

## Appendix 1

### Cabinet Response to Overview and Scrutiny Recommendations Completed Action Plan Permit Parking

In accordance with Section 21B of the Local Government Act 2000, Cabinet is required to provide a response to the recommendations of the Overview, Scrutiny and Policy Development Committee within 2 months. In providing this response Cabinet is asked to state whether or not it accepts each recommendation and the reasons for this decision. Cabinet must also indicate what action, if any, it proposes to take.

Overview, Scrutiny and Policy Development Committee Recommendation	Officer Commentary	Cabinet Decision (Accept or reject)	Action to be taken (if any) and timescale for completion
<b>Technology Solutions</b>			
<p><b>Recommendation 1:</b> That a virtual permit system [with an online application process] be introduced for the administration of parking permits, subject to consideration of the most appropriate model/software to meet the Council's needs.</p>	<p>The existing permit system is complex, potentially confusing for the public, relatively difficult to administer and in some instances vulnerable to abuse. The review by Overview, Scrutiny and Policy Development Committee represents an opportunity to provide a consistent, simplified and effective permit management system.</p> <p>A business case would need to be developed in order for a new virtual permit system to be implemented: this will set out the benefits of the proposed system</p>	<p>Accept subject to the development of, and obtaining approval for, a business case for a new virtual permit system and the identification of capital funding to implement this.</p>	<p>Anticipated completion of outline business case by October 2016.</p> <p>Subject to the identification of appropriate funding, engage with a software provider and develop full business case for a new virtual permit system.</p>

	and detail the financial aspects of this.		
<b>Recommendation 2:</b> That initially a hybrid virtual permit system should be introduced, with non-transferable resident permits being virtual [being electronic permits registered online] and transferable permits, such as residents' visitor permits, being paper-based. Both options would have an on-line application facility to improve the service to the customer. The hybrid system would be reviewed at the end of the first year to see if a fully virtual option was recommended.	See officer comments for Recommendation 1.  The hybrid system, if introduced, would be reviewed after 12 months this will allow officers to assess the success of the system and whether the system can be developed further towards a fully virtual solution.	Accept subject to the development of, and obtaining approval for, a business case for a new virtual permit system and the identification of capital funding to implement this.	Anticipated completion of outline business case by October 2016.  Subject to the identification of appropriate funding, engage with a software provider and develop full business case for a new virtual permit system.  Officers, in consultation with the Cabinet Member for Housing and Transport, to carry out a review 12 months after any such system were to become operational.
<b>Recommendation 3:</b> That the virtual permit system be implemented across the borough simultaneously, with support for residents available via customer service centres as required.	See officer comments for Recommendation 1.  The proposal may be easier for the public to understand and accept if it is implemented across the borough simultaneously.	Accept subject to the development of, and obtaining approval for, a business case for a new virtual permit system and the identification of capital funding to implement this.	Anticipated completion of outline business case by October 2016.  Subject to the identification of appropriate funding, engage with a software provider and develop full business case for a new virtual permit system.
<b>Resident Permits</b>			
<b>Recommendation 4:</b> That resident parking permits be made available as follows: i. An annual charge of £25 to be	The development of a permit parking policy is an important piece of work as it will remove ambiguity which exist in the	Accept subject to the development of a formal permit parking policy which	A formal permit parking policy to be developed by October 2016.

<p>introduced for all resident permits, with the charge reviewed on an annual basis to ensure the costs of the service can be met;</p> <p>ii. To allow a maximum of 3 non-transferable resident permits per household, plus 1 transferrable residents visitor permit, each at an annual cost of £25;</p> <p>iii. Households with an appropriate off-road parking facility to be restricted to 2 resident permits per household, plus 1 transferrable residents' visitor permit;</p> <p>iv. Resident permits to be virtual permits registered by vehicle registration number and implemented via a virtual system;</p> <p>v. All permits to be renewed on an annual basis with the charge implemented at the next renewal;</p> <p>vi. One transferrable residents visitor permit to be available per household at a charge of £25 – this would be a transferable paper based permit;</p> <p>vii. One transferrable residents visitor permit to be made available to households within shared use permit schemes at a charge of £25</p> <p>viii. The current paper-based scratchcard system for multiple</p>	<p>present system and allow a more user-friendly system to be provided.</p> <p>Once developed, this could be appended to the existing North Tyneside Parking Strategy, in advance of the full refresh of the Parking Strategy planned for 2017/18.</p> <p>As such, it is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee.</p> <p>The changes will require an amendment to the Traffic Regulation Order.</p>	<p>shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	
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<p>visitors be discontinued and replaced with a virtual system, with an option for residents to telephone the parking services team who would be able to book time on-line. This option would continue to be specific to permit only restrictions and charged at £1 for a maximum of 3 hours.</p>			
<p><b>Recommendation 5:</b> That the Council only consider shared use schemes (i.e. limited waiting with an exemption for permits or pay and display with an exemption for permits) in areas that have a high level of commercial demand, to support the vitality of these areas. This should apply to all schemes moving forward, but would not be retro fit to such areas that already have a resident-only permit scheme.</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	<p>A formal permit parking policy to be developed by October 2016.</p>
<p><b>Recommendation 6:</b> That the income generated from permits to be used to support the operational costs of the permit parking system and consideration be given to any surplus generated to be used to fund new permit parking schemes that meet the Council's criteria and wider network management objectives.</p>	<p>This will be investigated further to establish the financial and other implications of this recommendation.</p>	<p>Instruct officers, in consultation with the Cabinet Member for Housing and Transport, to carry out further work to investigate the implications of this recommendation</p>	<p>Officers, in consultation with the Cabinet Member for Housing and Transport, to investigate the financial and other implications of this recommendation.</p>

