

Annexe: D

Parking Strategy

Parking Strategy for Tyne and Wear.

Introduction:

The six Plan Partners in the Tyne and Wear Local Transport Plan recognise the importance of a co-ordinated area wide parking strategy. This strategy has been designed to reconcile the importance of enhancing the economic viability of the city and district centres with the need to manage the impacts of congestion and pollution. During the preparation of this area wide strategy, consideration has been given to national planning guidance in PPG13 and PPG6. However, the strategy also reflects the local circumstances of Tyne and Wear, which are profoundly different from those in many other parts of the UK. In particular, the Plan Partners believe it is appropriate to prepare a Parking Strategy that is supportive of their aims for economic regeneration, environmental improvement and reducing social deprivation.

The Regional Context:

In addition to national guidance, the Parking Strategy has been developed to be consistent with regional strategy measures.

Regional Planning Guidance for the North East contains policies and proposals that the Plan Partners have considered in the development of their LTP parking strategy. These include:

- The wish that plans should set maximum parking standards for development;
- The promotion of the shared use of parking, particularly between neighbouring developments;
- A suggestion that developers should not be encouraged to provide more parking space than they wish to;
- Control of public parking should support retail and commercial functions and priority should be given to short-stay parking for shoppers and visitors.

The Plan Partners are also involved in the development of a Regional Transport Strategy for the North East.

The Regional Transport Strategy (RTS) is an

area-wide initiative that allows authorities throughout the North-East region to co-ordinate transport policies for more effective management of regional problems and to promote regional development. The emerging RTS is expected to provide a regional framework for local strategies such as parking. The Plan Partners intend to utilise this forum to ensure that parking standards agreed within the plan area do not competitively disadvantage individual districts within the region. It is expected that the Regional Transport Strategy will be finalised in 2001-2.

Objectives

Locally, the Plan Partners seek to;

Support the vitality and viability of their city, town, district and neighbourhood centres by providing, maintaining and managing an appropriate supply of parking space, both for motorised vehicles (cars, coaches, goods vehicles and motorcycles) and pedal cycles.

And:

Encourage alternative and sustainable means of travel through the active management of parking spaces for example by controlling availability and price to help reduce road traffic and congestion in town and city centres, and improve environmental quality.

In addition the Partners intend to:

Promote sustainable transport and alternatives to the private car by improving interchanges and Park & Ride, particularly in areas adjacent to quality bus corridors, rail and Metro stations.

The Local Context

The Plan Partners have developed a strategy based around the following key themes:

- **Co-ordination, management and control of on and off-street local authority facilities in the Plan area;**
- **Monitoring of, and partnership with, private operator facilities within the district centres;**

- **Greater consistency of UDP and development control policies;**
- **Examination of the potential for Work Place Parking Levies and other price-based measures;**
- **Linkages with other initiatives and modes of transport.**

Each of these elements is considered further in the following sections of this strategy.

It is recognised that the various centres in Tyne and Wear each have individual needs and characteristics. This strategy seeks to be responsive to these needs. Also, these local characteristics are reflected in Parking Policies contained within the set of Unitary Development Plans

Policy Statements from the Unitary Development Plans

The five Unitary Development Plans for the districts in Tyne and Wear include a number of common themes on parking, including;

- To control on and off-street parking to support economic vitality and encourage regeneration and to reduce the adverse impacts of car travel.
- To manage on-street car parking in the interests of traffic flow, access and road safety.
- To improve accessibility and parking provision for people with disabilities.
- To provide adequate levels of appropriately priced parking to ensure the success of redevelopment.
- To effectively manage the stock of parking spaces by controlling the length-of-stay and price (parking charges).
- To ensure there is an appropriate balance between short-stay and long-stay parking places for the use of shoppers, visitors and commuters.
- To reduce the levels of commuter parking and encourage use of other means of transport by increasing parking charges at above the rate of inflation.
- To improve security in car parks through the

- provision of CCTV, lighting and patrols etc.
- To prepare parking plans in order to best manage the resources that are available.
- To prevent the displacement of commuter parking into residential areas by introducing Controlled Parking Zones / residential parking schemes.
- To establish standards for parking provision at new developments. (typically these standards are affected by the publication of PPG13)

In the following sections, initiatives within the area-wide parking strategy are explained in more detail.

