



Northumberland Parking Strategy Consultation



Northumberland County
Council

September 2010

Northumberland Parking Strategy

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1 Introduction

1 Introduction

The purpose of this Strategy is to provide a comprehensive framework for determining parking provision in Northumberland. It aims to support the objectives of the Council's sustainable community strategy and provide a consistent and fair basis for rationalising the policies and practices of the seven councils brought together by local government reorganisation in April 2009.

Parking is not a stand-alone issue. When it is properly integrated into community and transport planning it can support economic vitality, provide better access to services and help protect the environment. The Council accepts that parking, particularly charging policy, is often a contentious issue and this strategy seeks to provide a rationale for balancing the needs of different stakeholders including businesses, residents, service users and visitors.

The service must be operated within the confines of national policy and the regulatory framework. The principal documents issued by the last government being the Transport White Paper issued in 1998, the Future of Transport White Paper in 2004, the Transport Act 2000, the Traffic Management Act 2004, the 10 Year Plan, Delivering a Sustainable Transport Strategy 2008, Planning Policy Statement or Guidance Notes, particularly PPG13, Regional Planning Guidance (including Regional Transport Strategies), and a number of supporting documents and good practice guides. This of course may be expected to change under the new coalition government.

The Council has an approved Local Transport Plan (LTP) for the period 2006 to 2011. The LTP addresses the Government's priorities for transport, including reducing congestion and improving sustainable accessibility to jobs and services, improving air quality and reducing road casualties – all of these are in the context of local need. Parking has an important role in supporting the delivery of the LTP and this will also be reflected in the new LTP3 currently being prepared for implementation on 1 April 2011.

The Council believes very strongly that the size of Northumberland and the diversity of its communities mean that a one size strategy cannot fit all. The strategy therefore sets out a process whereby local communities can be actively involved in developing local solutions that best meet their needs. At the same time it addresses those areas that, in the interests of fairness and effectiveness, are better determined at a countywide level. These include tariffs, concessions and enforcement, i.e. the management of on-street parking. The Council recognises that the management and enforcement of on-street parking regulations has a direct bearing on congestion and on the level of use of off-street car parks. Bringing on-street and off-street parking under the control of one authority would greatly enhance the contribution that effective parking controls can bring to overall transport objectives.

The strategy also recognises the severe financial constraints that face the authority over the next four years. It is therefore very important that all stakeholders and interested persons recognise that the costs of change must be fully met from additional income. The Council reserves the right to raise further additional income from its car parking assets.

2 Objectives

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2.1 Sustainable Community Strategy

The primary objective of the car parking strategy is to support the delivery of the Northumberland sustainable community strategy. This sets out the collective ambition and vision for the county. The principal aims which car parking can support are:

By 2021 residents will:

- ***Enjoy a good standard of living***

Retail and tourism are two important sectors of the economy where good car parking facilities can make a significant contribution. More generally car parking gives access to employment opportunities within the county. 73% of the county's resident workforce works within the county although this falls to 59% in the south east.

- ***Readily access the things they need***

Throughout Northumberland the main towns are important access points for a range of services. Outside of the south east and main arterial routes there is a lack of public transport facilities and services placing an increased reliance on car journeys and a greater need for car parking?

- ***Care about our environment***

Reducing the number of car journeys will have a beneficial impact on the environment by reducing the amount of CO₂ and improving air quality in congested areas. Restricting access to car parking has been shown to increase the use of public transport where it exists. Encouraging more parking outside of town centres reduces congestion and improves air quality.

2.2 Stronger Together

The new Council recognises we are 'Stronger Together' and has set out themes to provide the focus for organisational development and transformation in its corporate plan. Their impact on the car parking strategy is set out below:

- ***Leading locally - respecting local identity, recognising that one size does not fit all and that we must work with local people to develop local services***

Northumberland's communities are very diverse both in terms of demography and geography. The parking strategy must be able to provide flexible solutions to meet local objectives by understanding and balancing the differing needs of the many stakeholders.

- ***Embracing unity - unifying as one but recognising, valuing and respecting differences, celebrating pride and integration***

Prior to reorganisation in 2009 parking was provided by seven councils each with their own policies and practices. The parking strategy will unify these and provide a framework and rationale for applying them to our communities in a fair and consistent way.

- **Looking outwards** - *being open, without walls and boundaries, a learning organisation that works in partnership, visionary and a champion of aspiration and ambitions*

The council has already consulted widely on several key elements of the car parking strategy. The proposed process for implementing the strategy includes a commitment for an on-going dialogue with our local communities that will shape the delivery of the service in their localities over time.

2.3 Council Values

The stronger together themes are underpinned by the council's values which are embedded in all aspects of service delivery and partnership working:

- **Strength**
- **Fairness**
- **Approachability**

The car parking strategy has embraced these values. It builds on the opportunity of a stronger unified service to deliver a better, fairer and more consistent service. It has been prepared and will be implemented in an open and consultative manner.

2.4 Financial

The underlying financial principle for the implementation of this strategy is that any additional costs must be met from additional income within the service.

However, this strategy is being prepared against a backdrop of substantial reductions in the council's funding from central government. This may be as much as a 25% reduction by 2014. Off-street car parks are valued assets and the council may look to attract an increased rate of return although this must always be considered in the light of the impact on the council's economic, social and environmental objectives.

3 Legal and Policy Framework

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This chapter outlines the legal and policy framework in which Northumberland's Parking Strategy will be set. The policies at national and local level relating to parking are outlined and links associated to transportation issues are highlighted where appropriate.

3.1 National Policy

The Traffic Management Act 2004 sets out a statutory and network management duty for all local authorities to ensure the effective management of their road networks and details the mechanisms through which this is to be achieved. Of particular importance to the parking strategy is Part 6 which provides for the civil enforcement of parking and traffic contraventions. This primary legislation came into effect on 31 March 2008 and determines the enforcement mechanisms that can be used by local authorities in order to effectively manage their road networks.

National Government policy on parking is set out in Parking Planning Guidance (PPG) note 13, *Transport*. Policy on parking specific to housing development is given in Parking Policy Statement (PPS) 3, *Housing*. Further information relating directly to Town Centre parking is given in PPS 6 *Town Centres and Retail Development*. All national policies are subject to ongoing review and the Council is required to amend its own policies as and when new guidance is issued.

3.1.1 Traffic Management Act 2004

The Department for Transport (DfT) issued both the statutory and the operational guidance to Civil Parking Enforcement (CPE) in March 2008. This guidance states that CPE should contribute to the authority's transport objectives, and that a good CPE regime is one that uses quality-based standards that the public understands which are enforced fairly, accurately and promptly. Civil enforcement under the Traffic Management Act 2004 (TMA 2004) would enable the council as the Highways and Traffic Authority to carry out its duty and ensure the expeditious movement of traffic on its road network through effective enforcement of parking and waiting and loading restrictions. All on-street enforcement responsibility is currently with the police authority and this change would enable the Council to operate an integrated on and off-street service to allow for better control of all parking provision throughout the county.

The guidance explains that the aim of enforcement authorities should be to increase compliance with parking regulations. This can be accomplished through parking controls which are clear, well designed, legal and enforced.

CPE provides a means by which an authority can effectively deliver wider transport strategies and objectives.

Enforcement authorities should design their parking policies with particular regard to:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the TMA Network Management Duty;
- improving road safety;
- improving the local environment;

- improving the quality and accessibility of public transport, local businesses and other road users;
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car;
- Managing and reconciling the competing demands for kerb space; and
- Consistency of treatment within the local and regional context.

The Council is therefore considering an application to the DfT for civil enforcement powers.

Details on proposal CP1 - Implement Civil Parking Enforcement can be found on page 28.

3.1.2 PPG13: Transport

PPG13 provides the most comprehensive advice with regard to parking. The guidance aims to secure sustainable development from a transport perspective. A reduction in the rate of traffic growth, reduced reliance on the car and additional use of alternative means of transport are integral to this objective.

Studies have shown that the availability of car parking is a major influence on the means of transport people choose for their journeys. Some studies have shown that levels of parking provision can be more significant than levels of public transport provision when trip makers determine their mode of travel (particularly for the journey to work).

It sets out a framework within which parking policy should reside. It states that a co-ordinated approach to parking should be adopted regionally and that the aims and objectives should be established in the Regional Transport Strategy.

PPG13 also places emphasis on the use of parking charges as a control mechanism. Again a co-ordinated approach is recommended so that appropriate charges are established that do not undermine the vitality of other centres. PPG13 is clear that any parking controls, both on-street parking and in car parks, require comprehensive treatments and adequate enforcement measures for them to be a success.

3.1.3 PPS3: Housing

When considering residential development, it encourages local planning authorities to give priority to the needs of pedestrians rather than to the movement and parking of vehicles.

