Control from the Council that enables us to park legally and safely near our own homes and this is not being provided, or certainly not to an extent that would warrant a charge. • In conclusion, the implementation of the parking charge, the poor standard of the parking provision supplied to us, the poor current level of parking monitoring in this area and the manner the residents have been treated directly contradicts the strategy and aims detailed by the Council in your 2011-2015 Draft Parking Strategy. The contradictions to your strategy that we have experienced can be summarised thus: <ul style="list-style-type: none"> • We do not have “consistent parking arrangements” • We are not “provided with an efficient parking service” • The Council is not “managing parking to ensure a safe environment for the public” • The Council has not communicated with us in order to “promote and improve the service so it meets the community’s needs” • We have not been treated “effectively and fairly” 	
<p>18</p> <ul style="list-style-type: none"> • welcome the current system being overhauled as the system clearly is fragmented and inaccessible for residents of North Tyneside I do not believe this draft document is more than words on a piece of paper. • Surely the main point of this document should be the training and development of staff. I do not know who I can speak to for advice, and the people I have had dealings with from North Tyneside Council have not been entirely helpful • I appreciate that Local Authorities have limited funds available and must use their discretion in where funds can 	<ul style="list-style-type: none"> • The Draft Parking Strategy has been developed to provide a framework to ensure a consistent parking strategy can be delivered across the Borough which reflects the needs of all stakeholders, residents, businesses and visitors. • Consultation with the public is a vital part of implementing a new strategy. The Council recognises the value of the opinions and expertise offered by members of the public. All responses have been reviewed and discussed and some changes have been made to the draft Strategy as a result. The draft Strategy was also provided to all of the recent visitors to Area Forums.

<p>be allocated but no mention of this is in the draft strategy</p> <ul style="list-style-type: none"> • What I would like to see is far more use of residents and other stakeholders being able to form a strategy in a more open and transparent way. I have a vested interest in the new strategy being fit for purpose and would like to see how decisions will be made and also by whom. Currently it appears decisions are made within the council, by the council for the council. Surely the point is that the whole Borough should be involved in this. • I do not believe that by putting this document online and "inviting" comments that any use will be made of people who take their time to respond will be used. • Is it a plausible idea to invite those who reply to a meeting to be introduced to the people who will ultimately have to make this strategy a reality and be given the opportunity to give opinions and more importantly be listened to? 	
<p>19</p> <ul style="list-style-type: none"> • Notes on Draft Parking Strategy 2011-2015 (Report) • PPS3 concerns new housing. It mentions "parking" only 3 times. • PPS4 mentions "parking" many times but only in the context of non-residential provision. Maximum parking standards are mentioned only in the context of nonresidential development. • PPG13 (much on parking) includes an appendix on Maximum Parking Standards – may not apply to small developments – see paragraph 52/53 of main report - http://tinyurl.com/rdxaka . Appendix D does not cover residential developments! • 4 Information and Issues • a) Town Centres • "The parking needs of residents, who are eligible for parking permits, must be carefully balanced with those of other users." No - those in wholly residential streets should take priority over other users. • c) Residential Parking • The principles adopted by the Grosvenor Estate Residents' 	<ul style="list-style-type: none"> • The Draft Parking Strategy has been developed to provide a framework to ensure a consistent parking strategy can be delivered across the Borough which reflects the needs of all stakeholders, residents, businesses and visitors. • The criteria associated with the residents' parking permit scheme were approved by Cabinet in September 2010. • The exemptions associated with a blue badge are outlined in regulations provided by the Department for Transport and ensure as far as applicable consistency of treatment throughout the country. Disabled motorists displaying a valid blue badge may park on double yellow lines for up to four hours unless other restrictions, e.g. loading restrictions, are in place. • The Council has procedures in place to enforce parking restrictions such as maximum length of stay. • LDD12 refers to the Council's adopted Supplementary Planning Document 'Transport and Highways'. This forms part of the Council's statutory development plan and is separate from the Parking Strategy.