This LTP parking strategy supplements earlier local policy statements, with regard to the need for an integrated approach, in response to the new national transport policy agenda set out, for example, in documents such as the revised Planning Policy Guidance No.13.

Joint Parking Strategy for Tyne and Wear:

This strategy sets out the core of the Plan Partners framework for developing a common approach to parking provision and management in Tyne and Wear. This approach is consistent with our objectives for promoting economic regeneration, encouraging sustainable travel, reducing social deprivation and protecting/improving the urban environment.

The key elements of our strategy in the period 2001-06 are to:

- **Harmonise parking standards**
- **Prepare local parking plans**
- **Improve parking management**
- **Assess future strategic options**

Harmonisation of parking standards

- **At New Developments**

Recent changes in government policy have led to a change of emphasis in parking standards for new development. With this in mind it is the intention of the Plan Partners to co-ordinate a revised area wide set of parking standards, based upon maximum allowed levels of provision for new developments.

PPG 13 Car Parking Standards

Use	National Maximum Parking Standard: 1 space per square metre (m ²) of gross floorspace unless otherwise stated	Threshold from and above which standard applies (Gross floorspace)
Food Retail	Space per 14m ²	
Non food Retail	1 space per 20m ²	1000m ²
Cinemas and Conference Facilities	1 space per 5 seats	1000m ²
D2 (Other than cinemas, conference facilities and stadia)	1 space per 22m ²	1000m ²
B1 Including Office	1 space per 30m ²	2500m ²
Higher and Further education	1 space per 2 staff + 1 space per 15 students	2500m ²
Stadia	1 space per 15 seats	1500 seats

It is expected that the harmonisation of these standards will lead to less confusion for developers and greater uniformity throughout Tyne and Wear reducing the pressures towards inter-authority competition when attracting new development.

Action:

To agree a set of "Maximum" car parking standards for developments in Tyne and Wear

proportion of public parking spaces is reserved for Blue Badge holders. We will encourage developers to do the same at new developments throughout Tyne and Wear.

Targets:

Apply existing car parking standards as "maxima" throughout Tyne and Wear by the beginning of 2002

Agree a common set of area-wide car parking standards by the end of 2003

Powered two wheelers (PTWs) - motorcycles and scooters - are one of the fastest growing means of transport. There are particular concerns regarding the high incidence of vehicle theft when powered two wheelers cannot be parked secured to a suitable fixture. The Plan Partners will include the provision of secure parking for PTWs in their parking standards.

- **For disabled drivers, cycles and motorcycles**

The promotion of cycling as an alternative to the private car is an important component of our sustainable transport strategy. The benefits associated with an increase in cycling include reduced congestion and improved health. To encourage a shift from private cars to cycles, the plan members recognise that facilities for cyclists - including secure cycle parking - must be improved.

The Plan Partners seek to ensure that accessibility is improved for people with disabilities who are reliant on a private car. To this end, the Plan Partners will ensure that a

The Plan Partners see harmonisation of parking standards at new developments - for disabled drivers, cyclists and powered two-wheelers - as a first step towards the unification of standards as a whole.

Additionally, the travel plans strategy is designed to support the application of parking standards at new developments, especially for secure cycle parking spaces made available as part of a workplace or school travel plan.

