

North Tyneside Council Report to Cabinet 11 September 2017

ITEM 6(e)

North Tyneside Parking
Strategy

Portfolio(s): Housing and Transport

Cabinet Member(s): Cllr J Harrison

Report from Service Area: Environment, Housing and Leisure

Responsible Officer: Phil Scott, Head of Environment,
Housing and Leisure

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Wards affected: All

PART 1

1.1 Executive Summary:

The North Tyneside Transport Strategy, adopted by Cabinet on 8 May 2017, sets out the Authority's vision for transport in the borough. It seeks to ensure that "North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently." It sets out five principles which are key to achieving this.

The North Tyneside Parking Strategy, attached as Appendix 1, sets out clearly the Authority's approach to managing parking in the borough. Cabinet is invited to adopt the strategy and make appropriate officer delegations related to the management of parking.

1.2 Recommendation(s):

It is recommended that Cabinet:

- i. adopt the North Tyneside Parking Strategy, attached as Appendix 1;
- ii. endorse the parking solutions tool and parking investment priorities tool set out in the strategy;
- iii. agree changes to the parking permit scheme as set out in the North Tyneside Parking Strategy;
- iv. agree that the application of the new procedures and associated outcomes be delegated to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport; and
- v. agree that the setting of parking fees and charges be delegated to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport, the Cabinet Member for Finance and Resources and the Head of Finance, in accordance with the Authority's fees and charges policy framework.

1.3 Forward Plan:

Twenty eight days notice of this report has been given and it first appeared on the Forward Plan that was published on 17 July 2017.

1.4 Council Plan and Policy Framework:

This report is relevant to the following priorities set out in Our North Tyneside, the Council Plan 2016 to 2019:

- Our People will be listened to, and involved by responsive, enabling services
- Our Places will have an effective transport and physical infrastructure – including our roads, cycleways, pavements, street lighting, drainage and public transport

1.5 Information:

1.5.1 Background

The North Tyneside Transport Strategy, adopted by Cabinet on 8 May 2017, sets out the Authority's vision for transport in the borough. It seeks to ensure that ***“North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently.”*** It sets out five principles which are key to achieving this:

- Improve safety, health and well-being outcomes and sustainability;** in relation to people, communities and the environment
- Support economic growth;** through effective movement for people, businesses and goods and to support the regional aim of “more and better jobs”
- Improve connectivity;** with all parts of the borough, the region, the rest of the country and the world
- Enable smart choices for all;** help people, businesses and visitors find out how to get to where they need to
- Manage demand;** on transport networks and assets and address current and future transport challenges.

The design and provision of new car parking relating to new developments brought forward through the planning process has been agreed by Cabinet, as part of Supplementary Planning Document LDD12 – Transport and Highways (approved on 8 May 2017).

In relation to existing car parking, the economy of North Tyneside is growing and the borough continues to be an attractive place to live, work and visit. The borough is served by cycling and walking routes of improving quality and a comprehensive public transport network. The number of vehicles on our road network continues to grow and the use of the private car remains a frequent choice. Many historic areas of North Tyneside were constructed before the era of widespread car ownership, resulting in an every-increasing demand for car parking provision. It is difficult to balance the parking needs of residents, local businesses and visitors against this backdrop. Therefore it is important that the

approach to meeting those needs should be consistent, coherent and based on a set of agreed priorities for parking investment.

1.5.2 The current North Tyneside Parking Strategy

The Authority was first designated a Permitted Parking Area and a Special Parking Area on 24 June 2007 which meant that from that date the enforcement of parking restrictions in the borough was dealt with by way of civil enforcement using Civil Enforcement Officers (CEO's) rather than through the criminal justice system. In March 2008 the borough became a Civil Enforcement Area under the Traffic Management Act 2004.

The current North Tyneside Parking Strategy was adopted by Cabinet in 2012. It sought to "provide a consistent framework which reflects the needs of all stakeholders, residents, businesses and visitors whilst seeking to provide a safe and uncongested network for all modes of transport", however it is now in need of being refreshed.

1.6 **The proposed Parking Strategy:**

1.6.1 The North Tyneside Parking Strategy has been developed with reference to a wide evidence base. The following are examples of what information has been taken into account:

- The priorities set out in the Our North Tyneside council plan developed following extensive public consultation including the Big Community Conversations
- Data on usage of car parking facilities
- Specific feedback received from the community through enquiries from Ward Members and the public
- Specific consultation undertaken by the Parking Permit Study Group of Overview, Scrutiny and Policy Development Committee, work which was requested by the Cabinet Member for Housing and Transport.

1.6.2 Review by Overview, Scrutiny and Policy Development Committee

In October 2015 the Overview, Scrutiny and Policy Development Committee set up a sub group to carry out a study into permit parking in North Tyneside. This was in response to a request from the Cabinet Member for Housing and Transport, that Committee review the current permit system and explore opportunities to improve and simplify the permit system across the borough. Members held a series of evidence gathering sessions with officers of the Authority, its technical services delivery partner, Capita, and local residents and business representatives.

