

North Tyneside Council

Report to Cabinet

Date: 1 August 2022

Title: North Tyneside Parking Strategy

Portfolio: Environment	Cabinet Member: Councillor Sandra Graham
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Report from Service Areas:	Regeneration and Economic Development	
Responsible Officer:	John Sparkes, Director of Regeneration and Economic Development	Tel: (0191) 643 6091
Wards affected:	All	

PART 1

1.1 Executive Summary:

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy, which sets out the Authority's vision for transport in the borough. The strategy contained a commitment to update, where appropriate, the specific strategies and plans which fit within the context of the Transport Strategy. The purpose of this report is to seek Cabinet's approval for a revised North Tyneside Parking Strategy, attached as Appendix 1.

The existing Parking Strategy, adopted in 2017, observes that many historic areas of North Tyneside were constructed before the era of widespread car ownership. It notes that it is difficult to balance the parking needs of residents, local businesses, and visitors against this backdrop; and sets out how the Authority seeks to take an approach to meeting these needs which is consistent, coherent and based on a set of agreed priorities for parking investment.

Following the adoption of the updated Transport Strategy, the Cabinet Member for Environment requested that a review of the Parking Strategy, and its associated processes, should be undertaken. As part of this, and in line with the Authority's Customer Promise 'we listen, we care', officers conducted a survey and focus workshops with Members to obtain feedback and seek to identify key areas for improvement. Details of the proposed changes were also presented to the Overview, Scrutiny and Policy Development Committee on 13 June 2022.

This report sets out the proposed revisions to the Parking Strategy, following the review and reflecting the updated North Tyneside Transport Strategy, and summarises the associated specific changes which are to be made to internal processes. These include amendments to the details and processes, relating to, for example, requests for disabled

parking bays and requests to introduce residential permit parking schemes – these seek to make the process of submitting requests more straightforward for residents, minimise the time to wait for updates on a request, and provide greater visibility of the process for Members.

1.2 Recommendation:

It is recommended that Cabinet:

- i. approves the revised North Tyneside Parking Strategy attached as Appendix 1 to this report; and
- ii. authorises the Director of Regeneration and Economic Development, in consultation with the Cabinet Member for Environment, to make amendments to the strategy as and when required.

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 June 2022.

1.4 Council Plan and Policy Framework

The proposals in this report support the following priorities in Our North Tyneside, the Council Plan 2021 to 2025:

- A thriving North Tyneside
 - We will regenerate the high streets of North Shields and Wallsend, and in addition to the Master Plan for North Shields, we will bring forward Master Plans for Wallsend and Whitley Bay town centre areas. We will also bring investment and improvements to the North West area of the borough and ensure that regeneration delivers ambition, opportunity and benefits for all of our residents
- A green North Tyneside:
 - We will increase opportunities for safe walking and cycling, including providing a segregated cycleway at the coast
 - We will publish an action plan of the steps we will take and the national investment we will seek to make North Tyneside carbon net-zero by 2030

1.5 Information:

1.5.1 Background

In October 2021, Cabinet approved the revised and updated North Tyneside Transport Strategy. Its vision is “Moving to a green, healthy, dynamic and thriving North Tyneside” and it sets out five key principles to achieve this.

There are a number of specific strategies and plans within the context of the North Tyneside Transport Strategy: these include the existing North Tyneside Parking Strategy, which was adopted by Cabinet in September 2017.

While North Tyneside is served by cycling and walking routes of improving quality and a comprehensive public transport network, the use of the private car or van remains a

frequent choice for residents, businesses and visitors, with growing use of zero-emission vehicles (ZEVs) in preference to petrol or diesel vehicles.

1.5.2 Revising the North Tyneside Parking Strategy

Following the adoption of the updated Transport Strategy, the Cabinet Member for Environment requested that a review of the Parking Strategy, and its associated processes, should be undertaken.

Officers conducted a survey and held workshops with Members to obtain their feedback and seek to identify key areas of improvement. Through this engagement, key issues for residents and Members were highlighted such as timescales, criteria, and communication.

At its June meeting, the Overview, Scrutiny and Policy Development Committee gave consideration to the Parking Strategy and noted the proposed changes to it following the review of the existing Parking Strategy.

The proposed revisions to the Parking Strategy, following the review exercise and reflecting the updated North Tyneside Transport Strategy, are set out in section 1.5.3 of this report. Following the review of the strategy, specific changes are also proposed to the internal processes relating to requests for parking restrictions and disabled parking bays, as described in section 1.5.4 of the report. These changes aim to deliver better outcomes for the Authority's customers and give greater visibility to Members.

1.5.3 Proposed amendments to the North Tyneside Parking Strategy

The proposed revised Parking Strategy, attached as Appendix 1, incorporates the following specific changes to reflect the updated North Tyneside Transport Strategy and the recent Member engagement described above:

- i. The text has been revised to reflect the updated North Tyneside Transport Strategy and the Authority's Carbon Net Zero objectives, and to make a specific link between the Parking Strategy and the recently adopted North Tyneside Zero Emission Vehicles (ZEV) Strategy
- ii. The list of types of parking permit has been updated to reflect the current position
- iii. Regarding requests for disabled parking bays – the relevant section (Annex 5 in the draft strategy) has been amended to support residents to use equivalent proof of disability, rather than solely requiring proof of receipt of the 'Higher Rate' mobility component of the Government's Disability Living Allowance. This is in relation to requests for disabled bays. It has also been amended to introduce greater flexibility in the case of an objection from another resident to a request for a disabled bay. Additionally, the specific needs of people with disabilities and their carers are to be carefully considered when developing a parking solution.
- iv. Regarding requests to introduce residential permit parking schemes – in the relevant section (Annex 2 in the draft strategy), the order of the criteria has been amended, so that 'at least 51% of residents in favour' becomes the first criterion which must be satisfied before others are considered.

