

# North Tyneside Council Report to Cabinet Date: 13 February 2012

**ITEM 6(b)**  
Title: North Tyneside  
Parking Strategy 2012 to  
2016

Portfolio(s): **Transport and the Green  
Environment**

Cabinet Member(s): **Cllr E Hodson**

Report from Directorate: **Chief Executive's Office**

Report Author: **Ken Wilson, Head of Regeneration,  
Development and Regulatory Services** (Tel: 643 6091)

Wards affected: **All**

## **PART 1**

### **1.1 Purpose**

The purpose of this report is to invite Cabinet to adopt the draft North Tyneside Parking Strategy 2012 to 2016, attached as Appendix 1, and note the responses received (see Appendix 2) to the public consultation exercise which was carried out in line with the accompanying Engagement Plan (attached as Appendix 3).

### **1.2 Recommendation(s)**

It is recommended that Cabinet:

- i. note the responses received to the consultation exercise, as detailed in Appendix 2;
- ii. approve and adopt the North Tyneside Parking Strategy (final draft attached as Appendix 1);
- iii. instruct officers to continue to monitor the effectiveness of the North Tyneside Parking Strategy and advise the Cabinet Member accordingly;
- iv. receive annual reports on the operation of the Parking Strategy and in addition further reports as appropriate in the event of any significant change affecting the operation of parking arrangements in North Tyneside.

### **1.3 Forward plan**

This item is listed on the Forward Plan for the period 1 January 2012 – 30 April 2012.

### **1.4 Council plan, policy framework**

The proposals in this report are relevant to the following theme in the Council Strategic Plan 2011-2015:

## Theme 2 – Our Businesses

### 2.5 Ensuring an effective and efficient transport system.

#### 1.5 Information

**1.5.1** In 2007 Cabinet adopted the Council's first Parking Strategy for the period 2007 to 2011. The main aim of the Strategy was to develop a framework and timetable for the implementation of parking schemes in the borough including adopting Civil Parking Enforcement (taking over the role of parking enforcement from the Police).

At its meeting of 12 September 2011 Cabinet approved a full public consultation on a draft Parking Strategy to apply from 2012 onwards. The public consultation took place between October 2011 and January 2012 in line with the Engagement Plan (attached as Appendix 3) and the draft Parking Strategy (attached as Appendix 1) has been revised to reflect the responses received. A briefing session for Members was also held on 13 December 2011.

The revised draft Parking Strategy 2012 to 2016 details how the Council as the local highway authority intends to manage parking in the Borough for the next four years for the benefit of local businesses, residents and visitors. The efficient and effective management of parking is essential as part of a co-ordinated approach to delivering the national strategic transport goals of supporting economic growth and carbon reduction.

Therefore the revised draft Parking Strategy 2012 to 2016 includes the following strategic aims:

1. Support North Tyneside's economy, our local businesses and our town and neighbourhood centres through consistent parking arrangements which support the vitality of the borough's commercial centres and wider regeneration aims
2. Provide an effective and efficient parking service, which manages income and revenue to enable the service to be fully funded and parking charges to be in line with the Council's wider policy objectives
3. Manage parking to ensure a safe environment for all our customers, including appropriate parking enforcement outside schools and improved lighting and security measures for car parks
4. Serve the requirements of the community of North Tyneside as a whole by providing an appropriate level and range of car parking arrangements and restrictions, such as residents' parking permit schemes, in areas where these are required
5. Ensure that all new developments follow best practice with regard to parking
6. Recognise the importance of car parking management in influencing travel choices and promoting sustainable transport
7. Communicate regularly and effectively with all stakeholders in order to promote and improve the relevance of services and better meet the community's requirements
8. Ensure that customers are treated efficiently, effectively and fairly.