The guidance is currently under review and is expected to place the emphasis with the local planning authority to recommend appropriate standards for new development.

3.1.4 PPS6: Town Centres and Retail Developments

The objective of PPS6 is to sustain and enhance the vitality and viability of town and city centres. PPS6 places a heavy emphasis on consultation with the business community in order to ensure support for and success of city centre parking strategies.

3 Legal and Policy Framework

Of particular significance is paragraph 2.32 which states “that local authorities should achieve better use of existing car parking, by adopting policies which give priority to short-term parking for visitors to the Town Centre, such as shoppers (and tourists), and discourage long term parking for commuters”. It indicates that the parking that is provided should serve the centre as a whole, rather than being dedicated to individual developments.

3.2 Regional Policy

The new coalition government has advised that the Regional Spatial Strategy will be discontinued with planning powers returned to local authorities. The impact on transport strategy is not yet clear.

3.3 Local Transport Plan

Northumberland County Council has an approved Local Transport Plan (LTP) for the period 2006-2011. This sets out an action plan with examples of the types of measures that could be implemented if sufficient resources are available.

The current LTP is however under review and Northumberland’s Third Local Transport Plan (LTP3) must be in place for 1st April 2011. The DfT has produced guidance to support authorities in producing the next round of plans and sets out the national policy framework and advice on how plans should be developed and delivered.

Following consultation, the DfT has published a set of goals and related challenges for development of the UK’s future transport policy and infrastructure. There are five goals as below, which replace the previous shared priorities for transport. Within each of these goals, ‘Key Challenges’ are identified and those that parking can impact on are as follows:

- To **support national economic competitiveness and growth**, by delivering reliable and efficient transport networks.
Key challenge
- Improve the connectivity and access to labour markets of key business centres
- To **reduce transport’s emissions of carbon dioxide and other greenhouse gases**, with the desired outcome of tackling climate change. **Key challenge**
- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures
- To **contribute to better safety, security and health and longer life-expectancy** by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health.
- To **promote greater equality of opportunity for all citizens**, with the desired outcome of achieving a fairer society.
Key challenge
- Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability
- To **improve quality of life for transport users and non-transport users**, and to promote a healthy natural environment.
Key challenges
- Improve the experience of end-to-end journeys for transport users

- *Sustain and improve transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places*
- *Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment*
- *Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks*

The authority has been given flexibility in determining the duration of the LTP Strategy and Implementation Plan. Authorities are also expected to consider the contribution they can make to achieving national transport goals and challenges in the LTP and their relative importance for Northumberland.

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4.1 Parking Provision

Current parking provision is generally located within the county's main towns and settlements of Alnwick, Amble, Ashington, Berwick Upon Tweed, Bedlington, Blyth, Corbridge, Cramlington, Haltwhistle, Hexham, Morpeth, Newbiggin-by-the-sea, Ponteland, Prudhoe, Rothbury and Wooler. There are also a number of coastal car parks located in Bamburgh, Beadnell, Blyth, Craster, Holy Island and High Newton, Low Newton, Seahouses and Seaton Sluice.

There are a diverse range of pay and display and free car parks and on-street parking places with just over 9300 spaces of which 94% are off-street and 53% are short stay. The types of spaces offered include designated disabled parking and spaces for a range of vehicles including cars, vans, motor cycles, invalid carriages and passenger vehicles. Coach parking, motor home and Heavy Goods Vehicle (HGV) facilities are limited and vehicles are required to park in the designated space within the parking place.

A number of the main settlements where demand for car parking space is high are market towns. The very nature and geography of those settlements makes it difficult to identify additional development opportunities to increase parking provision. Over time development opportunities have decreased and it is almost impossible now to find any available land. This contrasts with the increasing reliance on cars to access those settlements as public transport is not available. The Council will however continue to work with developers and partners to maximise any future opportunities as they arise.

The spaces available on and off-street across the county that are currently managed by the authority are shown in the following map:

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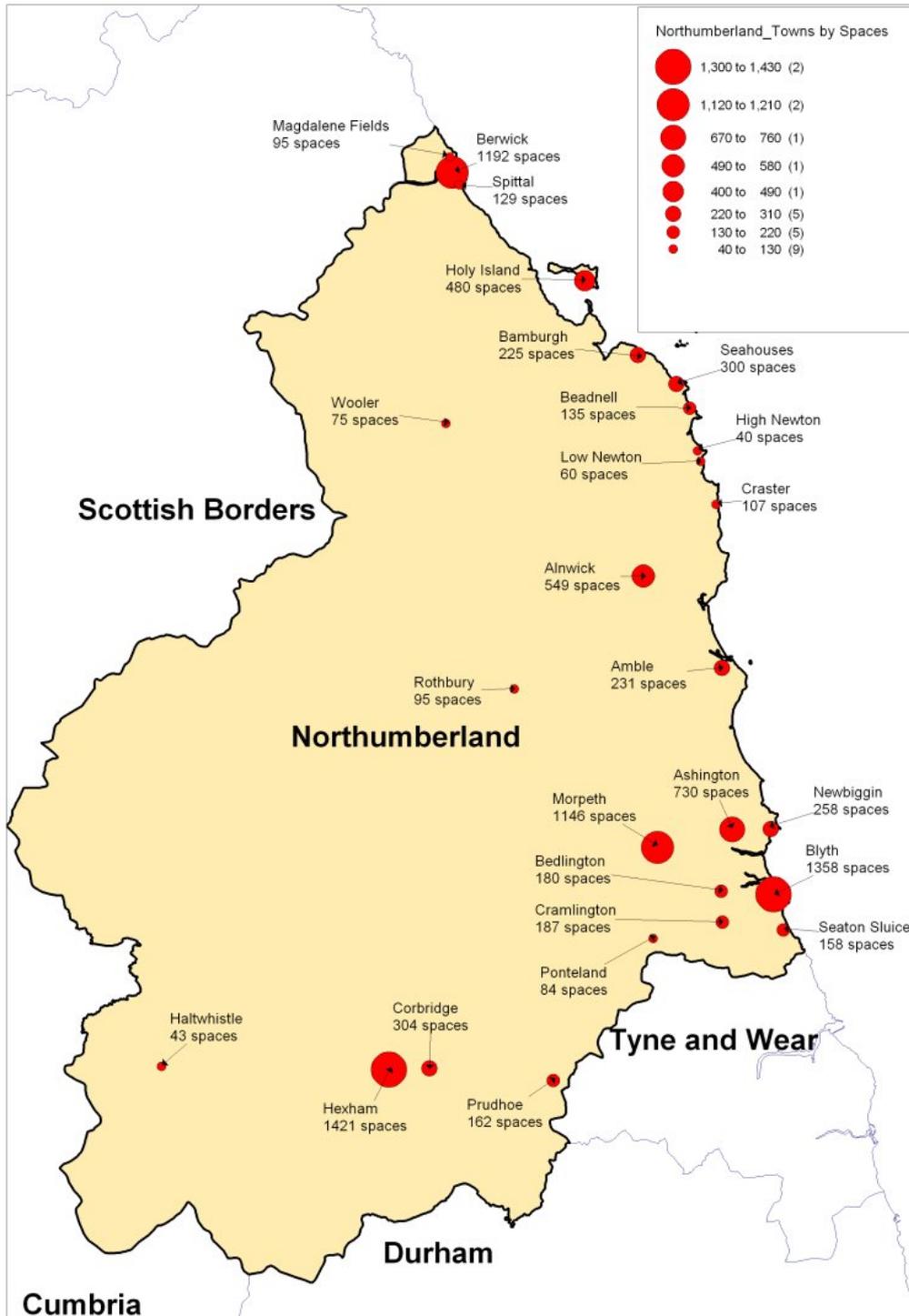


Figure 4.1 Fig 1: Current on and off-street parking provision

Fig 1: Current on and off-street parking provision

The authority also allows service providers and groups access to off-street car parks and on-street parking places at different times for other uses i.e. National Health Service e.g. Breast screening unit, Armed Forces and educational establishments for promoting career opportunities, market days, fairgrounds, charity events, etc. The strategy will need to define

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what, if any, changes should be made for allowing the temporary disruption of normal parking arrangements. The strategy proposes to introduce a countywide policy for community use of its parking places.

Details on the Countywide Proposal CP2 – Community use of parking places can be found on page 28.

4.2 Disabled Parking Provision

Improving accessibility for people with disabilities is a key objective of the Local Transport Plan and is reinforced by legislation contained in the Traffic Management Act 2004. PPG 13 also requires that any policies to reduce the level of parking must ensure that there are adequate numbers of suitably designed parking spaces for disabled people.