	<p>Association (Grosvenor, Kings & Queens Drives in Whitley Bay) as long ago as 1988 were expressed in paragraphs 6.2 and 6.3 of the report, “Counter Proposals on Parking in the Grosvenor Estate Area of Whitley Bay” – see http://tinyurl.com/6swshoy - these principles should still apply for those streets built in town centres well before significant car ownership.</p> <ul style="list-style-type: none"> • According to the NT Council website (http://tinyurl.com/c5yofc3) there are 13 types of permit available (and this refers to on-street residential schemes only). • e) Disabled people should not be allowed to park on double yellow lines as this causes danger to other road users. • There are many free, time limited parking zones throughout North Tyneside. Enforcement should not be a problem but I would like Parking Control to explain how the following variations are enforced: - <ul style="list-style-type: none"> • a) free for the first X hours, no return within 2X hours • b) free for the first Y hours, no return within Y hours • c) free for the first X hours, no return within X/2 hours • Please also confirm that the Maximum Parking Standards in LDD12 are for guidance only. • Are Maximum Parking Standards a material planning consideration? 	
<p>20</p>	<ul style="list-style-type: none"> • We are writing both to welcome the Draft Parking Strategy 2011-15's emphasis on sustainability, and to reinforce the points outlined below. • The central means by which North Tyneside council can create a sustainable policy is by consistently placing pedestrians and cyclists first. Indeed, the Local Transport Plan (LTP3) for Tyne and Wear states in its main policies that 'We will give priority to, and invest in walking and cycling.' • Car parking on kerb sides is obstructive to pedestrians, particularly vulnerable people such as wheelchair users, or 	<ul style="list-style-type: none"> • The Draft Parking Strategy has been developed to provide a framework to ensure a consistent parking strategy can be delivered across the Borough which reflects the needs of all stakeholders, residents, businesses and visitors. • The draft Parking Strategy aims to support retail vitality by encouraging turnover of parking spaces and discouraging long stay parking, e.g. commuter parking, along the primary retail frontage. Short-term parking up to 2 hours assists in maintaining our town centres' commercial viability however time controls allow us to promote our aims in terms of sustainability.

<p>parents with pushchairs. Car parking on street sides is potentially hazardous, as it reduces the view of the road for people wishing to cross it, reduces the space for cyclists on the road, and poses the danger of cyclists being hit by car doors being carelessly opened.</p> <ul style="list-style-type: none">• Availability of car parking encourages car use, to the detriment of the environment generally, and also to the detriment of local communities, as car drivers are less likely to use local shops and services. Also, simply but vitally, people walking are more likely to greet one another in the street, which car usage does not allow.• Car parks are visually unattractive areas, which take up space that could otherwise be utilised by, for example, parks, or children's playgrounds – facilities which have great potential to encourage community.• We therefore strongly feel that car parking should be kept to an absolute minimum. Ideally, all car parks (including private ones) should have minimum charge to encourage travel by foot and bicycle.• With regards to bicycle parking, we welcome the provision for this noted in the draft document. However, bicycle parking should be designed and installed with the active consultation of the bicycling community, to ensure that it meets the needs of cyclists. To encourage cycling, bicycle parking needs to be considered as one part of general• infrastructural improvement for cyclists, including changes to road layout and signage, to create an useful, integrated, continuous and coherent network of cycle routes considering the needs of both leisure and utility cyclists.• We believe that these measures would make North Tyneside a more attractive and sustainable environment.	
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<p>21</p> <ul style="list-style-type: none"> • Aware legal constraints which bind the authorities do not allow these authorities to deal with issues which are encountered, a way which reflects their written & verbal advice. I find this results in quite absurd tolerance of obvious inconsiderate parking. • I suggest your consultation is in residential areas where a great deal of friction arises. I have been quite specifically informed about such streets in the Marden, Preston, Percy Main, Fish Quay/Union Quay, Hadrian Park, Royal Quays, where inconsiderate parking has resulted in quite extreme incidents. • The highways are not suitable always for any uncontrolled parking, it is the tonnage of vehicles which do the damage, moving or parked inappropriately. • I live in Marden and have told the Council and Police concerning the total absurd parking experienced here. • The absurd nature of local parking should be a matter of record. The Councillors are very disappointed to see grass verges, green areas, pavements etc are being damaged continuously by inconsiderate parking, or driving and various badly effected parts are having bollards and such added. • Police and Councillors have a great deal of Advisory Literature and verbal methods to advise, but where the legal issues become difficult, the damage and absurd parking are allowed to continue. • Long term parking on highways must be controlled in all areas, not just in town centres and similar roadways. • Fish Quay, the Heritage Groups (FQHP) & Neighbourhood Plan, I believe a mind shift is required by the authorities. The fish industries should observe proper practises, where conflicting requirements of residents, visitors, tourists and commercial operators are a major issues. These commercial interests carry their improper attitudes into residential areas, with households inflicting their multi vehicle requirement on other residents. 	<ul style="list-style-type: none"> • The Draft Parking Strategy has been developed to provide a framework to ensure a consistent parking strategy can be delivered across the Borough which reflects the needs of all stakeholders, residents, businesses and visitors • The Fish Quay is to have a full parking study to look at an appropriate scheme to deal with the different demands in the area. • The Council intends to provide advice to residents on the legal situation regarding pavement parking. • Consultation with the public is a vital part of implementing a new strategy. We recognise the value of the opinions and expertise offered by members of the public. We have reviewed and discussed all feedback that we have received from this consultation and we are making minor changes to the document as a result.
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<ul style="list-style-type: none"> • The parking policies at food outlets and businesses, of which the Union Quay (a roadway) is a typical example, requires immediate action. The large HGV's travelling in/out of the Fish Quay market area, will only get bigger in the near future, and this area requires particular consideration, eg around Cliffords Fort now being revealed to the public as a major tourist venue, along with associated historic venues. • Cullercoats coastal edge is the subject of regeneration scheme. An overall policy of total separation of cycle ways from pedestrian footpaths, with appropriate no parking provisions and pedestrianisation of coastal roadways in suitable places, is hopefully in place. • Understood that the Royal Quays and similar local sites best practice traffic control and parking has been (will be) adopted. Such should be introduced in older areas, residential parts should include for more than one vehicle 'off road' parking, multi vehicle households not allowed, particularly where objectionable larger size vehicles of commercial type clutter the street. Such vehicles are a major target of opportunist thieves, who may well consider vans have valuable tools or goods on board, or even include hazardous items, as have been seen. 	
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Responses received from organisations and Council Members