Action:

To unify parking standards for cyclists, disabled drivers (blue badge holders) and powered two-wheelers throughout Tyne and Wear

Target:

To agree an area-wide set of parking standards for disabled drivers, cycles and powered two-wheelers by the end of 2002

Preparation of local Parking Plans

The preparation of formal parking plans for many of district centres in Tyne and Wear is underway. Parking plans are recognised as a useful tool when managing the demand for parking in busy locations. Parking plans enable the partner authorities to:

- Set indicative targets for public parking capacity
- Identify an appropriate balance between short and long-stay parking
- Take into account privately controlled public parking provision through partnership with private sector operators
- Audit levels of private non-residential parking (PNR) in the area
- Ascertain appropriate levels of charging

Action:

To audit available facilities and identify an appropriate management strategy for each of the district centres

Target:

To have a formal Parking Plan in place for each of the district centres by the end of 2002

Definition of Parking Provision for Centres

The Unitary Development Plan for Newcastle states that the public parking stock will be maintained to a maximum of 10,000 spaces, including those operated by private operators. Presently, through loss of temporary car parks to development, the City operates significantly below this level at around 8,000 spaces.

Provision of 10,000 spaces is considered to be appropriate for the commercial, retail and leisure activities of the City Centre without propagating unnecessary car-borne trips. As the City

regenerates and local car ownership grows, the effective availability of parking in the City Centre will be reduced. Traffic growth and the resultant demand for parking has increased at approximately 2% per annum in recent years. With no increase in the number of parking spaces since 1989 and 41% projected growth in demand for City Centre parking during the life of the LTP, our approach demonstrates a commitment to shift the balance of attraction in favour non-car access to the City Centre.

The City Council is acutely aware that not meeting the demands of motorists could lead to a decline in commerce within the City Centre - especially as many alternative out-of-centre destinations are more accessible by private car and are especially difficult to serve by public transport. The Council believes that improvements to both public transport access and Park & Ride will protect and promote the economic vitality of the City Centre and contribute to greater sustainability throughout Tyne and Wear by encouraging economic activity in centres most readily accessible by sustainable transport. We believe this approach, which fully accords with the LTP strategy, represents an appropriate balance between transport accessibility, economic vitality and environmental management. The Plan Partners will seek to apply a similar approach to defining parking availability levels for centres throughout Tyne and Wear.

Action:

To review the 10,000 space parking provision for Newcastle City Council as part of the forthcoming UDP review.

To investigate the applicability of this approach to all district, town and city centres in Tyne and Wear.

Park & Ride

To reduce the impact of traffic congestion, the plan partners encourage the use of public transport, including providing opportunities for interchange between different modes of transport (public and private). Park & Ride is seen as a valuable tool in achieving this goal.

The Park & Ride facilities at Heworth, Four Lane Ends, Kingston Park and Callerton Parkway Metro stations, in addition to the proposed site at Newcastle Great Park, underline the Plan Partners commitment to Park & Ride.

The Plan Partners will prepare an area-wide plan for Park & Ride facilities including rail, Metro and bus-based systems by 2002. In future, these modes may be supplemented by LRT (trams). The requirements of this P&R plan should be protected in forthcoming revisions to Unitary Development Plans.

Actions:

To identify and protect suitable sites for Park & Ride facilities during Unitary Development Plan reviews.

To further develop and promote the use of existing Park & Ride sites

To ensure that the development process takes full account of opportunities to provide Metro and Bus based Park & Ride facilities

- **For freight**

Secure lorry parking is an important element in a strategy for sustainable distribution. During development of local Freight Quality Partnerships (see Sustainable Distribution strategy), the Plan Partners will work with stakeholders in the road haulage and distribution industries to identify needs for further lorry parking facilities in Tyne and Wear. Identified needs will be included in a parking plan for lorry parking.

- **For coaches**

Tourism is increasingly important to the economy of Tyne and Wear. In the urban centres, at coastal resorts and at major tourist attractions there is a need to provide appropriate parking provision for coaches. As part of developing strategies for Sustainable Tourism, the Plan Partners will work with stakeholders to identify specific needs for inclusion in an area-wide plan for coach parking.

- **Improving Parking Management**

Relationship between public and private car park operators

The Plan Partners recognise the wastefulness of unnecessary competition between public and private sector and the adverse effect on a co-ordinated parking strategy.

During the life of the LTP, we intend to enlarge the North-East Parking policy forum to include the private sector, thereby improving liaison between the local authorities and private operators.

