

**North Tyneside Council
Parking Strategy**

[final draft for approval]

North Tyneside Council

Parking Strategy

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1. Introduction

The North Tyneside Transport Strategy sets out the Council's aspirations 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:

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

To support the delivery of the North Tyneside Transport Strategy, the North Tyneside Parking Strategy sets out our approach to managing parking in the borough.

This document is consistent with the North Tyneside Local Plan and the Supplementary Planning Document LDD12 – Transport and Highways, and is written with regard to current and emerging national and strategic guidance and local and regional plans and policies (see Annex 1).

In relation to the design and provision of new car parking relating to developments brought forward through the planning process, our approach is set out in Supplementary Planning Document LDD12 – Transport and Highways.

In relation to existing car parking, it is important to note that over the past 60 years the advances in motor vehicles have transformed our lives, providing social mobility, expanding the distances between where we work and live and increasing the business opportunities for employers and employees alike.

Parking is an intrinsic part of this change. On average, 96% of the lifetime of a car is spent parked (RAC report – Spaced: Perspectives on Parking Policy) and parking management is an ongoing challenge.

Parking forms an integral part of the Council's transport strategy for the borough. It is essential that parking controls are transparent and consistently applied. This will become even more important as the regeneration of the borough brings new challenges and opportunities.

2. Background

The borough of North Tyneside is diverse in its nature. It includes historic town and district centres, growing employment destinations, education and retail destinations and visitor attractions.

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 including the Metro, for which demand continues to grow. 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 and therefore it is often difficult to balance the needs of residents, local businesses and visitors.

Parking management and pricing is an important tool for managing demand and can encourage the use of more sustainable modes of transport, such as public transport.

The Council is responsible for the enforcement of parking and bus lane restrictions, while enforcement of other matters on the highway, such as obstruction or dangerous parking, is the responsibility of the Police.

This strategy sets out how parking is linked into the Council's long term aims, as identified in the North Tyneside Transport Strategy, and how we will make parking work for our residents, businesses and visitors, to deliver a safe, consistent and transparent parking service. This will support four of the key principles of the Council's

Transport Strategy:

- Improve safety, health and well-being outcomes and sustainability
- Support economic growth
- Enable smart choices for all
- Manage demand

3. How we manage car parking – overview

Town Centres

North Tyneside has four main town centres. Three of these, North Shields, Wallsend and Whitley Bay, are the historic town centres with a wide range of uses such as retail, services and other businesses as well as many residential properties. Killingworth town centre was constructed more recently than the other town centres and is focussed mainly on retail uses and served by large privately owned car parks with no significant on-street parking.

In the three historic town centres, off-street parking is available in both Council-managed and commercial car parks, and a substantial proportion of parking is in on-street bays, often on partially or wholly residential streets.

Surveys suggest that there is sufficient parking provision for residents, shoppers and visitors in three main town centres through the mixture of parking facilities provided.

The Council offers free parking in the off-road parking facilities that it manages, and demand at these sites regularly exceeds availability. Use of the privately managed car parks is generally below full capacity and there is a heavy reliance on the availability of on-street provision, which, in some locations, contributes to traffic congestion in the town centre.

The pricing structure for on-street parking in the commercial core of each town centre is set so as to encourage higher turnover (predominately 'short stay') in these locations to support the vitality of these areas. A different parking tariff applies on streets on the outskirts of the commercial core ('medium stay'), which helps to accommodate drivers who wish to park for longer.

Other district centres

Other district centres within the borough such as Tynemouth, Longbenton, Forest Hall and Monkseaton are served by both on- and off-street parking. Each has its own unique characteristics and these need to be taken into consideration in the process of managing parking.

Residential areas

Many residential properties in the borough have their own off-street parking. On-street parking is available in many residential streets. In some areas which experience specific pressures on parking demand, residential parking permit zones are in place. Streets which are largely residential may also include shops and businesses, whose needs are also considered in the design of parking schemes.

Foreshore

The Council is investing heavily in North Tyneside's seafront to make it a vibrant and popular area, and we want to continue to encourage a steady turnover of people to come into the area to support tourism, our local businesses and keep the economy buoyant. The Foreshore is well served by public transport and cycling and walking routes, however at some locations on certain days the demand for parking exceeds the availability, hence an efficient parking management strategy has to be employed to optimise the available parking space to meet the competing demand.