For information, the DfT published a comprehensive Blue Badge Reform Strategy in October 2008, following a public consultation (between January – April 2008) and a robust programme of research, economic analysis and stakeholder engagement. The strategy document contains the most significant reforms to the disabled parking regime since the introduction of the Scheme in 1971. Details of the changes that the DfT intend to make and progress with the reform to date can be viewed at the Reform of the Blue Badge Scheme section within the Blue Badge Scheme pages on their website at www.dft.gov.uk. These reforms will have to be taken into account within the finalised parking strategy.

The Blue Badge scheme enables disabled people to park in places where other drivers are not permitted, to ensure that they have access to public facilities. It was introduced in its current form in April 2004.

In Northumberland, Blue Badges are currently administered by the Northumberland Care Trust through their local offices located in Alnwick, Berwick, Prudhoe, Bedlington, Blyth, Hexham and Morpeth. Blue Badges for children up to 18 are administered only from the care trusts Morpeth office and all other offices issue badges for adults. All information on the scheme, including details of the issuing offices, can be found on the Council's website under 'parking for the disabled' at www.northumberland.gov.uk/parking.

The following allowances are made for Blue Badge Holders in Northumberland:

- Parking on-street on a single or double yellow line (where there are no loading restrictions) is permitted, but is limited to 3 hours maximum and both the disabled badge and time clock (which must be set to show the time of arrival) must be displayed.
- Parking in Council managed public Car Parks free of charge (wherever possible the driver should park in designated disabled bays). However if there is a time limit this must also be observed.
- Parking in on-street pay and display bays, free of charge and without time limit, provided that the disabled badge is clearly displayed with all the relevant details visible. Applying time limits in the future may need to be considered to ensure improved access to disabled bays.

The provision of dedicated residential parking bays for Blue Badge holders is based on the application of an individual and takes into account the need for the bay and current access issues with regards to private parking within or near to a dwelling. Other contributory factors include the traffic flow, access to premises, interested parties and road safety within

the vicinity of the proposed parking place. The provision of disabled parking bays is determined on a case by case basis. Where the current 6.6m x 2.7m bays cannot be accommodated in residential streets a reduced scale of provision can be considered at those locations where full wheelchair access is not required. A general minimum standard of 6m x 2m is recommended for this purpose.

4.3 Controls (including charges)

Although there are differences between on and off-street parking, both still need to be effectively and comprehensively managed. At present there is some variation in the application of controls to on and off-street parking. There are currently controls in the form of charges and/or time limits.

Charges are currently in place for both on and off-street pay and display parking areas as a method of managing demand. There are however still many free parking spaces across the county most of which are in the south east. Where charging applies, there are a range of tariffs in place that were determined by the former district councils. A table of current tariffs (as at 2010/11 rates) is presented in Appendix 1.

Permits are also in circulation as an alternative method to pay and display and can provide a much cheaper option for regular users and tourists (see the Concessions section on page 22 for details of permit types).

Controlling the length of stay is key in balancing the needs of all stakeholders i.e. shoppers, residents, workers, visitors/tourists. Effective enforcement is essential in ensuring that controls are effective and therefore limiting abuse of all facilities but in particular short stay arrangements.

By having controls in place the council aims to;

- Minimise the use of vehicles in the busiest and congested areas at what experience and research shows to be the most appropriate times;
- Provide sufficient short-stay parking facilities to support retail, commercial and leisure activities;
- Reduce the risk of road accidents;
- Safeguard the needs and requirements of residents, businesses and visitors;
- Reduce congestion;
- Reduce carbon emissions;
- Encourage the use of public transport and other modes of sustainable transport;
- Preserve and improve the infrastructure and the general environment;
- Enhance pedestrian and cycle mobility;
- Effectively manage available on and off-street parking

Given that shopping and business use account for some 85% of all parking acts in town centres and last for less than two hours, a short length of stay will encourage a high turnover and allow more users to make use of facilities served by premium parking spaces. Longer term parking can be more appropriately used away from the commercial centres of activity where longer walking times are more tolerable. The convenience of the parking place should be reflected in the tariff applied i.e. higher cost parking in the town centre or where appropriate close to the visitor attraction.

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A car parking model (Appendix 2) has been developed as the principal mechanism for determining the value and convenience of on and off-street parking places. It aims to determine a fair and consistent approach to identifying where intervention either in the form of charging or time restrictions in the car parks should apply. The higher the car park is scored, the greater the implication that controls should be applied.

The model is however only the first stage of the assessment process as the second stage must be carried out at a local level in order to ensure that provision suits the community needs. The strategy proposes to use the car parking model to provide a fair and consistent approach to assessing the car parks within its management.

Details on the Countywide Proposal CP3 – Car Parking Model Assessments can be found on page 29.

Introducing controls however may displace parking to other areas such as residential and may also impact on the local economy i.e. send shoppers elsewhere. The strategy acknowledges that there will sometimes be a need for the authority to take action to counter negative impact if possible.

The Council's Executive decided at its meeting in February 2010 that charging on Sundays and Bank Holidays would be harmonised across the county from 1 April 2011. This would result in charging being introduced in Morpeth as it is the only town where charging exists that offers free parking at these times. The Council appreciates that this change may cause concern for a number of stakeholders however the strategy looks to counteract this through the introduction of a new countywide Shoppers Permit for residents of Northumberland which will allow for free parking all day on a Sunday and at specified times from Monday to Saturday. Details on Countywide Shoppers Permit Scheme proposal can be found on page 32.

4.4 Enforcement

Effective controls require effective enforcement otherwise the evidence shows there will be significant non compliance by users.

Off-street enforcement is currently undertaken by parking attendants some of which also carry out cash collection of both on and off-street pay and display machines. Enforcement is carried out in all off-street pay and display car parks and a selection of free time limited car parks across the county.

The basic premise of parking enforcement is that users should:

- park within the law as required by Traffic Regulation Orders;
- pay to park where appropriate; or
- park in accordance with the terms of a time limit, permit, dispensation or other agreement

The consequence is that those who do not comply with the requirements may be issued with an Excess Charge Notice (ECN). ECN's are issued for a range of reasons including;

- Parking in a disabled bay without displaying a valid disabled badge
- Not parking wholly within a marked bay
- Failing to display a valid pay and display ticket

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- Failing to display a valid permit and/or timer disc
- Taking too long to get change (users are given 10 minutes to do this)
- Displaying a disabled blue badge that expired more than one month prior to the date of the parking offence
- Overstaying the maximum stay period
- Exceeding the expiry time on your pay and display ticket
- Parking in such a position as to cause an obstruction
- Parking in a space unsuitable or not permitted for the size/type of vehicle

There is an Appeals Procedure in place to allow those in receipt of an ECN to appeal against its issue. The Appeals procedure is included as Appendix 3.

Enforcement of on-street parking restrictions in Northumberland is currently undertaken by Traffic Wardens employed by Northumbria Police. There are 4 full-time Traffic Wardens presently employed to cover the whole county. The Council is currently assessing the likely level of resource required to enforce the new strategy to prevent unacceptable levels of obstructive on-street parking and observance of off-street regulations.

Northumberland's neighbouring authorities in the North East - Gateshead Council, Newcastle City Council, North Tyneside Council and Durham City Council have all either implemented CPE or in the case of Durham is part way through a staged implementation. The six district authorities in Cumbria act on behalf of Cumbria County Council as Highways Authority in enforcing parking through CPE however Scottish Borders Council currently has a limited parking enforcement resource.

Enforcement would be considerably enhanced if the County Council implements a civil enforcement regime where it would become responsible for on and off street enforcement. This would allow the Council to employ additional resources increasing the number of enforcement officers thus initiating better traffic management.

4.5 Concessions

Concessions are used to improve the impact of controls on specific parking users such as frequent users, residents and shoppers. There is a range of concessions in the form of parking permits available for use in off-street car parks and in on-street controlled areas:

A Northumberland Countywide Parking Permit is available to anyone who lives, works or visits Northumberland. In addition to the standard parking permit, a concessionary permit is also available for persons receiving certain benefits, disabled persons, persons over 60 and students. The permit operates within a fixed year from 1 April to 31 March each year.

The following applies from April 2010:

- The permit is valid for all designated county council off-street car parks and designated paid on-street parking bays throughout Northumberland.
- A standard permit is available for 6 and 12 months at an annual cost of £110 (with pro-rata reductions on a quarterly basis) and 6 months at £60.
- A concessionary permit is available to applicants in receipt of certain benefits or allowances (these are listed on the application form) and to full-time students, at a cost of £82.50 for 12 months (with pro-rata reductions on a quarterly basis).

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- The permit is not valid for designated 'Resident Parking Schemes'.
- More than one permit may be purchased (Standard permit only).
- The permit is non refundable.
- Permit holders must observe time limits and other parking regulations at all times.
- The Council reserves the right to review the terms and conditions of the permit.