1.5.4 Proposed amendments to the parking restriction request process

The following specific changes are to be made to the internal processes relating to requests for parking restrictions and disabled bays:

- i. An improved interactive restriction request form that will provide a user-friendly means to submit requests. It will include a number of frequently asked questions (FAQs), tips and information on the request process for requesters to read before they progress with the submission of the form. Provision is also available for residents to attend Customer First Centres for help filling in the form, and a hard copy can also be provided.
- ii. Subject to the revised Parking Strategy being approved by Cabinet, it will need to be demonstrated that at least 51% of residents are in favour of a parking scheme before the restriction request can be considered further. This will help to make it possible to notify residents promptly if a scheme will not progress, minimising the wait for updates.
- iii. A record of parking restriction requests has been created which will include all requests received via the new online form as well as existing requests. This will be updated monthly and uploaded onto the Members' area, supporting Members to check schemes in their wards every month, receive regular updates and ultimately keep residents well informed of progress.
- iv. Previously, assessments and surveys have been completed once per year. It is intended to increase the frequency of assessments and surveys, to reduce the time taken to implement parking schemes and reduce wait times for residents.
- v. Subject to the revised Parking Strategy being approved by Cabinet, when residents request the provision of disabled bays, equivalent proof will now be accepted by officers as described in section 1.5.3.
- vi. Subject to the revised Parking Strategy being approved by Cabinet, greater flexibility will be introduced in the case of an objection from another resident to a request for a disabled bay.

1.6 Decision options:

The following decision options are available for consideration by Cabinet:

Option 1

To approve the recommendations as set out in paragraph 1.2 above.

Option 2

Not to approve the recommendations as set out in paragraph 1.2 above.

Option 1 is the recommended option.

1.7 Reasons for recommended option:

Option 1 is recommended for the following reasons:

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

1.8 Appendices:

Appendix 1 – North Tyneside Parking Strategy (final draft for approval)
Appendix 2 – Equality Impact Assessment (EIA)

1.9 Contact officers:

Paul Dowling, Head of Regeneration and Transport, 0345 2000 101
Andrew Flynn, Integrated Transport Manager, 0191 643 6083
John Cram, Integrated Transport Officer, 0191 643 6122
Samantha Lacy, Network Business Manager, Capita, 0191 643 4808
Amar Hassan, Principal Accountant Investment (Capital) and Revenue, 0191 643 5747

1.10 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](#)
- (2) [North Tyneside Local Plan](#)
- (3) [North East Transport Plan](#)
- (4) [North Tyneside Parking Strategy](#) (existing strategy adopted in 2017)
- (5) [Our customer promise – North Tyneside Council](#)
- (6) [Report](#) to Cabinet of 18 October 2021 'North Tyneside Transport Strategy'

PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING

2.1 Finance and other resources

There are no financial and resource implications directly arising from this report. Any expenditure which cannot be contained within existing budgets will be reported to Council / Cabinet, as appropriate for a decision before any expenditure is incurred or committed.

2.2 Legal

There are no legal implications arising directly from this report. By virtue of section 9D of the Local Government Act 2000 any function of the Authority is the responsibility of the Executive unless there is a contrary intention expressed in legislation. There is nothing in the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 or other legislation that indicates that the Parking Strategy cannot be a matter for Cabinet.

2.3 Consultation/community engagement

2.3.1 Internal Consultation

Officers conducted a questionnaire and held workshops with Members to obtain feedback and seek to identify key areas of improvement. Details of the proposed

changes were then presented to the Overview, Scrutiny and Policy Development Committee on 13 June 2022. Internal consultation has also involved the Cabinet Member for Environment and the Director of Regeneration and Economic Development.

2.3.2 External Engagement

The Parking Strategy is one of the specific strategies and plans which fit within the context of the North Tyneside Transport Strategy and has been developed with reference to the evidence base used for that strategy, as outlined in the 'North Tyneside Transport Strategy' report to Cabinet of 18 October 2021.

2.4 **Human rights**

Article 14 of the Human Rights Act 1998 prohibits discrimination on any ground. The strategy has been developed so that no individual is discriminated against.

2.5 **Equalities and diversity**

The development of the revised Parking Strategy has been carried out with regard to the Authority's obligations under the Equality Act 2010. An Equality Impact Assessment has been undertaken and is attached as Appendix 2. The approach offered by the updated Parking Strategy now demonstrates greater flexibility when receiving requests for parking measures, such as disabled parking bays. In these instances, the specific needs of people with disabilities and their carers are considered when developing a parking solution.

When any individual decision is taken that applies the Parking Strategy that decision will also have due regard to the obligations placed on the Authority by the Equality Act 2010.

2.6 **Risk management**

There are no risk management implications directly arising from this report. Strategic and operational risks associated with transport matters are assessed via the established corporate process.

2.7 **Crime and disorder**

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

2.8 **Environment and sustainability**

There are potential positive implications for environment and sustainability, as the proposed revised strategy reflects the Authority's aspirations with regard to zero emission vehicles (ZEVs) and may assist in encouraging the use of ZEVs in preference to petrol or diesel vehicles.

PART 3 - SIGN OFF

- Chief Executive X
- Director(s) of Service X
- Mayor/Cabinet Member X
- Chief Finance Officer X
- Monitoring Officer X
- Assistant Chief Executive X