In order to offer improved flexibility, the Council offers the option of payment by mobile phone at all of its car parking facilities. Pay and display machines which accept card payments only are to be introduced at six car parks during 2017, with a view to extending this technology into other locations in the future if the system proves popular. To more easily 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 approach is in place along the Foreshore which means that drivers who pay for parking at one facility can also use the other parking facilities along the Foreshore. A flexible permit for parking at the Foreshore is also available: these permits are not specific to a particular vehicle (hence can be used by any member of a household, club or society) and, to reflect seasonal demand, are available for six months or a year.

4. Challenges

In this context, the parking challenges in North Tyneside are as follows:

- **Managing demand**

Challenges include:

- i. making the most efficient use of the existing infrastructure;
- ii. maintaining the infrastructure in good condition;
- iii. balancing the parking needs of residents, businesses and visitors and managing the competing demands for car parking;
- iv. using technology effectively to support journey planning and assist people in managing their parking needs;
- v. promoting more sustainable transport; and
- vi. making our transport networks function more effectively.

- **Businesses**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of customers;
- ii. supporting retail vitality;
- iii. the impact of growth and regeneration on demand for parking;
- iv. balancing the needs of users to ensure a quality urban environment;
- v. changes in the operational needs of businesses (including deliveries);
- vi. heavy reliance on on-street parking, which contributes to congestion;
- vii. accessibility for people with limited mobility.

- **Visitors**

Challenges include:

- i. providing visitors with appropriate information to enable them to make an informed choice on parking locations;
- ii. understanding the parking patterns of existing users;
- iii. understanding the parking needs of visitors to the area;
- iv. continuing to provide effective flexible parking payment options;
- v. accessibility for people with limited mobility.

- **Residents**

Challenges include:

- i. making the most effective use of existing parking provision to meet the needs of residents;
- ii. safety around schools;
- iii. obstruction associated with pavement parking;
- iv. issues associated with increased car ownership per household;
- v. accessibility for people with limited mobility.

Our parking management arrangements have been successful in balancing the competing demands of different users and we intend to build on this success. However, new challenges require us to update our procedures: these are set out below.

5. Our aims

Our work programme and future activity will be judged against the following principles and the success of our aims, which are outlined below. Our delivery and action plan is consistent with the activity outlined in the North Tyneside Transport Strategy.

- **Improve safety, health, wellbeing and environmental sustainability;**

We will seek to:

1. Encourage a shift to more sustainable modes of transport
2. Address safety issues around schools
3. Consider the safety of travellers across our network
4. Improve environmental sustainability and local air quality and support greater use of low emission vehicles
5. Working with partners, seek to reduce pavement parking.

To achieve this we will:

- i. Give priority to more sustainable transport in scheme design, e.g. bus lanes and cycling provision
- ii. Continue to develop parking initiatives with respect to safety around schools
- iii. Develop a Travel Safety Strategy
- iv. Provide chargepoints for electric vehicles in our car parks
- v. Ensure that suitable enforcement action is carried out to address inappropriate car parking

- **Support economic growth;**

We will seek to:

1. Make it easy to use cashless parking options
2. Improve consistency between the three main town centres, e.g. operational hours of parking tariffs
3. Support the travel needs of tourists and visitors to the borough
4. Support the movement of freight and deliveries

To achieve this we will:

- i. Continue to develop and introduce cashless parking options where appropriate
- ii. Develop parking initiatives which improve consistency between the three main town centres
- iii. Consider seasonal variations to parking arrangements to support the vitality of town centres in accordance with the Mayor's priorities.
- iv. Provide facilities for loading and deliveries as part of schemes

- v. Continue the flexible parking approach on the Foreshore
- vi. Introduce a day ticket for car parks on the coastline
- vii. Review charges on an annual basis

- **Enable smart choices for all;**

We will seek to:

1. Enable residents and visitors to make a more informed choice regarding their parking destination
2. Continue to support the use of smart technology for information and payments.

To achieve this we will:

- i. Provide improved information that supports an informed choice
- ii. Update our parking apps and technological systems when required to provide an effective service

- **Manage transport demand;**

We will seek to:

1. Have an effective parking permit scheme in place
2. Encourage and address increased demand to cycle and walk
3. Improve bus priority and support an integrated public transport network
4. Support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel
5. Manage future demand through integration between transport and land use planning strategies
6. Manage our transport network effectively, considering all forms of travel including public transport, cycling, walking, horse riding, motorcycling, hackney carriages and private hire vehicles.