All parking permit guidance and information can be accessed from our website www.northumberland.gov.uk/parking Permits are available through completion of an application form or via the website (applying via the web should be available from autumn 2010).

The strategy proposes to review the use of the Northumberland Countywide Parking Permit with regard to where it can be used and how it is issued.

Details on the proposal CP4 – Review of the Northumberland Countywide Parking Permit can be found on page 31.

A **Weekly Tourist Permit** can be purchased for £16 (as at 2010/11 rates) direct in advance from Parking Services at County Hall or from Tourist Information Centre's (an admin fee of £1 to be added) which offers good value for money as an alternative to purchasing parking tickets from a pay and display machine. The permit is valid in all on and off-street car parks throughout the county.

The strategy proposes to review the use of the Weekly Tourist Permit with regard to where it can be used.

Details on the proposal CP5 – Review of the Weekly Tourist Permit can be found on page 31.

A **Shoppers Permit** for local residents is currently available but only to residents of Morpeth who live within the council tax catchment area of the former Castle Morpeth Borough Council. The permit is free of charge and can be used in any of the short stay car parks in Morpeth between the hours of 9.00am to 11.00am and 3.00pm and 5.00pm. The scheme is limited to one permit per household. This scheme, implemented by the former CMBC (originally referred to as a Resident's Parking Permit), was introduced as a traffic management tool to reduce traffic congestion during the peak morning rush hour and support the local economy by spreading traffic using the short stay off-street car parks during the day. Further benefits of the scheme include contributing to the reduction of CO₂ emissions as it aims to discourage longer car journeys by encouraging local shopping and therefore also supports the local economy.

The strategy proposes to review the current arrangements with regard to a Shoppers Permit concession for residents.

Details on the proposal CP6 – Countywide Shoppers Permit Scheme can be found on page 32.

There are a range of **Resident Parking Schemes** in operation throughout Alnwick, Berwick Town, Blyth, Corbridge, Haltwhistle, Hexham, Morpeth, Prudhoe and Tweedmouth. The primary aim of Resident Parking Schemes is to assist residents who live adjacent or close to settlement centres who may find that people would park outside their properties for unrestricted periods to avoid using pay and display car parks. Residents who are eligible can purchase a permit for £15 (as at 2010/11 rates) to park in accordance with their scheme conditions. Some schemes include an option for visitor permits and hotels and guesthouses may also be eligible for an increased number of permits. Appendix 4 gives details on the current schemes in operation.

The introduction of improved enforcement arrangements may put additional pressure on some residential areas with people seeking to avoid the restrictions and therefore an extension of the Resident Parking Scheme may be required to protect certain residential areas. Any such extension would have to be the subject of full consultation with all affected residents.

This strategy proposes to rationalise all Resident Parking Scheme arrangements including the number of permits allowed per household (including visitor permits), annual renewals for all schemes (which will incur an annual administration fee) and to discontinue the current practice of some schemes of a reducing charge if applied for throughout the scheme year and discontinuing refunds for permits surrendered within a scheme year.

Details on the proposal CP7 – Review of Resident Parking Schemes can be found on page 33.

4.6 Overnight Lorry Parking

Lorry driver hours are regulated in the UK by Vehicle and Operator Services Agency (VOSA) and are determined by European legislation which restricts the number of hours per day to 10 hours and to a total of 56 hours per week. Adequate lorry parking should be provided to cater for drivers that need to rest within Northumberland. The LTP states that a lorry parking audit should be carried out to cover the current existing parking facilities and also identify locations where further facilities are required. Weight limits within the County prevents the use of inappropriate roads by large vehicles. The location of parking facilities should reflect these restrictions. Provision for overnight lorry parking will need to be included in traffic orders at appropriate locations.

4.7 Taxi bay provision

The operation and use of taxis and private hire vehicles within Northumberland are an integral part of local transport arrangements, being used to fulfil journeys from start to finish and to connect with other public transport services.

To enable taxis to effectively fulfil this role there is a need for a suitable number of taxi ranks at appropriate locations across Northumberland to provide access to main shopping areas, transport hubs and to support the night time economy. It is proposed that a review will be conducted of the existing taxi rank provision to help identify the future need for permanent and “part time” ranks which reflect demand, the needs of the public and businesses whilst balancing this with the possible negative impact upon town centres and

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road safety. The review will take into account the views of the taxi trade, Northumbria Police and other stakeholders. Once the review is complete the intention will be to, where appropriate, put TRO's in place on taxi ranks.

It should be noted that private hire vehicles, are not permitted to be hailed in the street or operate from taxi ranks and as such are subject to normal parking regulations as if they were a private vehicle.

CPE powers would also enable the Council to enforce prohibited parking within taxi ranks.

4.8 Future enforcement of Waiting and Loading restrictions

Currently the Northumbria Police Authority has responsibility for all on-street enforcement within Northumberland. The introduction of Civil Parking Enforcement (also referred to on page 10 section 3.1.1 Traffic Management Act 2004) would result in Northumberland County Council becoming responsible for the enforcement of other provisions as set out in Traffic Regulation Orders. Enforcement of waiting and loading restricted areas enables better traffic flow, improved access and improved road safety. CPE powers would include the enforcement of school keep clear markings, loading bays, single and double yellow lines, dropped kerbs, double parking etc. Any changes to these provisions will be part of wider TRO consultations. The Police would still however retain powers for enforcing obstructive parking.

A programme to review the current TRO's is currently being undertaken and is expected to be complete by December 2010. This programme includes a survey of all of the streets where signs and lines are in place to ensure that they correspond with the composite TRO's.

4.8.1 School keep clear markings

A key objective in the LTP is to identify safe routes to school to open up sustainable access to schools. Road safety concerns such as fast traffic and the potential for accidents are some of the main reasons given for not walking or cycling. The use of School Keep Clear markings will be considered where levels of parking near a school are a safety concern. Where there are high levels of parking on existing advisory School Keep Clear markings, mandatory markings with accompanying traffic orders and signage will allow enforcement to take place.

Parents who choose to take their children to school by car and subsequently park in the restricted parking areas can expect the parking regulations to be more strictly enforced than previously. In doing so, the Council will be responding to many requests from residents and schools to enforce existing regulations.

4.8.2 Loading bays

Where there is a specific need for loading or unloading, bays will be allocated to service this requirement. Existing loading bays in the county normally have no time limit; however the strategy proposes to introduce a maximum 30 minute limit for loading/unloading to take place.

Details on the proposal CP8 – Introducing loading bay time restrictions can be found on page 34.

4.8.3 Single and Double Yellow Lines

Yellow lines are provided where there is a need to restrict parking to help alleviate traffic flow and to prevent obstructions on the highway.

There are two main types used:

- Double lines are usually used to mark lengths of road where there is no waiting at any time. Where there are exceptions to this, supplementary plates will be fixed to lighting columns or posts to show the actual restriction in place.
- Single lines usually indicate a shorter period of restriction such as daytime. Again supplementary plates will show the actual times.

Loading restrictions are shown by yellow markings on the kerb and are shown on the supplementary plates.

4.8.4 Dropped Kerbs and Pedestrian Crossings

Dropped kerbs allow vehicles to drive across the footway or verge to gain access to property off the road and are provided at various locations on the road network. Also where pedestrian crossings are provided the kerbs and footway are lowered to almost the same level as the surface to enable all pedestrians including wheelchair users and pedestrians with prams to cross without undue difficulty. In addition to lowering the kerb or footway at a pedestrian crossing, tactile paving is installed. This is to inform visually impaired pedestrians of the presence of a pedestrian crossing. The Council will have the necessary powers to enforce parking across dropped kerbs and parking on zigzag lines at pedestrian crossings. The Police will however also retain powers to enforce obstructive parking on pedestrian crossing zigzags through issuing fixed penalty notices.

4.8.5 Double Parking (vehicles parked more than 0.5m from the kerb)

Double parking applies when a vehicle parks on any part of the carriageway of a road where no part of the vehicle is within 50cm of the edge of the carriageway. CPE powers would enable the Council to enforce where motorists are observed to be double parked or more than 50cm from the edge of the carriageway.

4.8.6 Clamping and Vehicle Removals

The introduction of CPE includes an option to apply for the powers to introduce clamping. Although the Council will apply for the powers it does not believe that this action would be necessary initially. Should the Council decide to exercise these powers however, the guidance within the TMA 2004 would be fully met in order to provide an appropriate service that is sensitive to public needs and responsive to those who have been clamped.

As a result of a partnerships scheme, Abandoned Vehicle Action Information and Liaison (AVAIL), the County Council is able to make use of Northumbria Police's Vehicle Recovery staff and several specialist vehicle recovery operators to remove abandoned vehicles quickly and efficiently. These arrangements have significantly increased the speed at which abandoned vehicles are identified and removed, thus reducing the risk of arson, vandalism and anti social behaviour, with the benefit of improving the quality of the environment for local communities.