<b>Recommendation 7:</b> That the following modified parking assessment criteria be adopted:		It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.	Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.	A formal permit parking policy to be developed by October 2016.
Criteria	Level			
1. Amount of on-street parking available	at least 85% of parking space occupied for at least 3 hours per day			
2. Amount of on-street parking used by non-residents	at least 30% of parked vehicles estimated to be non-residents			
3. Only shared use restrictions to be implemented in areas that have commercial demand	-			
4. Hours of restriction to be appropriate to the parking problem identified	-			
5. Level of resident support for scheme	at least 51% of households in the street to respond in			

	favour			
<b>Recommendation 8:</b> That the introduction of the new system will include a guarantee that permit areas will be monitored for enforcement at least once per day.	The deployment of the enforcement team could be adapted to reflect this, subject to an ongoing review confirming that sufficient staff resource could be provided.	Accept subject to an ongoing review confirming that sufficient staff resource could be provided.	The deployment of the enforcement team will be adapted following consideration of this report to comply with this recommendation, subject to an ongoing review confirming that sufficient staff resource could be provided.	
<b>Recommendation 9:</b> That existing permit schemes can be withdrawn in instances where a majority of households within a scheme do not wish the scheme to continue.	It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.	Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.	A formal permit parking policy to be developed by October 2016.	
<b>Business Permits</b>				
<b>Recommendation 10:</b> All businesses to be permitted to apply for one transferable business permit, at a charge of £250 per annum, with no requirement for the vehicle to be for essential operational use.	It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy,	Instruct officers, in consultation with the Cabinet Member for Housing and Transport, to carry out further work to investigate the implications of this	Officers, in consultation with the Cabinet Member for Housing and Transport, to investigate the implications of this recommendation.	

	<p>following its planned refresh in 2017.</p> <p>This will require further investigation to understand its implications for parking in town centres more widely and on the finances of the Authority.</p>	recommendation	
<p><b>Recommendation 11:</b> Permits to be transferable paper-based permits, limited by area rather than zone, with an on line application process and eligibility checked against business rate information or other verification criteria.</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	<p>A formal permit parking policy to be developed by October 2016.</p>
<p><b>Recommendation 12:</b> The impact of this revised system to be reviewed after a year.</p>	<p>The permit parking policy, if introduced, would be reviewed after 12 months: this would allow officers to assess the success of the policy.</p>	<p>Accept: any such proposals, once introduced, will be evaluated.</p>	<p>Officers, in consultation with the Cabinet Member for Housing and Transport, to assess the success of the policy, if introduced.</p>
<p><b>Recommendation 13:</b> All current scratchcards for business use to be discontinued, with the exception of: i. Tradesman permit – £1 for 3</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview,</p>	<p>Accept subject to the development of a formal permit parking policy which</p>	<p>A formal permit parking policy to be developed by October 2016.</p>

<p>hours, only applicable in permit only restrictions;</p> <p>ii. Bed and breakfast permit – to be continued but charge to be increased to £5 for 24 hours, valid in shared use and permit only restrictions.</p> <p>In line with other proposals, these permits will be temporary virtual permits with an on-line application system.</p>	<p>Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	
<b>Miscellaneous permits</b>			
<p><b>Recommendation 14:</b> Care home resident permits be retained with the charge increased to £25 in line with the recommended charge for resident permits. These would be transferrable paper-based permits.</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	<p>A formal permit parking policy to be developed by October 2016.</p>
<p><b>Recommendation 15:</b> That the community workers permit and clock system be retained, with the charge increased from £20 to £25 in line with the recommended charge for resident permits, and the maximum length of</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these</p>	<p>A formal permit parking policy to be developed by October 2016.</p>

<p>stay reduced to 2 hours.</p>	<p>would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	
<p><b>Recommendation 16:</b> That Council permits be retained with the charge increased from £20 to £25 in line with the recommended charge for Resident permits.</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.</p>	<p>A formal permit parking policy to be developed by October 2016.</p>
<p><b>Recommendation 17:</b> That the current company car resident permit be discontinued, with residents able to use their transferable residents' visitor permit, or to register a change of registration number via the virtual system, as required.</p>	<p>It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.</p>	<p>Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be</p>	<p>A formal permit parking policy to be developed by October 2016.</p>

		brought back to Cabinet/Council as appropriate for approval.	
<b>Recommendation 18:</b> Church and community centre permits be discontinued as current take up is low.	It is recommended that a fully costed permit parking policy be developed to reflect the comments made by Overview, Scrutiny and Policy Development Committee. This would be appended to the updated Parking Strategy, following its planned refresh in 2017.	Accept subject to the development of a formal permit parking policy which shows the financial impact of these proposals. If there is a proposed net cost to the Authority the proposal will be brought back to Cabinet/Council as appropriate for approval.	A formal permit parking policy to be developed by October 2016.