To achieve this we will:

- i. Implement the new parking permit scheme
- ii. Take a fair and consistent approach to all requests for changes to our parking schemes.
- iii. Improve the street network, prioritising cycling and walking
- iv. Work with partners on matters such as bus lane enforcement
- v. Facilitate dedicated provision for 'car clubs', electric vehicles etc.
- vi. Review charges on an annual basis.

6. **Considering requests for waiting restrictions, parking permit schemes and disabled bays**

The Council receives numerous requests for parking measures, which generally can be categorised as one of the following types of measure:

- i. permit parking schemes (new schemes or alterations to an existing scheme);

- ii. new waiting restrictions, or amendments to existing waiting restrictions; or
- iii. disabled bays (advisory or mandatory).

It is important that the approach to assessing these requests should be consistent, coherent and based on a set of agreed priorities for parking investment which is affordable and sustainable.

For requests relating to waiting restrictions or parking permits, a parking solutions tool and parking investment priorities tool are used.

The parking solutions tool (see Annex 3) sets out a process to identify the nature and cause of the parking problem and seek 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 new parking measures is considered.

The parking investment priorities tool (see Annex 4) provides a consistent means by which new parking measures can then be assessed and either proceeded with or rejected.

When new parking measures are processed, specific assessment criteria will be used to evaluate requests for each of the categories above:

Permit parking schemes

When processing a request for a permit parking scheme, we will assess this against specific criteria, set out in Annex 2, to determine whether it is implemented. The various different types of parking permit available are also described in Annex 2.

A charge will be applied for parking permits to cover the management and administrative costs of the scheme.

New waiting restrictions or amendments to existing waiting restrictions

When requests for new waiting restrictions are proceeded with, they are assessed against the criteria set out in Annex 6.

Disabled bays

The criteria which will be used in assessing requests for disabled bays are set out in Annex 5.

7. Monitoring and Review

Review of the strategy

The Parking Strategy will be reviewed periodically and details reported to Cabinet for consideration as appropriate.

Annual Report

The Road Traffic Act 1991 introduced the concept of local authorities undertaking enforcement of parking management schemes. This system was called Decriminalised Parking Enforcement. North Tyneside Council was designated a Decriminalised Parking Authority by Order made under the Road Traffic Act 1991, and has been undertaking civil enforcement of parking and waiting restrictions since June 2007.

The subsequent introduction of the parking related sections of Part 6 of the Traffic Management Act 2004 on 31st March 2008 changed the legal framework. It widened the scope of local authority parking enforcement and harmonised many of the regulations applicable to authorities inside London with those pertaining to authorities outside the Capital. Decriminalised Parking Enforcement became Civil Parking Enforcement (CPE) and under this new legislation, reporting was identified as an important part of accountability. The transparency given by regular and consistent reporting is considered important in helping the public understand and accept CPE.

We will therefore produce an annual report on the operation of our parking and bus lane enforcement activities each financial year, which will be published on the Council website.

Annex 1 – Policy background

Plans and Policies which support the delivery of the North Tyneside Transport Strategy and North Tyneside Parking Strategy

Regional transport strategies

Tyne and Wear third Local Transport Plan (LTP3)

NECA Transport Manifesto (a concise statement of NECA's transport policy)

NECA Transport Plan for the North East (in preparation and to be subject to public consultation, this is in due course to replace the Local Transport Plans for Durham, Northumberland and Tyne and Wear)

North Tyneside strategies and sub-documents

LDD12 – Transport and Highways

- This document provides direction and guidance for prospective developers on the transport implications of new developments.

- Engineering adoptable specification for developments
 - Sets out the standards which streets and roads constructed by developers should meet in order for the Authority to consider their adoption.

Cycling Strategy

- This sets out how the Authority will encourage everyday cycling and improve the cycling network, in line with our 2030 Vision, for North Tyneside to be the North East's leading cycling borough by 2030.

- Cycling Design Guidance
 - Sets out the design standards which street and road infrastructure schemes are expected to meet in order to support and facilitate cycling.
- Local Cycling Implementation Plan
 - Sets out details and timescales for a range of measures to cater for, support and encourage cycling in the borough.