5 Proposals for change

5 Proposals for change

5.1 Countywide Proposals (CP)

The following section sets out the countywide proposals for change. Consultation questions follow each individual proposal.

5.1.1 Countywide Proposal CP1 – Implement Civil Parking Enforcement

The Council is considering implementing Civil Parking Enforcement early in the 2011/12 financial year.

All on-street enforcement responsibility is currently with the police authority and this change would enable the County Council to operate an integrated on and off-street parking service to allow for better control of all parking provision throughout the county.

CPE legislation determines the enforcement mechanisms that can be used by local authorities in order to effectively manage their road networks. It is vital to enhancing road safety, reducing obstructive parking, improving accessibility for public transport, businesses and other road users and in aiding traffic movement. There are still reviews of the Traffic Regulation Orders being carried out which will need completing prior to an application being accepted by the DfT. A business case is currently being prepared for consideration and the new Northumberland Parking Strategy will support the application process.

The introduction of civil enforcement would provide the County Council with the capability to target enforcement more effectively to reflect local needs and ensure efficient use of available resources. It would allow a more effective and efficient integrated on and off-street enforcement operation including powers to enforce waiting and loading restrictions, school keep clear markings, single and double yellow lines, dropped kerbs and pedestrian crossings as well as on and off-street parking places.

The Police will however retain powers to enforce obstructive parking through issuing fixed penalty notices.

5.1.2 Countywide Proposal CP2 – Community use of parking places

It is proposed to introduce a countywide policy for community use of parking places.

There are still a range of former district policies in place where off-street car parks and on-street parking places are being used by others for a range of special events, markets, charity use, educational promotion, etc. This is a vast and complex area where separate consultation with communities will need to be carried out to ensure that all arrangements are captured. Some existing arrangements even pre-date the former district council i.e. local markets. A comprehensive assessment will be carried out. In some instances community users are charged a commercial rate for taking up places; others get the places at a reduced rate or at no charge. The Council believes that there should be a countywide policy on community use of car park facilities. It considers this should be developed once the main strategy is approved.

5.1.3 Countywide Proposal CP3 – Car Parking Model Assessments

It is proposed to use the Car Parking Model developed by the Council to provide a fair and consistent approach to identifying where intervention either in the form of charging or time restrictions in the off-street car parks and on-street parking places should apply.

A car parking model (Appendix 2) has been developed as the principal mechanism for determining the value and convenience of on and off-street parking places. It aims to determine a fair and consistent approach to identifying where intervention either in the form of charging or time restrictions in the car parks should apply. The higher the car park is scored, the greater the implication that controls should be applied.

The model is however only the first stage of this process as the second stage must be carried out at a local level in order to ensure that provision suits the community needs. For clarity, this means that once the model has been applied to all available car parking in a settlement, further consultation will take place with local councillors, relevant parish or town councils, local trades associations and other key stakeholders on the impact of the conclusions from applying the model. The Council reserves the right to ultimately determine exactly what policy to implement in each settlement.

The Council has carried out extensive research into the use of most of the 120+ car parks managed by Northumberland County Council in order to determine both frequency of use over the whole day, and the type of main user and secondary user. This research has enabled the Council to form a set of criteria against which to assess each car park.

The model consists of a set of main criteria on which car parks are scored. The main criteria are then broken down further into sub criteria. Each criterion has been allocated a points rating. An explanation of the main criteria are as follows:-

Settlement type - The definition of each settlement allows for higher scoring to be applied to the main towns or visitor centres. The settlement type is broken down into sub criteria of main settlement, secondary settlement, other settlement or other. Those settlements included in the model are:- Alnwick, Amble, Ashington, Bamburgh, Beadnell, Bedlington, Berwick Upon Tweed, Blyth, Corbridge, Cramlington, Craster, Haltwhistle, Hexham, Holy Island High Newton, Low Newton, Morpeth, Newbiggin-by-the-sea, Ponteland, Prudhoe, Rothbury, Seahouses, Seaton Sluice and Wooler.

Main user type – is broken down into the sub criteria of Visitor/tourist, Retail/shopping/access to services, Workers/businesses/local recreational and Residents. This section aims to distinguish between the main user types of that particular car park. In some circumstances this can be more difficult to identify however this criteria ensures that car parks can be scored appropriately in relation to the main user i.e. visitor/tourist car parks will attract a higher score than those car parks used by shoppers, residents and workers.

Distance to the centre/visitor attraction – is broken down into sub criteria of distances of less than 5 minutes, 5 to 15 minutes and more than 15 minutes. This aims to identify the convenience of the parking facility in scoring how close the parking facility is to the town centre, visitor attraction or principal service that the users will be mainly accessing from the car park facility.

5 Proposals for change

Level of use – is broken down into sub criteria of up to 25%, 25% - 50%, 50% - 75% and over 75%. This aims to identify the level of use for each car park between the core hours of 9.00am to 4.00p.m.

Alternative parking (provided by others) – is broken down into sub criteria of no alternative provision, chargeable provision that it more expensive, chargeable provision that is less expensive, free provision that is time restricted and free provision with no time restrictions. This aims to score the car parks based on what alternative parking provision there is, if any, within the vicinity of the car park. The Council has to take careful account of alternative provision when setting its own policies on parking.

Additional services available next to or within the car park facility – additional services include lighting, CCTV, Public Conveniences, Tourist Information and Links to public transport. This is to acknowledge where there are additional services/facilities within the car park that benefit the user therefore improving the car parking facility. For any car park that offers links to public transport there are points deducted as this facility should attract a lower scoring due to supporting the reduction of carbon emissions and in supporting the use of public transport.

Research has already been undertaken in a number of forms on the car parking model including carrying out focus groups with residents. The purpose of the focus groups was to gain views and feedback on the proposed car parking model for assessing on and off-street car parking provision owned or managed by the Council. Selections of residents from across the county were invited to attend and out of approx 240 residents, 3 focus groups were formed. Initial views on the model were taken from participants who attended 3 focus groups held in April 2010. Overall, the residents that took part in the focus group understood the concept of the model and their views have helped to form some areas within the draft strategy now being put out to consultation.

Assessments have been split into the 3 service delivery areas North, South East and West. Coastal car parks assessments will be separate from the assessment of town centres as the parking facility is provided for very different reasons and the level of use and the user type differ significantly.

The council's Parking Review Working Group has considered the results of an initial analysis of car parking within each locality using the car parking model.

The assessments carried out (Appendix 5) give an overall scoring for each individual car park within each settlement. The Parking Review Working Group has identified that from approx 40 points and over is where some form of intervention is deemed as necessary. This could result in the introduction of either time restrictions and/or charging. If the outcome of this consultation confirms the general principals of the car parking model and the strategy then the Council will commence local discussions to agree an Implementation Plan for each settlement as set out below in the Local Proposal (LP1 – Assessing Local Car Parking Needs).

The assessments may also help to inform a rationalisation of tariff structures in order to reduce the disparity that exists within the main towns. Although each main town will not essentially be the same hourly rate there needs to be some harmonisation in the flexibility and structure of charging tariffs. The authority recognises that one size does not fit all however there needs to be a fair and consistent framework applied to charging tariffs

where charges are in place or introduced. However the strategy does not address the direct issue of the level of charges to be applied once the strategy is approved. This is considered to be a budget issue and will be considered during the 2011/12 budget determination.

5.1.4 Countywide Proposal CP4 – Review of the Northumberland Countywide Parking Permit

It is proposed to change the use of the Northumberland Countywide Parking Permit to be valid in off-street car parks only, change the permit issuing arrangements so that a permit will run from the date that it is issued for the required duration of either 12, 6 or 3 months and review the cost on an annual basis.

The current scheme conditions allow the Northumberland Countywide Parking Permit to be used in on-street parking places as well as off-street car parks managed by Northumberland County Council. The strategy seeks to change the use of the Northumberland Countywide Parking Permit to off-street car parks only. The countywide parking permit is significantly discounted as such, to offer the current level of discount for use in priority parking areas is no longer viable. There are a small number of off-street car parks located in town centres that will be withdrawn from the permit scheme due to their central location.

There are currently both Standard and Concessionary permits available for 6 and 12 months at an annual cost with pro-rata reductions on a quarterly basis. The permit year runs from 1 April to 31 March. Due to the restricted dates of issue, applicants can experience some loss in value of their permit depending on when the application has been made. It is therefore proposed to change the permit year to run from the date that the permit is issued therefore not restricting the permit to specific times of the year to allow flexibility. There will be 12 month, 6 month and 3 month permits available at any time.

The cost of the Northumberland Countywide Parking Permit will be reviewed on an annual basis incorporated into the Council's annual budget setting process.