**1.5.2** A full summary of responses received to the public consultation is attached as Appendix 2. Some themes common to several of the responses within the public consultation, or which arose at the briefing session for Members, were as follows:

1. Several respondents suggested that the Council should make its parking regulations easier to understand. Prior to the formal consultation, this point had been raised by the Chambers of Trade and Commerce in a request for the standardisation of parking restrictions and charges within each town centre.
2. The proposed focus on enforcement outside schools and at bus stops, combined with an education programme, was well received by Members and by the bus operators, as was the proposal to locate new coach drop-off areas and taxi bays throughout the Borough.
3. The issue of charging in town centres was brought very much into focus by Mary Portas' recent report on high street vitality ('The Portas Review – an independent review into the future of our high streets'). North Tyneside Council was the first authority in the region to remove charges from its town centre off-street parking facilities whilst still encouraging turnover of parking bays by limiting the free length of stay to 2 hours to discourage all day commuter parking. A related issue raised by Members and the Chambers of Trade and Commerce was the fact that the three large town centre parking facilities are privately owned and therefore continue to charge for parking.
4. A number of responses related specifically to the recently introduced Tynemouth parking scheme which emphasises the importance of striking a balance between residents' requirements and those of local businesses.
5. The use of new technology such as allowing for payment by phone at ticket machines and increased use of information and communications technology (ICT) was also broadly welcomed, as was safer design in car parks with improved lighting and visibility.
6. A further theme was the difficulty of knowing which aspects of parking enforcement, e.g. those relating to pavement parking and obstruction, were the responsibility of the Police rather than the Council. It is not possible under present legislation for the Council to take over any further parking enforcement powers from the Police.

## **1.6 Decision options**

Cabinet may:

1. Approve the recommendations in section 1.2 and adopt the draft North Tyneside Parking Strategy 2012 to 2016.
2. Not approve the recommendations in section 1.2.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option**

Option 1 is recommended as by adopting a revised Parking Strategy the Council will be able to develop and implement parking policies and practices which support local businesses, residents and visitors.

## **1.8 Appendices**

Appendix 1: Draft North Tyneside Parking Strategy 2012 to 2016

Appendix 2: Details of public consultation

Appendix 3: Engagement Plan

## **1.9 Contact officers**

Derek Smith, Senior Manager, 0191 643 6106

Kevin Ridpath, Network and Transportation Manager, 0191 643 6089

Garry Hoyle, Parking Manager, 0191 643 6599

Alison Campbell, Financial Business Manager, 0191 643 7038

## **1.10 Background information**

North Tyneside Parking Strategy 2007 to 2011

Cabinet Report 13 September 2010 – Public consultation on the draft North Tyneside Parking Strategy 2011 to 2015

Tyne and Wear Local Transport Plan (LTP3)

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

The public consultation and engagement were funded from the Council's parking revenue budget. The document will be published on the internet. Any financial implications arising from implementing the Strategy that require additional resources will be reported back to Cabinet.

### **2.2 Legal**

The Traffic Management Act 2004 imposes a duty on local authorities to manage their highway network efficiently so as to manage congestion and disruption by securing the expeditious movement of traffic, and to appoint a traffic manager. North Tyneside Council moved from Decriminalised Parking Enforcement to Civil Parking Enforcement in April 2008 in line with the Act. The Secretary of State for Transport expects local authorities to monitor and appraise their parking policies, and that any recommendations for improvements be put to Members when considered appropriate, for example when a strategy is renewed.

### **2.3 Consultation/community engagement**

A full public consultation was carried out (a summary of responses is attached as Appendix 2) in line with the Engagement Plan attached as Appendix 3.

### **2.4 Human rights**

There are no human rights implications directly arising from this report.

## 2.5 Equalities and diversity

There will be positive outcomes for equality and diversity primarily through improved accessibility.

## 2.6 Risk management

There are no risk management implications directly arising from this report.

## 2.7 Crime and disorder

Following the introduction of Decriminalised Parking Enforcement in North Tyneside on 24 June 2007 (which became Civil Parking Enforcement in April 2008), parking contraventions in the borough ceased to be an offence enforced by the Police, becoming instead a civil matter enforced by the Council.

Security in Council-run car parks is addressed in the draft Strategy.

## 2.8 Environment and sustainability

The Parking Strategy will have a positive environmental impact through the implementation of measures to manage travel demand.

### PART 3 - SIGN OFF

- Strategic Director(s)
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Director with responsibility for Community Engagement