Travel Safety Strategy

- This sets out how the Authority will support safety on our transport networks, including road safety promotion and casualty reduction

- Speed Management Policy and review of traffic management safety policies
 - Sets out the Authority's approach to speed management and safety-related traffic management.

Network Management Plan

- This sets out how the Authority will facilitate the efficient movement of traffic (including cycling and walking) on our highway network, improve reliability of journey times, and co-ordinate activities on the highway.

- Review of Signage Policy
 - Sets out the Authority's procedures in relation to signage.
- Objects on the Highway scheme
 - Sets out the Authority's procedures in relation to objects placed on the highway.
- Rights of Way Definitive Map programme of missing routes (statutory requirement, ongoing until 2026 legal deadline)
 - Sets out the Authority's approach to meeting statutory requirements to ensure that public rights of way are recorded on the Definitive Map and Statement.

Annex 2 – Permit parking scheme

Scheme assessment criteria

Criterion	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. Amount of alternative off-street parking available to householders	More than 50% of houses on the street to be without off-street parking
4. Only shared used restrictions to be implemented in areas that have commercial demand	
5. Hours of restriction to be appropriate to the parking problem identified.	
6. Level of resident support for scheme	At least 51% of households in the street to respond in favour

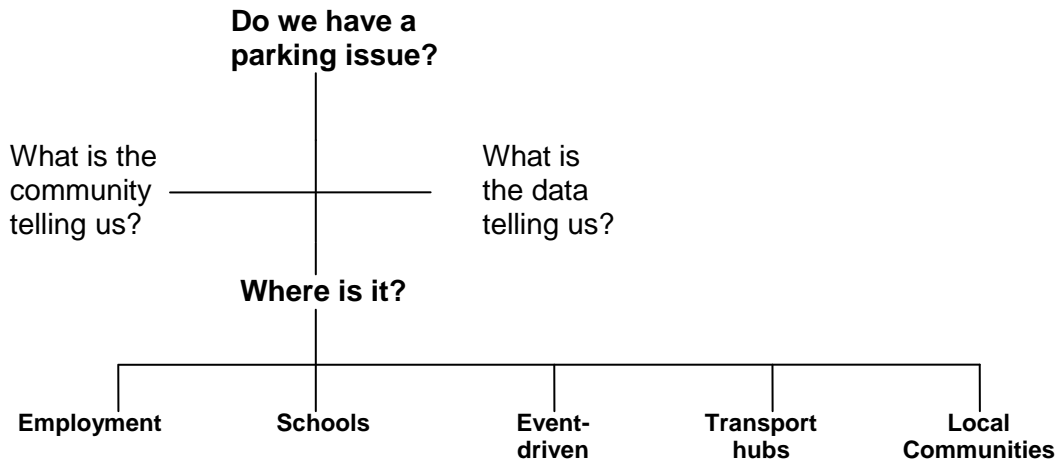
Permit classification and eligibility

Permit Classification	Eligibility	Restriction on number	Permit Type
Resident Permit	<p>The application must satisfy the following criteria:</p> <ol style="list-style-type: none"> 1. The applicant resides at a household which has a postal address within the defined boundary of the permit parking zone at the time that the zone is created; 2. Either the applicant is the registered keeper of the vehicle and the vehicle is registered at the address named on the application form (these permits will be specific to the vehicle listed on the application form and the permit parking zone) Or the applicant can provide written confirmation from their employer that they regularly use vehicles belonging to the company with which they are employed (these permits will be transferrable between vehicles but will be specific to the permit parking zone where the applicant resides); 3. The primary or dominant purpose of the property is residential and not commercial or business use; and 4. The number of permits may be restricted to one per household if the property/development has dedicated private parking, other than a driveway. 	3 per household	Virtual