5.1.5 Countywide Proposal CP5 – Review of the Weekly Tourist Permit

It is proposed to change the use of the Weekly Tourist Permit to be valid in off-street car parks only.

As with the Northumberland Countywide Parking Permit, Weekly Tourist Permit conditions allow the permit to be used in on-street parking places as well as off-street car parks owned or managed by Northumberland County Council. The strategy seeks to change the use of the Weekly Tourist Permit to off-street car parks only. The Weekly Tourist Permit is significantly discounted as such to offer the current level of discount for use in priority parking areas is no longer viable. Again as with the Northumberland Countywide Parking Permit there are a small number of off-street car parks located in town centres that will be withdrawn from the permit scheme due to their central location.

5 Proposals for change

5.1.6 Countywide Proposal CP6 – Countywide Shoppers Permit Scheme

Introduce a countywide Shoppers Permit scheme which will provide free parking from 9.00am to 11.00am and from 3.00pm to 5.00pm Monday to Saturday and free all day Sunday in short stay off-street pay and display car parks in those towns where charges apply. The cost of administering the scheme would be met by charging an administrative fee of £15 per permit per annum (the charge would also apply to replacements and renewals). Any loss of ticket machine income would need to be met by future increases in parking charges. The scheme will allow for one permit per household and would be renewable on an annual basis from the date of issue. The cost of the permit will also be reviewed annually.

As outlined previously in section 4.5 the Shoppers Permit is a scheme currently limited to Morpeth residents and allows users to park free of charge from 9.00am to 11.00am and from 3.00pm to 5.00pm Monday to Saturday in Morpeth short stay car parks. There is currently no charging on Sundays in Morpeth.

The Council accepts that the current scheme does not provide a fair and consistent approach countywide as it is not provided to residents of other towns where parking charges are levied. The permit is currently free of charge, limited to one per household and the vehicle registration number of the chosen vehicle registered at that address is clearly marked on the permit. When a user changes their vehicle a replacement permit is produced, again free of charge and evidence of ownership of the new vehicle is required. The current scheme is unsustainable in its present form as it is quite complex to administer and certainly cannot be extended as there are real concerns over its sustainability and affordability. The Council's current financial position and the national pressure for public sector cutbacks means it would have to be withdrawn.

It is therefore proposed that a new Shoppers Permit is offered to all residents of Northumberland. In order for the Council to offer this benefit to residents of Northumberland, the cost of administering the scheme would have to be met by charging an administration fee of £15 per permit. Replacements for lost or stolen permits would also be charged an administration fee of £15. The cost of the permit would be reviewed on an annual basis and any loss of ticket machine income would need to be met by future increases in parking charges.

Only one permit per household would be allowed as this would reduce the risk of fraud and abuse of the scheme. It would also reduce further loss of income to the council whilst continuing to support the wider objectives of supporting local economic growth and reducing CO₂ emissions as set out in the LTP.

As the former district boundaries no longer exist, the applicant will be given the choice of opting for the town they wish to park and shop in. The permit will be issued on that basis and therefore useable only in the chosen town. The permit will be eligible within the short stay car parks within that town (in some towns, pay and display car parks incorporate both short and long lengths of stay – only those car parks that are solely long stay will be excluded). There would be up to 2 vehicle registrations allowed on the permit to give the applicant flexibility to transfer the permit to another car.

The council fully appreciates the value of the current scheme on offer to both the residents and businesses of Morpeth. However careful evaluation is required in order to balance the authority's financial considerations with the impact on the local economy and in supporting those priorities such as reducing congestion and in reducing CO₂ emissions as outlined in the LTP. A well subscribed Shoppers Permit scheme has the potential to see a significant reduction in pay and display ticket machine income.

5.1.7 Countywide Proposal CP7 – Review of Resident Parking Schemes

It is proposed to harmonise the existing Resident Parking Schemes in operation.

The policy will ensure that residential areas can be protected from external parking pressures. The principles of the proposed policy are: -

- New schemes will only be considered where requested by residents and for strategic purposes.
- A scheme will only be introduced where it has the support a majority of households/businesses with a need for on-street parking within the proposed zone/street.
- Surveys will be used to determine the nature of the problem and the appropriate period of restriction applied accordingly.
- Permits will be subject to an annual charge of £15 to meet the administrative and enforcement costs of the scheme. This charge will be reviewed annually. This charge also applies to renewals and replacements.
- Controls and enforcement will generally operate for a standard period. Different operating hours will be considered where justified by specific local circumstances.
- This proposal rationalises the numbers of permits to be issued in the future. Eligible residents will be allocated up to two permits per household which can include one visitor permit.
- All permits will in the future be issued on an annual basis. Existing practices of incremental reductions for part of a year and refunds for surrendered permits during the year will be discontinued. Applicants will be expected to pay £15 for the current year regardless of the time of year when an application is made.
- The Council will seek to enforce Resident Parking Scheme regulations as resources permit.

There are a number of guesthouses and hotels throughout the county that are situated within Resident Parking Scheme areas. Currently guesthouses can apply for up to 4 visitor permits and hotels up to 8. The strategy will seek to explore opportunities for alternative arrangements for these businesses that require parking for visitors/guest where current levels of parking demand exceeds available space.

5 Proposals for change

5.1.8 Countywide Proposal CP8 – Introducing loading bay time restrictions

It is proposed to introduce time limits to on-street loading bays.

Loading bays are provided on-street where there is a specific need for loading or unloading. Where loading bays do not currently exist, consideration will be given for bays to be installed to service this requirement.

Existing loading bays in the county normally have no time limit; however the strategy proposes to introduce a maximum 30 minute limit for loading/unloading to take place.

It is proposed to allow commercial vehicles up to 30 minutes and private vehicles up to 10 minutes maximum loading/unloading time.

5.1.9 Countywide Proposal CP9 – Dispensations and waivers

It is proposed to introduce a new category of parking permits for doctors, carers, professional health workers.

The London Health Emergency Badge (HEB) scheme allows doctors, nurses, midwives and health visitors engaged in emergency or urgent health care in a patient's home to park where they have no alternative other than to park where there are controls in place. The permit is not to be used to park during routine visits. The permit is issued free of charge and can be used in residents or other reserved bays and on yellow lines where loading and unloading is not prohibited. If the Council decides to adopt civil enforcement powers, consultation will need to take place with the relevant health trust about the introduction of a similar scheme prior to the implementation of CPE.

It is therefore proposed that the recommendations of *Operational Guidance to Local Authorities: Parking Policy and Enforcement*, published by the DfT in March 2008 are adopted and a policy agreed. The guidance in the document states that if authorities do not provide such a scheme the health trust may be unable to provide the public with these services. Recommendations are given on a number of conditions to help prevent abuse of the scheme whereby badges should include the details of the holder, their vehicle and signatures of the holder and a council official.

However in the present financial climate consideration must be given as to whether such a permit is issued without charge, or if there is a charge, what the level of charge would be.

Consideration will also be given to other special waivers that may be required. In some circumstances vehicles need to park in such a way that they cannot comply with regulations e.g. removal vehicles or scaffolding lorries. Consideration will also be given to trades visitors i.e. painters and decorators, gas engineers, plumbers, etc. It may be that this can either be addressed through the current use of resident's visitor permits or by introducing temporary permits.

5.2 Local Proposals (LP)

This section sets out proposals for developing flexible solutions to meet local objectives by understanding and balancing the differing needs of the many stakeholders.

5.2.1 Local Proposal LP1 – Assessing Local Car Parking Needs

It is proposed to consult with local stakeholders on parking issues in their locality after which a package of parking measures will be determined and implemented.

Following on from the initial assessments carried out as detailed in the Countywide Proposal CP3, priorities will be agreed to allow local discussion to take place. This process will typically follow a 2 stage process.

Stage 1 Discussions will be held with local stakeholders to identify other local parking related issues

This will include identifying whether the location and number of disabled spaces meets local needs; whether the mix of short and long stay provision is appropriate; whether there is sufficient provision for other vehicle types such as coaches, motorcycles, motor homes.

Stage 2 Following careful consideration and further consultation with local stakeholders a package of measures will be determined and implemented.

These measures may include amendments to provision (e.g. disabled spaces and resident parking schemes), the application of controls (e.g. time restrictions and charges). All proposals must be financially sustainable and comply with countywide parking policies for example tariffs and concessions.

Wherever possible both of these stages will be incorporated into existing community planning processes i.e. local parking studies.

6 Implementation Plan

6 Implementation Plan

The following implementation plan will be completed following the outcomes from the consultation process. For planning purposes the Implementation Plan has been based on the proposals as set out in the strategy for consultation. This may therefore alter depending on the outcomes.

