

# North Tyneside Parking Strategy



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## 1. Introduction

The North Tyneside Transport Strategy sets out the Authority'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. Reduce carbon emissions from transport
- ii. Improve health outcomes
- iii. Support inclusive economic growth
- iv. Improve connectivity
- v. Manage demand and enable smart choices for all

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; the Transport and Highways Supplementary Planning Document; and the Zero Emission Vehicles (ZEV) Strategy 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 the Transport and Highways Supplementary Planning Document.

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 Foundation report 'Standing Still', 2021) and parking management is an ongoing challenge.

Parking forms an integral part of the Authority'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. 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 Authority 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 Authority'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 North Tyneside Transport Strategy:

- Reduce carbon emissions from transport
- Improve health outcomes
- Support inclusive economic growth
- Manage demand and enable smart choices for all

### **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 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. The regeneration strategy 'An Ambition for North Tyneside' and the Our North Tyneside Plan set out ambitious plans for the regeneration of the three historic town centres and the North West of the borough, which includes Killingworth.

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. Disabled parking is provided by the Council within both off-street and on-street parking provision.

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 Authority 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 and local centres**

Other district and local 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 Authority 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 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.

To offer improved flexibility, the Authority offers the option of payment by mobile phone at all of its car parking facilities. Since 2021 there has been no additional cost for paying by this means, although some further optional services, such as notifications when expiry time approaches, are offered for a nominal charge which goes to the external software provider.

Pay and display machines which accept card payments only have been introduced in all of the charged car parks along the Foreshore to improve efficiency and combat regular instances of theft and vandalism. Owing to the popularity of the technology, card payment only machines will be introduced in the charged on-street parking locations along the Foreshore on a phased basis during 2022 to 2024.

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. The procedures we intend to follow 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.

### ▪ Reduce carbon emissions from transport

We will seek to:

1. Encourage a shift to more sustainable modes of transport
2. Improve environmental sustainability and support greater use of zero emission vehicles
3. Encourage and address increased demand to cycle, walk and wheeling.
4. Improve bus priority and support an integrated public transport network
5. Support a change in culture which prompts people to adapt their travel behaviour to use more sustainable forms of transport other than car travel

To achieve this we will:

- a. Give priority to more sustainable transport in scheme design, e.g. bus lanes and cycling provision
- b. Provide publicly accessible chargepoints for electric vehicles as set out in the North Tyneside ZEV Strategy
- c. Improve the street network, prioritising cycling, walking and wheeling
- d. Facilitate dedicated provision for 'car clubs', electric vehicles etc.

### ▪ Improve health outcomes

We will seek to:

1. Address safety issues around schools, e.g. through introducing 'School Streets' around more schools
2. Consider the safety of travellers across our network
3. Working with partners, seek to reduce pavement parking

To achieve this we will:

- a. Continue to develop parking initiatives with respect to safety around schools
- b. Take account of accessibility for people with limited mobility
- c. Ensure that suitable enforcement action is carried out to address inappropriate car parking
- d. Seek to further improve local air quality, e.g. discouraging engine idling through the Go Smarter initiative

- **Support inclusive economic growth**

We will seek to:

1. Make it easy to use cashless parking options
2. Improve consistency between the three historic 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:

- a. Continue to develop and introduce cashless parking options where appropriate
- b. Develop parking initiatives which improve consistency between the three historic town centres
- c. Consider seasonal variations to parking arrangements to support the vitality of town centres
- d. Provide facilities for loading and deliveries as part of schemes
- e. Continue the flexible parking approach on the Foreshore
- f. Review charges on an annual basis

- **Manage transport demand and 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.
3. Have an effective parking permit scheme in place
4. Manage future demand through integration between transport and land use planning strategies
5. Manage our transport network effectively, considering all forms of travel including public transport, cycling (including e-bikes), scooters, walking, wheelchairs and mobility scooters, horse riding, motorcycling, hackney carriages and private hire vehicles

To achieve this we will:

- a. Provide improved and accessible information that supports an informed choice and meets users' communication needs
- b. Update our parking apps and technological systems when required to provide an effective service
- c. Take a fair and consistent approach to all requests for changes to our parking schemes
- d. Work with partners on matters such as bus lane enforcement
- e. Review charges on an annual basis

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

The Authority 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 guidelines 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 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.