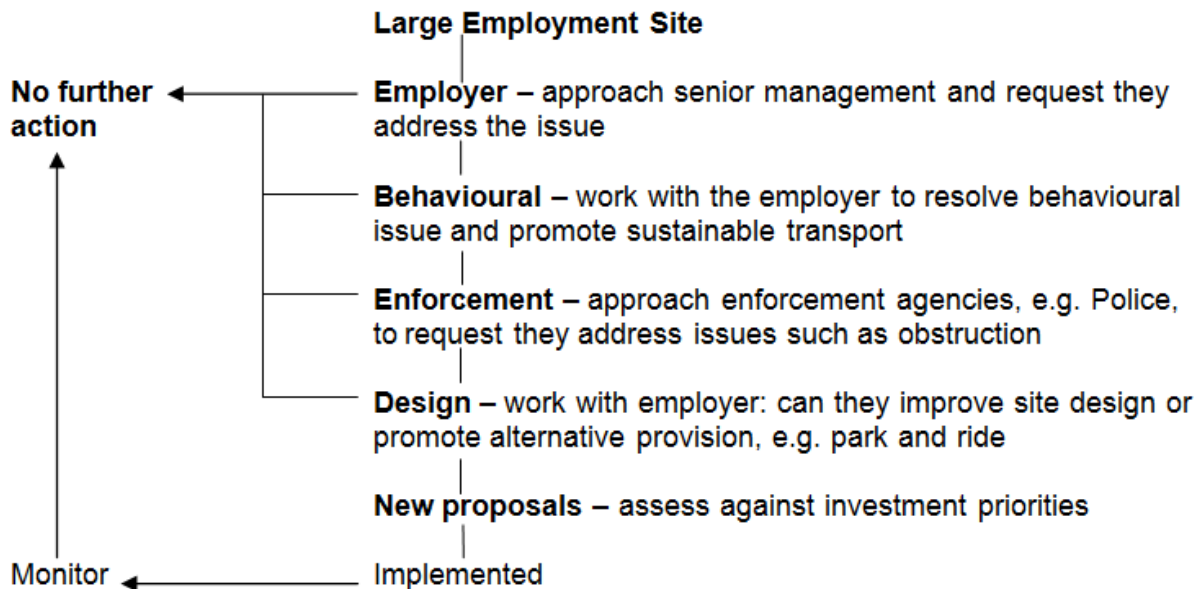
Visitor Voucher	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	50 per household per year (each voucher provides a maximum 3 hour period)	Virtual
Visitor Permit	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The permit is specific to the zone in which the property is located.	1 per household	Paper (transferrable)
Business Permit	The business must be operating within a permit parking zone and have an operational need for the vehicle. The permit is specific to the area where the property is located.	2 per business; for essential operational vehicles only	Paper (transferrable)
Care Home Resident	The Care Home must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	1 per flat	Paper (transferrable)
Community Worker's Permit	Organisations that provide emergency or urgent health or social care cover to patients in the community and who are required to undertake 'on-call' duties may apply for a permit to use whilst they are visiting patients.	1 per applicant	Paper (with clock; non-transferrable)
Tradesmen Voucher	Individuals undertaking works to a property within the boundaries of a permit parking scheme. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Council's discretion.	Virtual
Landlord Voucher	Individuals who own but do not reside at a property within the permit parking zone. The vouchers are specific to the zone in which the property is located.	Up to 10 vouchers valid for 3 hours each. Further vouchers at the Council's discretion.	Virtual
Bed & Breakfast / Hotel Voucher	The applicant must be the Manager/Owner of a property that is registered to operate as a bed & breakfast / hotel establishment and be located within a permit parking zone. The vouchers are specific to the zone in which the property is located.	Justification will be sought from the applicant if high numbers of vouchers are requested.	Virtual