Action	Responsibility	By when
Complete Consultation on Strategy	NCC	17.12.2010
Agree Final Strategy	NCC	Spring 2011
Countywide Proposals (CP)		
CP1 – Implement Civil Parking Enforcement		
CP2 – Community use of parking places		
CP3 – Car Parking Model Assessments		
CP4 – Review of the Northumberland Countywide Parking Permit		
CP5 – Review of the Weekly Tourist Permit		
CP6 – Countywide Shoppers Permit Scheme		
CP7 – Review of the Resident Parking Schemes		
CP8 – Introducing loading bay time restrictions		
CP9 – Dispensations and waivers		
Local Proposals (LP)		
LP1 – Assessing Local Car Parking Needs		

7 Performance Management

Overall progress on the implementation of this strategy will be reported to the Executive on an annual basis.

Local performance scorecards of key performance indicators (KPI's) will be developed as part of the local planning process that will measure the impact of changes. The KPI's will vary according to the locality but will normally include measures of stakeholder satisfaction, car park usage patterns and financial performance. In some cases they may form part of a wider performance framework that is measuring the vitality of the location.

At a countywide level KPI's will be developed to measure:

- The efficiency and effectiveness of enforcement
- The efficiency and effectiveness of concessions/permit administration
- Financial sustainability

8.1 Appendix 1 – Northumberland Off Street Car Parks and On-street Parking Places

Charges apply from 8.00am to 6.00pm, Monday to Sunday (no charges currently in Morpeth on Sundays)

Parking in Alnwick	MaxStay	Charge
On-street (town centre) Bondgate Within, Market Street Pottergate	1 hour (Short Stay) 4 hours (Medium Stay)	Up to 30 minutes £0.40 Up to 1 hour £0.80 Up to 4 hours £1.50
Off-street Fenkle Street Cobbles, Greenwell Road(part - short stay)	2 Hours (Short Stay)	Up to 2 hours £1.60
Roxboro Place, Dispensary Street, Pottergate New Row	All Day (Long Stay)	Up to 2 hours £1.00 Up to 4 hours £1.50 Up to all day £2.00
Greenwell Road(part - long stay)	All Day (Long Stay)	Cars Up to 4 hours £1.50 Up to all day £2.00 Coaches Up to 4 hours £5.00
Parking in Berwick	MaxStay	Charge
Town Centre (on-street) Hide Hill, Sandgate, Woolmarket Church Street, WallaceGreen (part)	1 Hour (Short Stay) 2 Hour (Short Stay)	Up to 30 minutes £0.40 Up to 1 hour £0.80 Up to 30 minutes £0.40 Up to 1 hour £0.80 Up to 2 hours £1.00

<p>Town Centre (off-street) Eastern Lane, Waugh Place, Woolmarket, Castlegate (front)</p>	<p>2 Hours (Short Stay)</p>	<p>Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 2 hours £1.80</p>
<p>Town Centre (off-street) Parade</p>	<p>3 Hours (Short Stay)</p>	<p>Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 3 hours £2.40</p>
<p>Town Centre (on-street) WallaceGreen (part), Chapel Street</p>	<p>4 Hour (Short Stay)</p>	<p>Up to 30 minutes £0.40 Up to 1 hour £0.80 Up to 2 hours £1.00 Up to 4 hours £2.00</p>
<p>Benwick (Off-street) Castlegate (Rear), Quayside, Coxons Lane, Foul Ford Benwick Rail Station</p>	<p>All Day (Long Stay)</p>	<p>Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 3 hours £2.40 Over 3 hours £3.50 Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 3 hours £2.40 Over 3 hours £3.50 2 consecutive days £7.00 up to 7 consecutive days £16.00</p>
<p>Wooler Bus Station</p>	<p>All Day (Long Stay)</p>	<p>Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 3 hours £2.40 Over 3 hours £3.50</p>

Parking in Coastal Car Parks	MaxStay	Charge
Craster, High Newton and Low Newton by the sea	All Day (Long Stay)	Cars Up to all day £2.00 Coaches Up to 4 hours £5.00 (Craster only)
Bamburgh, Beadnell, Seahouses	All Day (Long Stay)	Up to 30 minutes £0.50 Up to 1 hour £1.10 Up to 3 hours £2.40 Over 3 hours £4.40
Holy Island Chare Ends (seasonal – cars only from Easter to October) Green Lane(Disabled and Coaches only from Easter to October)	Long stay Long Stay	Up to 3 hours £2.40 Over 3 hours £4.40 (upto all day) Coaches - All day £6.00 Disabled - Free
Parking in Corbridge	MaxStay	Charge
CorbridgeVillage Car Park	All Day	Free
On-Street Hill Street, St Helens Street, Front Street, Watling Street, Princes Street, Main Street	2 hours (Short Stay) 3 hours (only on Main Street)	Up to 30 minutes £0.30 Up to 1 hour £0.50 Up to 2 hours £0.80 Up to 3 hours £1.20

Parking in Hexham	MaxStay	Charge
Wentworth Loosing Hill	Long Stay (All Day)	Cars Up to 30 minutes £0.30 Up to 1 hour £0.50 Up to 2 hours £0.80 Up to 3 hours £1.20 Up to 4 hours £1.60 Up to 9 hours £2.00 Up to 24 hours £4.00
Wentworth HGV area	Long Stay (All Day)	Lorries Up to 24 hours £6.00 Up to 2 days £8.00 Up to 3 days £9.00 Up to 4 days £10.00 Up to 5 days £11.00 Up to 6 days £12.00 Up to 7 days £15.00
Gillesgate Short Stay	2 Hours (Short Stay)	Up to 30 minutes £0.30 Up to 1 hour £0.50 Up to 2 hours £0.80
Gillesgate	All Day (Short and long stay)	Up to 30 minutes £0.30 Up to 1 hour £0.50 Up to 2 hours £0.80 Up to 3 hours £1.20 Up to 4 hours £1.60 Up to 9 hours £2.00 Up to 24 hours £4.00

Prospect House	Countywide Permits only Monday to Friday 2 Hours Saturday and Sunday Only	Up to 1 hour £2.00 Up to 2 hours £3.00
Tyne Green	All Day (Long Stay)	Up to 24 hours £1.50
On-street parking Beaumont Street, Market Street, Priestpoppole, St Mary's Wynd Market Place	2 Hours (Short Stay) 1 Hour (Short Stay)	Up to 30 minutes £0.30 Up to 1 hour £0.50 Up to 2 hours £0.80 Up to 30 minutes £0.30 Up to 1 hour £0.50
Parking in Morpeth	Max Stay	Charge
Dark Lane The Terrace	All Day (Long Stay)	Up to 1 hour £0.60 Up to 2 hours £1.00 Up to 3 hours £1.30 £2.00 for up to all day
Matheson's Gardens St James Grey's Yard	All Day (Long Stay)	Up to all day £2.00
Newmarket East	5 Hour (Short Stay)	Up to 30 minutes £0.30 Up to 1 hour £0.60 Up to 2 hours £1.00 Up to 3 hours £1.30 Up to 5 hours £2.00

8 Appendices

Dacre Street Whalebone Lane Newmarket West Castle Square	3 Hours (Short Stay)	Up to 30 minutes £0.30 Up to 1 hour £0.60 Up to 2 hours £1.00 Up to 3 hours £1.30
Back Riggs North Corporation Yard Stanley Terrace North (Morrisons) Stanley Terrace South (Lidl's)	2 Hours (Short Stay)	Up to 30 minutes £0.30 Up to 1 hour £0.60 Up to 2 hours £1.00
Low Stanners	Short & Long Stay	Up to 1 hour £0.60 Up to 2 hours £1.00 Up to 3 hours £1.30 £2.00 for up to all day
Parking in Rothbury	Max Stay	Charge
Cowheugh	All Day (Long Stay) Coaches up to 4 hours	Cars - £0.20 per hour or part thereof Coaches - £5.00

8.2 Appendix 2 – Car Parking Model

Off street car park/on street parking place details	Name	
	Short/Long Stay	
	No of spaces	
	Type	
	Location	
Main criteria	Sub criteria	Points
Settlement type	Main Settlement	10
	Secondary Settlement	6
	Other Settlement	4
	Other	2
Main User type	Visitor/tourist	15
	Retail/shopping/access to services	7
	Workers/businesses/local recreational	4
	Residents	2
Distance to centre/visitor attraction	Less than 5 minutes (approx 1/4 mile)	10
	5 to 15 minutes (or 1/4 to 3/4 of a mile)	7
	15 minutes + (or 3/4 mile +)	2
Level of use (between 9am-4pm)	Over 75%	10
	50% - 75%	7
	25% - 50%	4
	up to 25%	2
Alternative parking (provided by others)	No alternative provision	10
	Chargeable provision (more expensive)	7
	Chargeable provision (less expensive)	5
	Free provision (time restricted)	4
	Free provision (no time restrictions)	2
Additional services available next to or within the car park facility	Lighting	2
	CCTV	2
	Public Convenience	2
	Tourist Information	2
	Links to public transport	-4

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8.3 Appendix 3 – Parking Appeals Procedure

Excess Charge Notice

Please note - Council officers are not available to give guidance to personal enquirers and cannot comment on individual circumstances or review information as this may prejudice the appeal procedure.