An annual report on the operation of our parking and bus lane enforcement activities will be produced.

## **Annex 1 – Policy background**

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

#### **Regional strategies**

##### North East Transport Plan

- This document sets out the transport priorities for the region up to 2035.

#### **North Tyneside strategies and sub-documents**

##### Transport and Highways Supplementary Planning Document (SPD)

- 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 secure further growth in everyday cycling and improve cycling infrastructure, information and training.
- This will include the Local Cycling and Walking Implementation Plan (LCWIP), setting out details and timescales for infrastructure measures to cater for, support and encourage cycling and walking in the borough.
  - Cycling Design Guidance
    - Sets out the design standards which street and road infrastructure, delivered by the Authority or developers, must meet in order to support and facilitate cycling.

##### Travel Safety Strategy

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

##### 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.
  - 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.

##### Zero Emission Vehicles (ZEV) Strategy

- This sets out the objectives and actions which the Authority will implement to support and facilitate an inclusive move to ZEVs in preference to petrol or diesel vehicles.

## Annex 2 – Permit parking scheme

### Scheme assessment criteria

Criterion	Level
1. Level of resident support for scheme	At least 51% of households in the street to respond in favour
2. Amount of on-street parking available	At least 85% of parking space occupied for at least 3 hours per day
3. Amount of on-street parking used by non-residents	At least 30% of parked vehicles estimated to be non-residents
4. Amount of alternative off-street parking available to householders	More than 50% of houses on the street to be without off-street parking
5. Only shared use restrictions to be implemented in areas that have commercial demand	
6. Hours of restriction to be appropriate to the parking problem identified.	

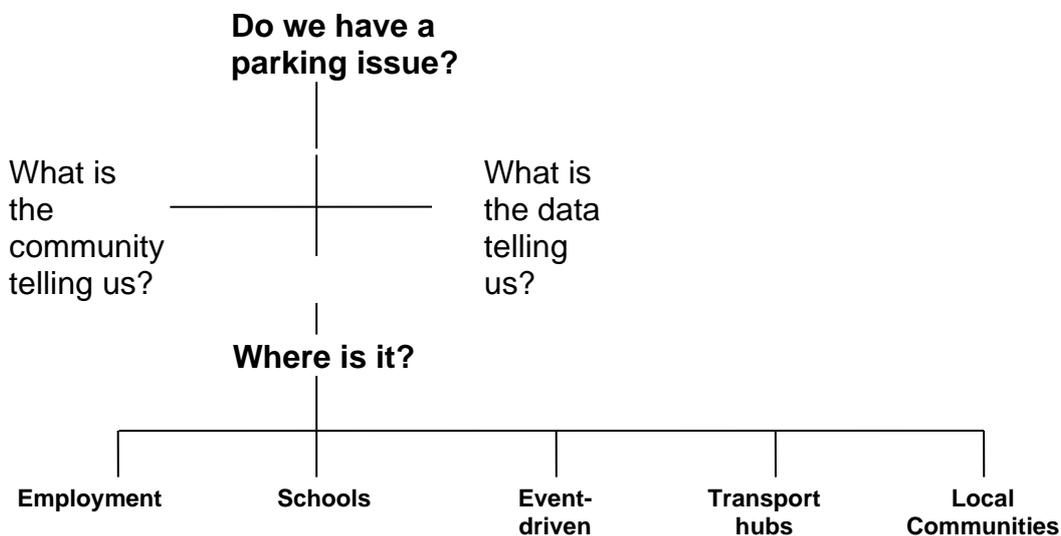
### Permit classification and eligibility

