

North Tyneside Council Report to Council Date: 15 March 2012

ITEM 10

Title: Petition – Parking
in Tynemouth

Portfolio(s): Elected Mayor

Cabinet Member(s): Mrs Linda Arkley

Report from Directorate: Chief Executive's Office

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

Wards affected: Tynemouth

PART 1

1.1 Purpose:

The purpose of this report is to inform Council of the viability of the objectives of a petition submitted to the Council by Tynemouth Business Forum, and to respond to Council's request, at its meeting of 26 January 2012, that officers continue their dialogue with the Tynemouth Business Forum and that the outcome of the dialogue be reported to Council at its March meeting.

1.2 Recommendation(s):

It is recommended that Council:

- i. Accept the recommendations of the previous report relating to the viability of the petition's objectives as set out in section 1.5.1;
- ii. note the information in the report regarding initiatives under consideration as set out in section 1.5.2; and
- iii. request that officers continue regular dialogue with key stakeholders.

1.3 Forward plan:

This matter has been included on the Forward Plan for the period 1 January 2012 – 30 April 2012.

1.4 Council plan and policy framework:

The substance of the original petition is relevant to proposals in the Draft Parking Strategy 2012-16, which was approved by Cabinet at its meeting of 13 February 2012.

1.5 Information:

At its meeting of 24 November 2011, Council considered a petition in accordance with the requirements of the Council's Petition Scheme contained in part 5 of the Constitution.

The following actions were agreed by Council:

“Officers continue their ongoing dialogue with the Tynemouth Business Forum and other stakeholders in Tynemouth Village to identify further opportunities and initiatives to deal with the parking demand in the area including an option about the viability of the petition objectives (allowing non residents into both parking zones TM1 and TM2 recently converted to residents permit parking between 9.30 am and 4.30 pm) and report back to the next Council meeting. Furthermore a report to the Cabinet toward setting in place the legal mechanisms for introducing said objectives be made.”

At its meeting of 26 January 2012 Council considered a second report looking at the viability of options proposed in the petition by the Tynemouth Business Forum.

The following actions were agreed by Council:

“The recommendations set out in the report be deferred to enable officers to continue their dialogue with the Tynemouth Business Forum and the outcome of the dialogue be reported to the March Council meeting.”

1.5.1 Viability of the Petition Objectives

The petition requests that the ‘residents only’ parking zones known as TM1 and TM2 should be made available to all motorists between the hours of 09.30 and 16.30, 7 days a week. At present the TM2 ‘residents only’ zone applies only on Saturdays and Sundays, when demand for parking by residents is highest; parking in this zone is free for visitors from Monday to Friday.

In order to make the ‘residents only’ zones into shared parking areas for visitors, as suggested by the petition, the Council would have to introduce amendments to the existing parking orders. These orders would have to be legally advertised and would be likely to attract a considerable number of objections from residents. Residents groups in the area are currently preparing a petition to present to the Council which already has a high number of residents’ names upon it in the permit zones requesting no changes be made to the scheme.

Council policy regarding shared parking schemes is to introduce parking charges for non-residents with exemptions for permit holders. If such a scheme was introduced into the TM1 and TM2 zones, considerable additional signage and road markings would be required, as well as an estimated 20 new ticket machines, with a total estimated cost of around £80,000 to carry out the works. It would be feasible to introduce a free limited waiting scheme without ticket machines however this would still cost over £20,000 and free limited waiting schemes are notoriously difficult to enforce and would attract similar levels of objections from the residents who live there.

As demonstrated by the survey results in the previous report there are substantial numbers of available spaces for visitors throughout Tynemouth Village during the week, either on Front Street or within 200 metres’ walking distance of Front Street. The demand is greater at weekends and may be greater still on certain Summer weekends, however considerable numbers of spaces were found to be available on Percy Park Road and on the Sea Banks facility all within easy walking distance.

As the surveys were carried out in December and still indicate high demand at weekends in the summer season this demand is even further increased therefore there is clearly a

need to look at further initiatives for visitors. There is little support from residents in either of the 'residents only' parking zones for a shared use scheme and at the weekends when the demand is highest for spaces for residents and visitors there is not a lot of space left in the permit zones. As a result, other possible initiatives to supplement the parking provision for visitors have been discussed with the Business Forum, residents who approached the Council, and the Ward Members.

1.5.2 Initiatives under consideration following dialogue with Tynemouth Business Forum and local residents

Officers met with representatives from Tynemouth Business Forum on Monday 20 February 2012 and with a number of residents on Wednesday 22 February 2012 to discuss their ideas to assist in dealing with the demand for parking from visitors particularly at weekends and in the summer.