Action:

To improve liaison between the Plan Partners and private parking operators

Target:

To include private sector representatives in the North East Parking Forum by the end of 2002

Creation of a core network of secure car parks

Safety and security - both for driver and vehicle - are considered to be a high priority. The fear of car crime and perceived lack of personal security are major factors determining car park usage, particularly at night.

To address these issues, the Plan Partners will create a core network of secure car parks. Car parks will attain secure status with the introduction of closed circuit television, presence of security personnel and improved lighting.

The creation of secure car parks will contribute to local initiatives to meet Home Office targets for reducing car crime.

Action:

To introduce a network of secure car parks

Targets:

To develop proposals for a network of secure car parks by the end of 2002

To double the number of parking places in secure car parks by the end of the plan period

Innovative car park management

The Plan Partners recognise the role of parking management as a mechanism to encourage modal shift, especially for regular commuting trips. Also, demand-responsive management of car parking can enhance the economic viability of local centres and reduce the adverse impacts of car-borne trips.

The Plan Partners will investigate and trial a range of innovative parking management techniques during the lifetime of the LTP.

The Plan Partners will identify sites that may benefit from each initiative and investigate the possible implications through a series of small-scale trials.

Action:

To trial a series of innovative parking management regimes during the life of the LTP.

- **revised opening hours for car parks**
- **variable charging regimes**
- **reserved parking provision for high occupancy vehicles**
- **pricing to avoid cross-subsidy between short and long-stay users.**

Target:

To pilot each of the above management measures in the period to 2005.

Controlled Parking Zones

Controlled Parking Zones are used as a parking & congestion management tool in busy centres. Currently they are confined to the main town and city centres and some coastal tourist centres.

Typically, a Controlled Parking Zone includes:

- Specialised charging regimes;
- Limited waiting restrictions;
- Parking permits;
- Specialised loading areas.

The Plan Partners will continue to identify locations where a Controlled Parking Zone may mitigate traffic and parking-related problems. Potential locations include hospitals, universities and large trip-generating businesses. The Plan Partners will introduce or extend Controlled Parking Zones where they can be demonstrated to mitigate against congestion, improve traffic management or promote mode shift.

Action:

To Manage problems of congestion and car dependency through the extension/introduction of Controlled Parking Zones.

Residential Parking schemes

Parts of Tyne and Wear, particularly those areas adjacent to busy district centres, suffer from displacement of commuter parking. Many of the affected areas are socially deprived - with low car ownership - yet they suffer the impact of commuter parking throughout the working day. The Plan Partners have successfully used Residential Parking Schemes in some areas to protect the local residential environment against incursion from commuter parking.

The Plan Partners will implement further residential parking schemes to mitigate against routine and intrusive commuter parking in residential areas.

We will work to standardise signage, wording and permit allocations in new schemes and enhance levels of enforcement.

Action:

To standardise the approach to signing, charging and enforcement in Residential Parking Schemes throughout Tyne and Wear

To mitigate problems of commuter parking in residential areas through the introduction of Residential Parking Schemes

Target:

To standardise the information, signing and

operation of Residential Parking Schemes in Tyne and Wear by the end of 2003

Decriminalised Parking Control

The Plan Partners recognise the vital role effective enforcement in their parking strategy. To date, Newcastle City Council has taken responsibility for enforcement of parking place orders and is looking towards full decriminalisation. Sunderland City Council is developing proposals for decriminalisation and other local authorities are monitoring these initiatives.

Decriminalisation would provide local authorities with greater control over enforcement and the potential to provide consistent enforcement for on-street and off-street parking throughout the conurbation.

Until a time when full decriminalisation is achieved, the Plan Partners will continue to liaise with the Chief Constable to agree an effective regime of yellow line enforcement, particularly in the town and city centres. This approach will improve the effectiveness of on-street parking enforcement, enhance the streetscape for visitors to the town and city centres, and promote the vitality and viability of shopping areas. Additionally it is recognised that more effective enforcement will enhance traffic management, particularly when dealing with parking in bus and no car lanes and on bus stop clearways.