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"> <li>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;</li> <li>2. <b>Either</b> 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) <b>Or</b> 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);</li> <li>3. The primary or dominant purpose of the property is residential and not commercial or business use; and</li> <li>4. The number of permits may be restricted to one per household if the</li> </ol>	3 per household	Virtual

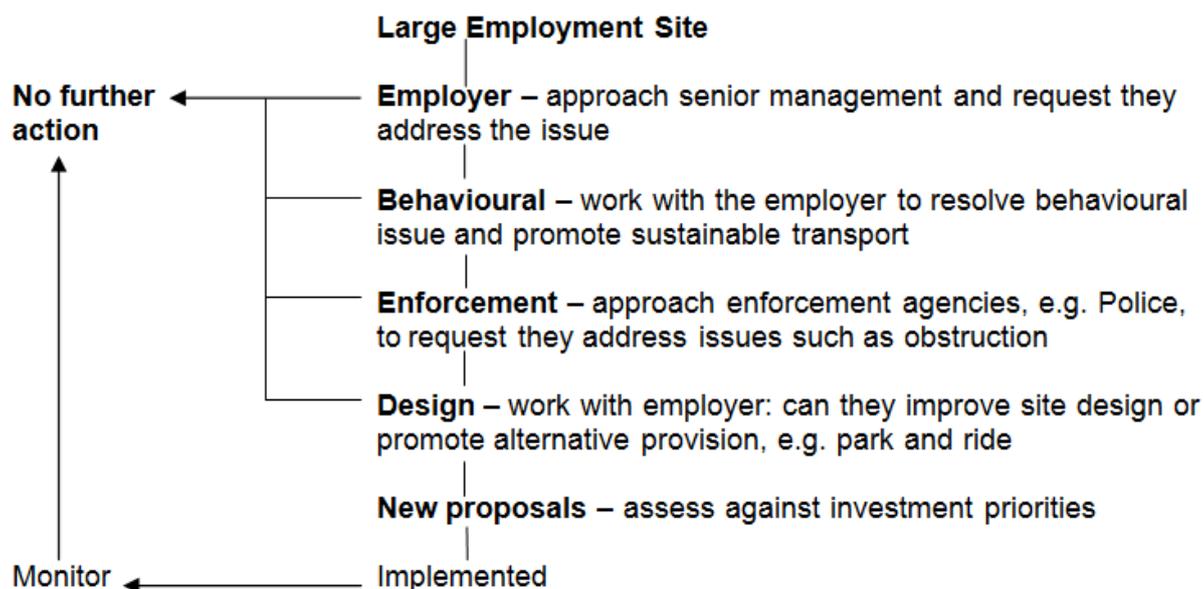
	property/development has dedicated private parking, other than a driveway.		
Visitor Voucher	The household must have a postal address within the defined boundary of a permit parking zone at the time that the zone is created. The vouchers are specific to the zone in which the property is located.	50 per 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)
Leisure Club Permit	If a Leisure Club is located on or whose primary access is located within a permit parking zone and has no dedicated off-street parking provision, then an official representative of the leisure club may apply for this permit type. The permit is transferrable but can only be used by a bona fide staff member or user of the Leisure Club and then only for purposes associated with the normal use of the Leisure Club.	6 per Club	Paper
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 Authority'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 Authority'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

