

# Meeting: Overview & Scrutiny

**Date: 6<sup>th</sup> June 2022**

## **Title: Parking Strategy Amendment Proposals**

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<b>Service:</b>	<b>Engineering</b>	
<b>Wards affected:</b>	<b>All wards</b>	

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### **1. Purpose of Report**

The purpose of this report is to present the proposed changes to the Parking Strategy and associated processes to members of Overview, Scrutiny and Policy Development Committee.

### **2. Recommendations**

It is recommended that Overview, Scrutiny and Policy Development Committee gives consideration and notes the proposed changes following the review of the existing Parking Strategy.

### **3. Details**

At the request of the Cabinet Member for Environment a review of the existing Parking Strategy was undertaken.

Following Members' feedback received through surveys and workshops, proposals have been prepared to help improve the current parking restriction request process and increase communication between Councillors and officers.

In this report we have detailed the proposed minor amendments to the Parking Strategy that came out of the Members' workshops. More significant changes to the team's internal processes for implementing parking restrictions have also been proposed that focus on the way members and officers interact.

### **4. Background Information**

The following minor changes are proposed to the Parking Strategy:

- Update Introduction and Appendix 1 to reflect current NTC strategies around transport and carbon net zero
- Making a specific link between the Parking Strategy and the recently adopted North Tyneside Zero Emission Vehicles (ZEV) Strategy

- Update the permit types which have been introduced since the existing Parking Strategy was developed
- Introduce flexibility within Appendix 5, 'Criteria for requests for disabled bays', to allow equivalent proof to be accepted for disabled bays, following member feedback
- Soften the wording around resident objections to disabled bays
- Amend the order of the criteria in Appendix 2, 'Permit Parking Scheme' to move '51% of residents in favour' to be criterion 1, following feedback from members as part of the workshops – the list of criteria would therefore be as follows:

<b>Criterion</b>	<b>Level</b>
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.	

The following changes are proposed to the internal processes to improve the current parking restriction request process:

- A new restriction request form will be created via Google Forms. This is more user-friendly and will have a number of FAQs, tips and information on the request process for requesters to read before allowing them to progress with the submission of the form.
- Subject to the revised strategy being approved, 51% of residents in favour of a parking scheme will then need to be demonstrated before the restriction request can be considered further. This will help to notify residents immediately if the scheme will not progress, so they are not waiting for updates. We are currently exploring the possibility of uploading photos to this form, depending on Google Form capabilities.
- A new parking restriction request spreadsheet has been created that includes every request we have received via the new Google Form and will include existing requests. This will be updated monthly and uploaded onto the members' area for members to be able to check schemes in their wards every month and provide updates when necessary.
- Currently, assessments and surveys are completed once per year. From April 2022, we will aim to increase the number of assessments and surveys undertaken to reduce the time it takes to implement parking schemes.
- Subject to the revised strategy being approved, equivalent proof will now be accepted by officers when residents request disabled bays.
- Subject to the revised strategy being approved, only valid objections to disabled bays will be considered and upheld. Affected residents will still be given the opportunity to formally object, however decisions to reject or uphold will be made on a case-by-case basis, with a proposal

for contentious objections to be escalated to the Cabinet Member for support in making a decision.