Annex 3 – Parking solutions tool

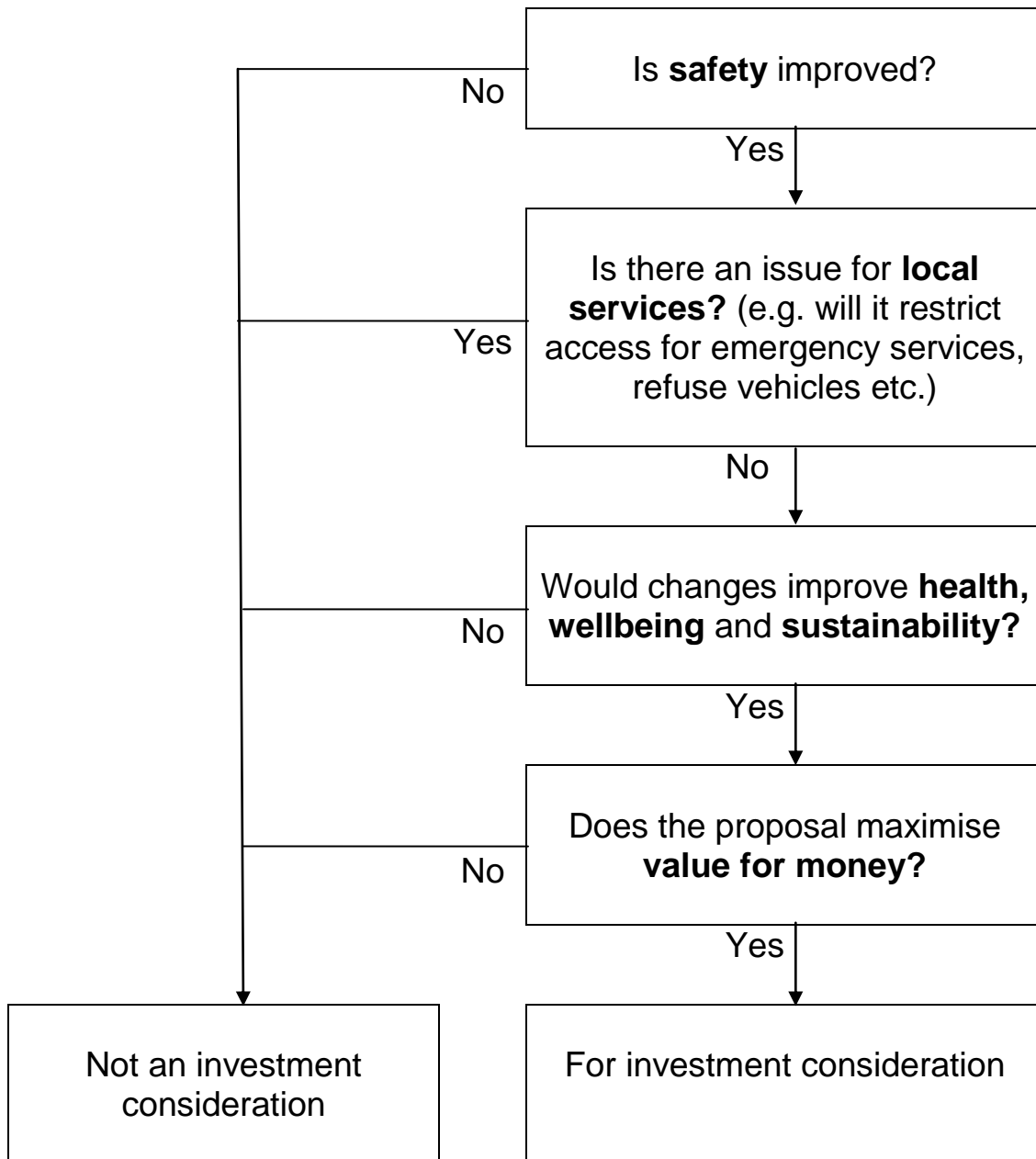
Initial assessment



Example of process – large employment site



Annex 4 – Parking investment tool



Annex 5 – Criteria for requests for disabled bays

The guidelines that North Tyneside Council work to are that:

- The applicant must have a vehicle.
- The applicant must be in possession of the Higher Rate Mobility Component of the Government's Disability Living Allowance or Attendance Allowance: mobility must be dependent on having a vehicle directly outside their property.
- The applicant has no off-street parking available or the possibility of providing it.
- Surveys confirm that demand for parking adjacent to the property is high for the majority of the day.

If these conditions are met, North Tyneside Council will normally be able to provide a marked bay provided there are no unresolved concerns from consultees or road safety issues.

It will not be possible to provide a marked bay where:

- Surveys demonstrate that there is not a significant demand for parking adjacent to the property throughout the day;
- Affected residents formally object;
- There are other legal restrictions on parking such as yellow lines;
- The marking may adversely affect road safety in the area;
- The land on which the marked bay is required is not the responsibility of North Tyneside Council.

Annex 6 – Criteria for requests for waiting restrictions

New requests are assessed against set criteria and the nature of the issue is diagnosed. The criteria for assessment are detailed below:

- i. Road safety (number of recorded collisions)
- ii. Impact on local services (emergency services, refuse vehicles etc.) or public transport
- iii. Proximity to major employment site (e.g. business parks, industrial estates, shopping centres etc) or public transport station
- iv. Proximity to school
- v. Road classification (A, B or unclassified)
- vi. Number of requests relating to same location / level of support
- vii. Number of residents impacted
- viii. Duration of parking problem
- ix. Frequency of occurrence