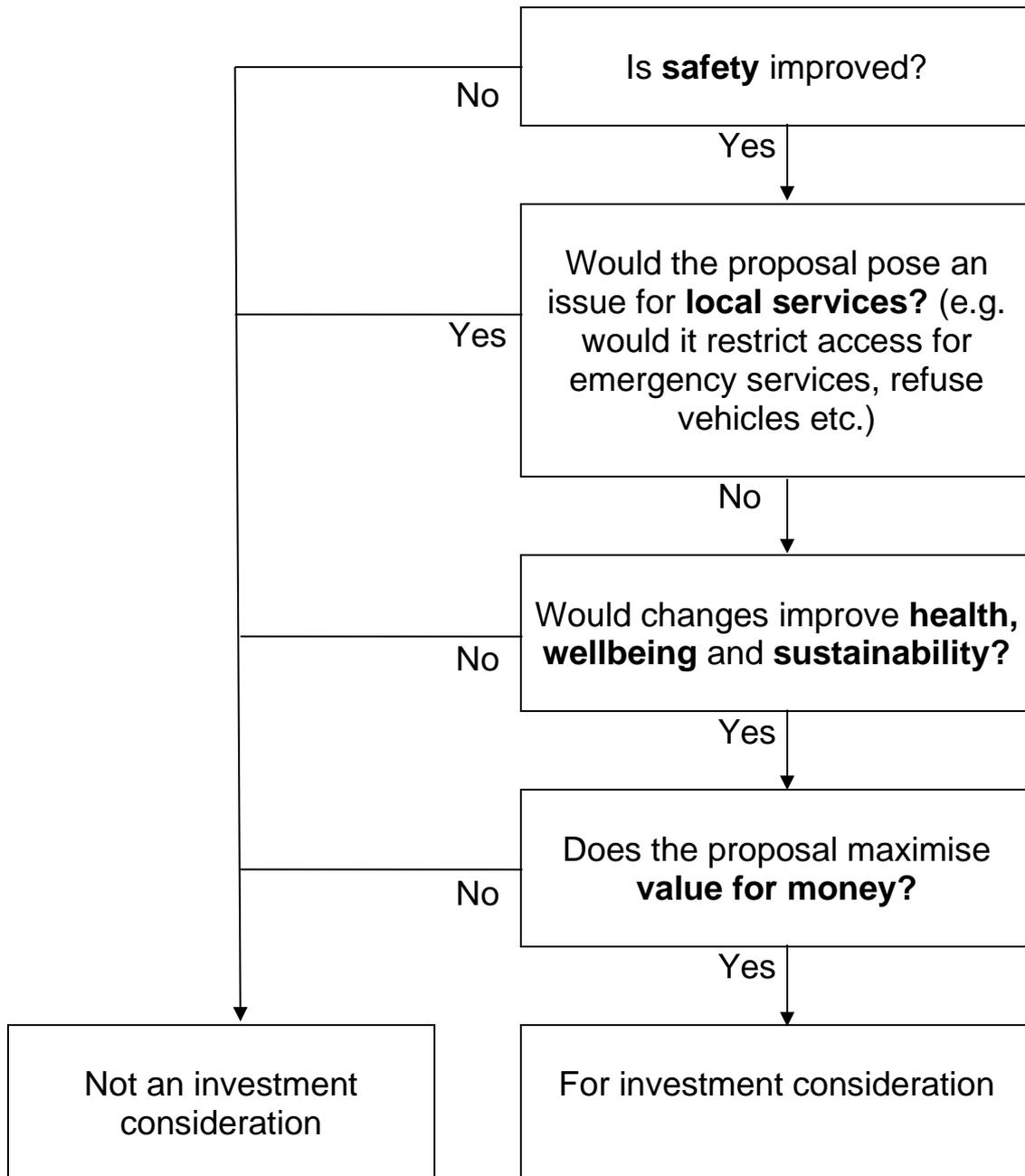
### Initial assessment



### Example of process – large employment site



## Annex 4 – Parking investment tool



## **Annex 5 – Criteria for requests for disabled bays**

The guidelines that the Authority works to are that:

- The applicant must hold a valid Blue Badge.
- 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, PIP, Attendance Allowance or equivalent: 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 the relevant guidelines are met, the Authority will normally be able to provide a marked bay provided there are no unresolved concerns from consultees or road safety issues. The Authority will always take into consideration individual needs.

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;
- 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 (e.g. numbers 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