The Appeal Procedure

The Council has an appeals procedure in place to review the issue of Excess Charge Notices (ECN) where there is a dispute with the user.

All applications must be in writing on the form available from the Council (copies can be collected, posted out or printed out from the web site) or by letter.

Information on parking arrangements are in the next section. Please read this information in relation to the grounds for your appeal.

Appeals will not be considered where the reason reflects non-observance on the part of the user. Mitigating circumstances caused by other users are also unacceptable as reasons for the appeal. Appeals should highlight where the Council may have failed to provide reasonable information or instructions to users.

Either the registered keeper or the driver (if identified) should complete and sign the form, giving full details of the reason(s) why the ECN should be cancelled. The appeal will then be considered. An answer will be sent by post, usually within 10 working days. This period may be extended in some circumstances.

If the written appeal is received within 14 days of the issue of the ECN, the due payment will be frozen at the reduced rate until resolved – subject to it then being paid within a further 14 days from the date of the decision letter if unsuccessful.

Appeals received after 14 days from the issue of an ECN if unsuccessful will be due at the full rate within 14 days of the date of the appeal decision. No appeals will be accepted after 28 days from the issue date of the ECN offence.

The decision on the appeal is final. The Council will not enter into further correspondence or discussion relating to the individual circumstances applicable to the issue of an ECN.

Completed forms should be returned for the attention of:

Parking Service
Strategic Transportation
Northumberland County Council
County Hall
Morpeth
Northumberland
NE61 2EF

Retain the ECN for future reference.

Parking Arrangements - why Excess Charges are issued

Northumberland County Council operates off-street car parks and on-street parking across the county. Copies of the individual Parking Orders are available for inspection at the Council Offices, County Hall, Morpeth, between 09.00 and 16.30, Monday to Friday.

The car parks display appropriate signage which advises the user of the information held within the order that must be complied with. By entering a car park, the user accepts the terms and conditions of the parking order.

The Council employ staff to monitor users to ensure compliance with the Parking Order. ECN's are issued by appropriate staff in situations where enforcement is required when a user has failed to observe one or more of the terms and conditions which can include:-

- vehicles left in a parking place without payment of appropriate charge
- vehicles left in a parking place for longer than period for which payment was made
- if ticket purchased, not exhibited on vehicle in specified manner
- vehicle parked in such a position as to cause an obstruction
- vehicle not parked wholly within a marked bay
- maximum time period exceeded
- vehicle left in a disabled bay without relevant permit
- vehicle left in a parking space unsuitable or not permitted for size/type of vehicle

The registered keeper of the vehicle is responsible for ensuring payment under section 35A(1) of the Road Traffic Regulation Act 1984.

Digital photographs may be taken at the time of issue to support Council officers in applying the Appeal procedure. These are stored in compliance with government guidelines.

Off and On-Street Parking Permits

The Northumberland County Wide Parking Permit is valid in both off and on-street pay and display parking places operated by Northumberland County Council subject to users complying with the conditions of use and relevant Parking Order. The permit must be displayed on the inside of the windscreen at all times during which the vehicle is parked. A timer disc must also be displayed where a time restriction is in place showing the time of arrival when parked. Failure to do so will result in enforcement action being taken.

Users of on-street resident's bays require a resident's annual permit which is also issued by Northumberland County Council. Please visit our website for information on eligibility of the scheme and how to apply.

All enforcement of on-street parking is undertaken by Traffic Wardens or Police Officers and communications and enquiries relating to such should be directed to the Northumbria Police Authority.

Please retain these two pages for future reference.

June 2010

8.4 Appendix 4 – Resident Parking Scheme

The County Council operates Residents Only Parking Schemes in Alnwick, Berwick, Blyth, Corbridge, Haltwhistle, Hexham, Morpeth, Prudhoe and Tweedmouth. The table below represents the current arrangements in place.

Scheme and eligibility	How many permits?	Scheme year	Cost
Alnwick (A) Residents of Bailliffgate and 1-4 Dorothy Forster Court.	No more than two per household (two registered to vehicles OR one registered to a vehicle and one visitors)	1 May to 30 April	£15, although this decreases incrementally during the year
Alnwick (A1) Residents of St. Michael's Lane and St. Michael's Square.	No more than three per household (two registered to vehicles and one visitor)	1 May to 30 April	£15, although this decreases incrementally during the year
BerwickTown (B) Residents living within the Elizabethan Walls and homes in Albert Place, Brucegate, Castlegate, High Greens, Scotts Place and Well Close Square.	No more than two per household (two registered to vehicles OR one registered to a vehicle and one visitors)	1 April to 31 March	£15, although this decreases incrementally during the year
Berwick (B1) Residents living in Castle Terrace, Lovaine Terrace, Northumberland Avenue, Percy Terrace and Warkworth Terrace.	No more than three per household (two registered to vehicles and one visitor)	1 March to 28 February	£15, although this decreases incrementally during the year

Scheme and eligibility	How many permits?	Scheme year	Cost
Blyth Residents of Bondicar Terrace, Marine Terrace and Middleton Street	No more than three per household (two registered to vehicles and one visitor)	1 July to 30 June	£15, although this decreases incrementally during the year
Corbridge Residents living in the centre of the village	No more than two per household (two registered to vehicles OR one registered to a vehicle and one visitors)	1 October to 30 September	£15, although this decreases incrementally during the year
Hexham (Dean Street) Residents of 4-11 Dean Street	No more than three per household (two registered to vehicles and one visitor)	1 July to 30 June	£15, although this decreases incrementally during the year
Haltwhistle Residents of Bank's Terrace and 7-32 Greenholme Road	No more than three per household (two registered to vehicles and one visitor)	1 January to 31 December	£15, although this decreases incrementally during the year
Hexham Residents of Argyle Terrace, Haugh Lane, Maiden's Walk, River View, Stephenson House, St.Cuthbert's Terrace and St. Wilfred's Road	Entitled to a permit for each vehicle registered at the address	no annual renewal	One off cost of £15

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<p>Hexham (Elvaston Road) Residents of 1-57 on the west side, 2-30 on the east side and 9 named properties.</p>	<p>No more than three per household (two registered to vehicles and one visitor)</p>	<p>1 October to 30 September</p>	<p>£15, although this decreases incrementally during the year</p>
<p>Morpeth This is an annual scheme which runs from for residents living in and around the town centre.</p>	<p>No more than three per household (two registered to vehicles and one visitor)</p>	<p>1 November to 31 October</p>	<p>£15, although this decreases incrementally during the year</p>
<p>Prudhoe (Eastwood Road) This is an annual scheme which runs from for residents of 10-37 Eastwood Road.</p>	<p>No more than two per household (two registered to vehicles OR one registered to a vehicle and one visitors)</p>	<p>1 June to 31 May</p>	<p>£15, although this decreases incrementally during the year</p>
<p>Prudhoe (Tyne View Terrace) – no annual renewals Residents of 10-15 Tyne View Terrace</p>	<p>Entitled to a permit for each vehicle registered at the address</p>	<p>no annual renewal</p>	<p>One off cost of £15</p>
<p>Tweedmouth Residents of Main Street and some addresses in West End and Yard Heads</p>	<p>No more than two per household (two registered to vehicles OR one registered to a vehicle and one visitors)</p>	<p>1 April to 31 March</p>	<p>£15, although this decreases incrementally during the year</p>

8.5 Appendix 5 – Car Parking Model Assessments

The car parking assessments on the following pages represent the scorings for each of the off-street car parks and on-street parking places located in the following towns/settlements that have been included in the initial assessment exercise. The assessments have been grouped into 4 delivery areas of North, South East, West and Coastal.

Area	Town Settlement
North	Alnwick
	Amble
	Berwick Upon Tweed
	Morpeth
	Rothbury
South East	Ashington
	Bedlington
	Blyth
	Cramlington
	Newbiggin-by-the-sea
	Seaton Sluice
West	Corbridge
	Haltwhistle
	Hexham
	Ponteland
	Prudhoe
Coastal	Amble
	Bamburgh
	Beadnell
	Berwick Upon Tweed
	Blyth
	Craster
	Holy Island
	High Newton-by-the-sea
	Low Newton-by-the-sea
	Magdalene Fields
	Newbiggin-by-the-sea
	Seahouses
	Seaton Sluice
	Spittal

The full versions of the Car Parking Model Assessments are available in spreadsheet form here:

<http://northumberland.limehouse.co.uk/file/1465993>