		Feedback received
22	Councillor Ed Hodson	<ul style="list-style-type: none"> • I submit this structural approach to the Parking Strategy Review around which I hope we can make some improvements: <ol style="list-style-type: none"> 1) Modern society requires intelligent logistic systems in order to function properly. An important part of those systems is the start and finish requirement for road transportation. 2) Parking requires regulation where there is insufficient space for vehicles setting out from or arriving at popular destinations qualified by time and season. 3) Regulation is a necessity and not an objective in itself. A key task for this Parking Strategy Review is to determine how parking facilities may be improved while regulation may be reduced and an identification of solutions to parking pressures that assist in that.

		<p>4) Where parking regulations are required these should:</p> <ul style="list-style-type: none"> a) be clear and universal; b) be fairly administered with an emphasis on granting permission rather than exercising sanction; c) be of minimum cost which is to be borne by parkers; d) particularly provide for commercial freight and passenger transport vehicles' needs; e) support the North East ITAs' overarching transport objectives to: <ul style="list-style-type: none"> i) ensure a high quality transport system; ii) ensure access to transport for all residents; iii) reduce congestion; iv) care for both the built and natural environment; • v) support the local economy and its development.
	Members Briefing	<ul style="list-style-type: none"> • Proposals to target enforcement outside schools and to deal with illegal parking in bus stops were well received • Less complex regulations and information for motorists was raised • Enforcement officers were considered inflexible • Free parking in town centres was good if the signing was improved • Charges on the sea front were not too onerous to deter visitors • Whitley bay did not have enough parking facilities • Residents permits should remain free
24	North Shields Chamber of Trade & Commerce	<ul style="list-style-type: none"> • <u>4(a) Town Centre Parking</u> • (1) Parking arrangements in North Shields town centre is critical to the success and economic sustainability of businesses in the town. • (2) It is not possible to deal with parking in the town centre in isolation as residents parking in adjacent space to the town centre has a direct impact on customer footfall in the town. • (3) As well as customer parking we have to ensure that we have sufficient and affordable parking spaces for employees. • (4) We have to ensure that the parking arrangements for the town centre allow for the delivery and collection of goods to retail and business premises. • (5) The Chamber would encourage and support free parking in the town centre with this free parking limited to a period of time of say one hour with charges paid beyond this period. • (6) Where charges are imposed the Chamber strongly support a charge based on a pence per minute basis to increase parking turnaround in the town. • (7) It is essential that we have a more uniformed approach to parking arrangements at street level as at present we have a variety of arrangements and charges which is confusing to residents and visitors to the town. • (8) Careful consideration should be given to signage and road markings to ensure that the parking arrangements are