The Plan Partners will closely monitor the progress of those local authorities that have taken full responsibility for parking enforcement, and to identify the possible impacts adopting such a strategy would have in Tyne and Wear.

The Plan Partners will investigate the potential impacts of the discretionary charging powers outlined in the Transport Act 2000.

Action:

To consider the application of Decriminalised Parking Controls in Tyne and Wear

Target:

To prepare an impact study assessing the benefits and costs of decriminalisation by the end of 2003

- Assessing Future Strategic Options

Region-wide zoning policy

A region-wide (Tyne and Wear) zoning policy would set appropriate levels for parking charges according to the economic viability of a district centre. Agreement on area-wide zoning will help to ensure that local centres compete on a more “level playing field”.

A general principle for region-wide zoning should be that car park-users meet the full cost (capital and revenue) of the car parks provided in Tyne and Wear. This will ensure that car parking is not subsidised by non-car users. In this way, the relative value of parking spaces in different centres will be fully reflected in the parking charge to users.

The Plan Partners will investigate the potential for a region-wide zoning policy by the end of the plan period. This approach can usefully seek to influence the Regional Transport Strategy and inform a debate with the other parking authorities in the region.

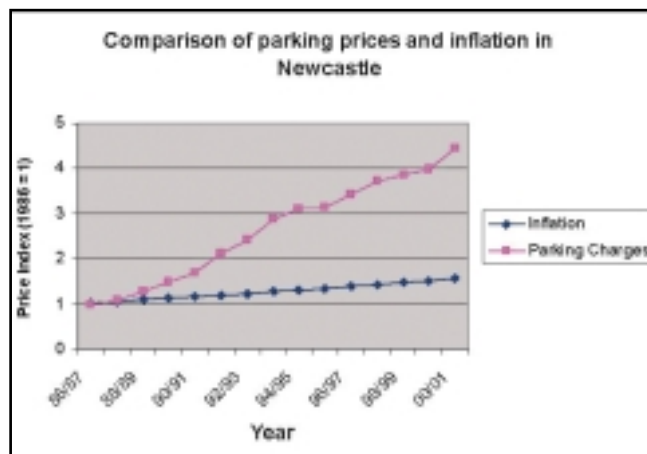
Action:

To investigate the potential for a region-wide zoning policy for parking

Target:

To prepare options for a system of parking zones throughout Tyne and Wear by the end of 2002

To transfer the resource cost of parking to users by progressively increasing the cost of parking above the rate of inflation throughout the life of the LTP.



Work Place Parking Levies

The Plan Partners will continue to assess the future application of charging-based parking control mechanisms, in particular the Workplace Parking Levy.

We consider that low economic prosperity and poor regional competitiveness negate the introduction of this mechanism in the current plan period. Consequently, the Workplace Parking Levy is considered only as a potential future demand-management measure at this time.

If charging-based initiatives are to be evaluated by the Plan Partners, they must be assessed against clearly defined criteria, such as:

- their effectiveness in influencing trips to the city / district centres;
- their impacts on competitive advantage between different centres;
- the impact on congestion problems and contribution to local transport objectives (through revenue generation);
- the availability and quality of public transport providing alternative access to centres;
- the effect on encouraging developers to locate away from central areas, and;
- the extent to which charging is consistent with local planning policies and the proposals of neighbouring authorities (both within and beyond Tyne and Wear).

The Plan Partners are concerned about an inability to effectively extend Workplace Parking Charges to staff parking at out-of-town retail parks.

Workplace parking levies will be assessed alongside the options for Road-user Charging (see Traffic and Travel-demand Management Strategy) as part of future reviews of Transport Strategies in Tyne and Wear.

Action:

To continue to consider the potential of Workplace Parking Levies as a demand

management tool in the plan area

To monitor other local authorities currently implementing Workplace Parking Levies

Target:

To produce an impact study for Tyne and Wear as part of a review of the full LTP