Cabinet's response to the Overview, Scrutiny and Policy Development Committee's recommendations was agreed on 12 September 2016. In its response, Cabinet accepted the recommendation of the Overview, Scrutiny and Policy Development Committee that a virtual permit system for the administration of parking permits should be introduced, subject to an appropriate business case. It was noted that capital funding had to be identified to implement this. The Authority's Technical Partner, Capita, has provided this funding to replace the existing Notice Processing system.

The changes in the revised Parking Strategy, outlined below, have been developed with due regard to Cabinet's response to the Overview, Scrutiny and Policy Development Committee's recommendations.

1.7 Proposed Parking Strategy Highlights (Appendix 1):

1.7.1 Parking management in North Tyneside

Parking provision for residents, businesses and visitors in our three main town centres consists of a mixture of Authority-managed and privately managed parking facilities. Suitable provision is made for short, medium and long stay parking depending on the location; town centre off-street car parks operated by the Authority remain free of charge. This approach helps to encourage turnover of parking in the most central areas and support retail vitality.

The Authority is investing heavily in North Tyneside's seafront to make it a vibrant and popular area and continue to encourage a steady turnover of people to come into the area to support tourism, local businesses and keep the local economy buoyant. The Authority operates off-road car parking facilities at locations along the Foreshore. The option of payment by mobile phone is available at all Authority operated car parking facilities with usage continuing to increase, particularly along the coast, and ticket machines which accept card payments only are being more widely introduced.

In order to make it easier to find a parking space on the coast, residents and visitors can use the AppyParking app for a smartphone or tablet, which provides directions and details of the parking tariffs which apply.

A flexible parking initiative has been in operation for some time, which allows drivers to pay for parking at one parking facility along the Foreshore and use this at another parking location along the Foreshore.

The proposed strategy endorses the continuation of this measure.

A flexible permit for parking at the Foreshore is now available for six months or a year, to reflect seasonal demand.

The proposed strategy endorses the continuation of this measure.

Also a flexible day ticket will be introduced for foreshore car parks.

1.7.2 Parking permits and proposed changes

There are currently 40 residents' parking permit zones in the borough, of which 35 are in the three main town centres or in the coastal area. The Authority receives numerous requests for additional residents' parking permit schemes. There are currently 238 individual requests which have been submitted to the Authority and are undergoing consideration.

Within the North Tyneside Parking Strategy at Appendix 1, Annex 2 a new permit parking scheme is set out to manage this demand. A comparison between the details of the existing scheme and proposed new scheme is provided at Appendix 2.

The proposed changes seek to simplify the application process, make the permit scheme clearer, making better use of technology.

It is proposed a charge is to be applied for all future parking permit schemes to cover the management and administrative costs of the scheme.

1.7.3 Parking solutions tool

As previously mentioned, many historic areas of North Tyneside were constructed before the era of widespread car ownership and hence it is often difficult to balance the parking needs of residents, local businesses and visitors. It is therefore important that the approach to meeting those needs should be consistent, coherent and based on a set of agreed priorities for parking investment which is affordable and sustainable. As such, a parking solutions tool is proposed: this is included within the North Tyneside Parking Strategy at Appendix 1, Annex 3.

The parking solutions tool sets out a process to identify the nature and cause of the local parking problem and seeks to address this through engagement with other organisations and partners, with the focus on resolving the situation through this means before any commitment by the Authority to introduce new parking measures is considered.

1.7.4 Parking investment priorities tool

A parking investment priorities tool is also proposed, within the North Tyneside Parking Strategy at Appendix 1, Annex 4. It sets out a transparent and consistent process by which new parking measures will be assessed to either proceed to become an investment priority or not.

1.8 **Next steps:**

Subject to adoption of the North Tyneside Parking Strategy, the proposed changes to permit parking will be advertised in accordance with statutory process.

All existing requests for parking measures will then be reviewed in accordance with the associated new processes, using the proposed new parking solutions tool, and, as appropriate, the parking investment priorities tool.

Fees and charges are to be reviewed by the Cabinet Member for Housing and Transport, in consultation with the Head of Environment, Housing and Leisure.

The Local Transport Plan (LTP) programme of works is approved on an annual basis. All new highways investment priorities, including car parking, will be considered as part of the Authority's Investment Plan through the normal governance processes.

1.9 **Decision options:**

The following decision options are available for consideration by Cabinet:

Option 1

Cabinet accept the recommendation set out in paragraph 1.2 above.

Option 2

Cabinet do not accept the recommendation set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.10 **Reasons for recommended option:**

Option 1 is recommended in order to support the effective management of parking in North Tyneside.