- clear and easily understood.
- 4(b) Foreshore Parking
 - (1) Careful consideration should be given to how car parking arrangements can assist with the re generation of the North Shields Fish Quay and the Chamber would encourage that the points made in point 4(a) above are considered.
 - 4(c) Residential Parking
 - The requirement for residents parking is understood although it has to be noted that a parking strategy which ensures available, affordable and well used parking in the town centre would ensure that visitors and workers in the town would not utilize parking next to residential premises.
 - 4(d) Pavement Parking
 - For many businesses pavement parking for a limited period of time is critical for the delivery and collection of goods although this parking should be for a limited period of time and should be controlled.
 - 4(e) Parking for people with disabilities
 - The Chamber supports sufficient parking spaces being made available for people with disabilities.
 - 4(f) Parking outside schools
 - Parking outside schools should be carefully controlled for health & safety reasons
 - 4(g) Private Car Parks
 - (1) Careful consideration and discussions with private car parks in the town is critical particularly for workers in the town who may require parking for a longer period of time. This parking should be accessible and affordable.
 - (2) Consideration should also be given to how we can extend the permit system in available space for employee parking which would ensure that employees can park relatively close to their place to their place of work while freeing up parking space in the town centre for customers.
 - 4(h) Coach parking
 - No comment
 - 4(i) Motor cycle parking
 - The Chamber supports sufficient parking spaces being made available for motorcycles.
 - 4(j) Bicycle parking
 - The Chamber supports sufficient parking spaces being made available for bicycles and would encourage increased availability in the town.
 - 4(k) Freight parking
 - No comment
 - 4(l) Safety & security
 - The Chamber support the safer parking scheme
 - 4(m) Customer Services

		<ul style="list-style-type: none"> • Customer services should as always have the highest priority although a simple, clearly defined, well communicated and clearly signed parking policy in the town would do much to improve customer services and would do much to promote businesses in the town and to help re generate the town centre.
25	Whitley Bay Chamber of Trade	<ul style="list-style-type: none"> • Better clarity of restrictions and fees. • Standardisation of charges. • Very supportive of 1p per minute charge. • Uniformity between private managed and public managed parking facilities. • Better signage of facilities.
26	Confederation of Passenger Transport UK	<ul style="list-style-type: none"> • Greater awareness of existing coach parking facilities. • Create a coach stand in Whitley Bay to support events at the Playhouse
27	Bus Companies	<ul style="list-style-type: none"> • Better enforcement of bus stops especially low flow accessibility bus stops. • Continue regular communications to identify locations which create congestion and impact on journey times.
28	North Tyneside Coalition for Disabled Persons	<ul style="list-style-type: none"> • Be consulted on any new proposals to discuss appropriate location on a scheme by scheme basis. • Current guidance provided by the Department for Transport doesn't reflect dimensions of current mobility vehicles.
29	Hackney Carriage Association	<ul style="list-style-type: none"> • Improved enforcement of existing Taxi Ranks to discourage abuse. • More Taxi Ranks should be provided where there is likely to be a demand for their use. In establishing sites for taxi ranks, the Hackney Carriage Association should be consulted, as they will be aware of the locations and times when demand arises. • The process for establishing Taxi Ranks should be streamlined to reduce delays in introducing new facilities.

Consultation undertaken:

- Website – The Draft Parking Strategy 2011-2015 was displayed on North Tyneside Council's website from 5 October 2011 to 10 January 2012 welcoming feedback by email or post
- Council Magazine – An article on the draft Parking Strategy appeared in the Council magazine. An email address and postal address for feedback were included in the article
- North Tyneside Members – A document was sent to each Councillor using the internal mailing system detailing the eight key aims of the strategy and requesting comments on each aim
- Emergency Services – A paper copy of the draft Parking Strategy 2011-2015 was sent to our consultation contacts at each of the emergency services
- North Tyneside Coalition for Disabled Persons – The draft Parking Strategy 2011-2015 was sent by email

- Newcastle City Council – The draft Parking Strategy 2011-2015 was sent by email to the Parking Manager
- Gateshead Council – The draft Parking Strategy 2011-2015 was sent by email to the Parking Manager
- South Tyneside Council – The draft Parking Strategy 2011-2015 was sent by email to the Parking Manager
- Sunderland City Council – The draft Parking Strategy 2011-2015 was sent by email to the Parking Manager
- Nexus – The draft Parking Strategy 2011-2015 was sent by email to Nexus
- North Tyneside Council Area Forums – The draft Parking Strategy was made available on the market stalls for all of the Forums
- Retail Centres Task Group – The draft Parking Strategy was presented in November