The following ideas and initiatives were discussed at the meetings:

1. Percy Park Road – from Seafield View to Percy Road. Council officers explained that consultation had commenced with ward Members and residents with regard to introducing echelon parking (angled bays) at this location. This was welcomed by both groups.
2. Percy Park Road – both sides of Queensway to St Oswin's Place. The Council was asked to consider introducing a 2-hour limited stay restriction (Monday to Friday) in echelon bays outside Priory School and parallel bays on opposite side of the road in front of shops (no restrictions would apply on Saturdays or Sundays). Again this proposal was supported by both the residents present and Tynemouth Business Forum.
3. Huntingdon Place – the Council was asked to consider introducing a 2-hour limit on the section which is currently unrestricted to promote turnover. A request to use the 'residents only' section for general parking was also received. Although the residents present were content with the limited waiting request, they did not support the request to alter the 'residents only' section of the street.
4. Front Street – the Council was asked to consider allowing Front Street permit holders (zone TM3) to use residents' parking bays in the TM1 zone; the residents present did not support this option.
5. Sea Banks – officers suggested promoting Sea Banks as long stay parking for Tynemouth Village with new signs. This was welcomed by both groups.
6. Priors Haven Car Park – A new tariff is to be considered for this facility, which is under-utilised, to promote usage particularly for visitors. This was supported by both groups.
7. Front Street Taxi Rank – the Council was asked to consider converting the existing taxi rank to general parking during Monday to Friday daytime (from 8:00 – 6:00pm with limited waiting of up to 15 minutes) and continuing to serve as a taxi rank during evenings and weekends. This was supported by both groups. Officers have contacted North Tyneside Hackney Carriage Association with details of this idea and they have raised concerns and dialogue continues.

8. Hotspur Street – the disabled bays will be moved to Front Street, as agreed with local groups representing disabled people, and a loading bay will be provided on Hotspur Street as requested by businesses in that area: consultation and statutory procedure has been completed for this and its installation is programmed.
9. Front Street – a 2-hour limit on Front Street, with exemption for permit holders, is to be introduced on the 12 March 2012. A scratchcard option will be available for customers wishing to stay for up to 4 hours. Both groups looked forward to this initiative.

For all of these ideas, initial consultation with affected parties and in particular ward Members will need to be carried out. Dialogue between officers and Tynemouth Business Forum will continue, as with other business forums in the borough, in order to discuss ideas and initiatives.

1.6 Procedure

The Council's Petition Scheme forms part of the Council's Constitution and reflects the requirements of the Local Democracy, Economic Development and Construction Act 2009. The petition received had in excess of 3,000 signatures and pursuant to the Scheme was reported to full Council at its meeting of 24 November 2011.

1.7 Decision options:

Council may:

1. Accept the recommendations outlined in section 1.2
2. Not accept the recommendations for reasons put forward in the debate.

Option 1 is the recommended option.

1.8 Reasons for recommended option:

The objectives suggested in the petition to make the 'residents only' parking areas into shared use areas have been rejected as the survey work carried out for the previous report confirmed that there was available alternative parking both during the week and at weekends. Demand for parking for visitors, particularly in the summer, also needs to be addressed and hence other possible initiatives to supplement the parking provision are to be investigated through dialogue with local stakeholders.

1.9 Appendices:

None.

1.10 Contact officers:

Derek Smith, Senior Manager, Regeneration, Development and Regulatory Services,
Tel. (0191) 643 6106
Kevin Ridpath, Network and Transportation Manager, Tel. (0191) 643 6089
Alison Campbell, Financial Business Manager, Tel. (0191) 643 7038

1.11 Background information:

Petition received on 3 November 2011, copies of which are available for inspection at the office of the Head of Legal, Governance and Commercial Services, in the Group rooms in Quadrant East and on the Council's website.

A plan of the Tynemouth parking scheme (first phase introduced in April 2011 and second phase during September 2011) will be made available at the meeting.

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

The Tynemouth parking scheme and subsequent amendments to the scheme were funded from the Council's Local Transport Plan allocation. The proposals made in this report can be contained within the capital plan element of the 2012-13 Local Transport Plan allocated to parking. Any proposed further alterations would be considered for funding from future Local Transport Plan allocations. Any costs not able to be funded from the Local Transport Plan will be reported back to Cabinet for a decision.

2.2 Legal

The Council's Petition Scheme forms part of the Council's Constitution and reflects current relevant legal requirements. The petition received triggered the relevant provisions of the Council's Scheme and received consideration by Council at its meeting of 24 November 2011.

2.3 Consultation/community engagement

The scheme which is now in place was subject to considerable consultation, including statutory process. This is described in the report 'Petition – Parking in Tynemouth', considered by Council at its meeting of 24 November 2011.

2.4 Human rights

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

2.5 Equalities and diversity

There are no equalities and diversity implications directly arising from this report.

2.6 Risk management

There are no risk implications immediately identifiable. Should any risks arise these will be addressed through the relevant corporate risk processes.

2.7 Crime and disorder

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

2.8 Environment and sustainability

The initial scheme sought to promote public transport and deter long term parking in the areas concerned whilst encouraging short term visits to promote retail vitality.

PART 3 - SIGN OFF

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