1.11 Appendices:

- Appendix 1 North Tyneside Parking Strategy (final draft for approval)
- Appendix 2 Comparison between the details of the existing parking permit scheme and proposed new scheme

1.12 Contact officers:

Colin MacDonald, Senior Manager, Technical and Regulatory Services, 0191 643 6620
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
Nicholas Bryan, Highway Network Manager, Capita, 0191 643 4808
Garry Hoyle, Parking Manager, Capita, 0191 643 6599
John Cram, Integrated Transport Officer, 0191 643 6122
Alison Campbell, Senior Business Partner, 0191 643 7038

1.13 Background information:

The following background papers/information have been used in the compilation of this report and are available at the office of the author:

- (1) North Tyneside Transport Strategy (approved by Cabinet on 8 May 2017)
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=568803&p_subjectCategory=41
- (2) Tyne and Wear third Local Transport Plan (LTP3)
<http://www.tyneandwearltp.gov.uk/documents/ltp3/>
- (3) North East Combined Authority (NECA) Transport Manifesto
<http://www.northeastca.gov.uk/local-transport-plan>
- (4) Cabinet response to Permit Parking – report of Overview, Scrutiny and Policy Development Committee (12 September 2016)
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=566444&p_subjectCategory=41
- (5) Equality Impact Assessment
http://october.northtyneside.gov.uk:7778/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=569743

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The existing parking permit scheme can be confusing for the public and is expensive to administer with an increasing number of requests for new permit parking schemes across the borough. It is intended to make greater use of 'virtual' parking permits to make the scheme more effective and to minimise costs.

The replacement of the existing Notice Processing system with a virtual hybrid system is being funded by the Authority's Technical Partner, Capita. The system is compliant with the Authority's existing ICT architecture and resource plan.

It is proposed that the setting of parking fees and charges be delegated to the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing and Transport, the Cabinet Member for Finance and Resources and the Head of Finance.

Publication of the policy will be managed within existing resources. It is anticipated that all costs of introducing the new parking strategy, the parking solutions tool and the permit scheme can be contained within current budgets but should any unforeseen financial implications arise these will be brought back to Cabinet as appropriate.

2.2 Legal

The Authority was designated a Permitted Parking Area and Special Parking Area by The Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of North Tyneside) Order 2007 made under the Road Traffic Act 1991, and has been undertaking civil enforcement of parking and waiting restrictions since June 2007.

With the commencement of the relevant Parts of the Traffic Management Act 2004 in March 2008 the borough became a Civil Enforcement Area

The introduction of the parking related sections of Part 6 of the Traffic Management Act 2004 on 31st March 2008 amended the legal framework and widened the scope of local authority parking enforcement.

The Traffic Management Act 2004 places a duty on the Authority to manage highways in order to secure the expeditious movement of traffic (including cycling and walking) on its network and on adjacent networks. The management of on and off street parking provision is a key component of ensuring the highway is managed effectively.

The adoption of the Authority's Parking Strategy and the setting of parking fees and charges is a Cabinet function as there is nothing in legislation to suggest that such functions cannot be the responsibility of Cabinet.

If Cabinet agree to the recommendations contained in this report, a further delegated officer decision(s) will need to be taken by the Head of Environment, Housing and Leisure in consultation with the Cabinet Member for Housing and Transport and the Head of Finance. Twenty eight days notice on the Forward Plan of the delegated officer decision must be given and a record of the decision taken together with the report to the officer making the decision will need to be produced and published on the Authority's website (unless the matter for decision involves exempt or confidential information in accordance with Part 1 of Schedule 12A to the Local Government Act 1972).

2.3 Consultation/community engagement

The proposed updated Parking Strategy reinforces the Authority's ongoing commitment to managing parking in the interests of residents, businesses and visitors. The strategy has been developed using a wide evidence base, as outlined in paragraph 1.6.1 of the report.

In October 2015 the Overview, Scrutiny and Policy Development Committee set up a sub group to carry out a study into permit parking in North Tyneside. Members held a series

of evidence gathering sessions with local residents and business representatives as well as officers of the Authority and its technical services delivery partner, Capita. The proposed changes to the Authority's approach to permit parking have been developed with due regard to Cabinet's response to the Overview, Scrutiny and Policy Development Committee's recommendations.

The proposed amendments to the parking permit scheme will require amendment to the relevant Traffic Regulation Order (TRO) in accordance with statutory process.

2.4 Human rights

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

2.5 Equalities and diversity

The proposed development of a formal permit parking scheme will have regard to the Authority's obligations under the Equality Act 2010. An Equality Impact Assessment has been undertaken. This noted that the Parking Strategy aims to ensure that it has a positive impact for people with a disability, in that it sets out clear criteria which will contribute to a positive outcome, e.g. for dealing with requests for the provision of disabled parking bays.

2.6 Risk management

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

2.7 Crime and disorder

There are no crime and disorder issues directly arising from this report.

2.8 Environment and sustainability

There are no environment and sustainability issues directly arising from this report.

PART 3 - SIGN OFF

- Deputy Chief Executive
- Head(s) of Service
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Head of Corporate Strategy