

20. LTP3 Parking Strategy

20.1 Introduction and overview

Car parking plays a key role in influencing travel decisions, in terms of route, mode and destination. Often the cost and availability of parking are factors when making decisions about whether or not to drive to a particular location. This strategy concerns the management of car parking in Warwickshire and its role in managing congestion and the effects of congestion. Related parking issues for cycles, motorcycles and Heavy Goods Vehicles are dealt with in more detail in respective separate Local Transport Plan strategies.

This Parking Strategy builds on the policies and achievements of the last Local Transport Plan. It affords WCC the opportunity to consider how the management of parking should be taken forward in a coherent and cost effective way.

During the last Local Transport Plan period, Decriminalised Parking Enforcement (DPE) was successfully implemented in Warwick and Rugby Districts, and the operation of DPE in Stratford-upon-Avon continued to be successful. The introduction of DPE in Nuneaton and Bedworth and in North Warwickshire is expected to take place not long after this Plan is adopted.

Recently, the language of parking enforcement has changed and it is now known as “Civil Parking Enforcement (CPE)”, and parking attendants are now known as “Civil Enforcement Officers”.

In Stratford-upon-Avon, the parking strategy has the added dimension of the availability of Park and Ride. Here, the County and District Councils are working together to promote the use of Park and Ride for long stay and commuter parking, with off-street town centre car parks being promoted more for use by visitors and shoppers, and on-street parking providing a facility for short stay. Following on from the increasing success of the Stratford-upon-Avon Park and Ride, the County Council will continue to promote local bus and rail based Park and Ride as a means of managing congestion and the impact of traffic in Warwickshire’s towns.

20.2 The policy context

20.2.1 National policy

The Road Traffic Act 1991 provided for the decriminalisation of most non-endorsable on-street parking offences within a defined geographical area, subject to successful application to the Secretary of State by the relevant traffic authority. Under this Act, the enforcement process gave local authorities powers to adopt Permitted Parking Areas/Special Parking Areas (PPA/SPA) within which they can enforce most stationary parking restrictions, leaving the Police service to deal only with endorsable offences such as parking on a pedestrian crossing or causing obstruction. The endorsable offences remained criminal, whereas non-endorsable offences become a civil debt, and the responsibility of the local authority.

Under CPE the Penalty Charge Notice (PCN) replaced excess charge notices (off-street), and a Police issued fixed penalty notice (on-street), both of which had been used to notify drivers that they had committed an offence and were required to pay a charge. A PCN has the status of an unpaid bill and, unless the driver takes action to challenge it, payment remains due as a civil debt. If payment is not made, the Council’s recourse to County Court is to collect the debt, not to prove the offence.

By law, all London Boroughs were required to take on the new powers by 1 July 1994. Outside London local authorities had the choice whether or not to adopt the powers. As of December 2007, Warwickshire County Council is the Highway Authority for Warwickshire and is committed

to adoption of the powers in partnership with the District and Borough Councils within the County.

Part II of the Road Traffic Act 1991 enabled local authorities to take over from the Police service the enforcement of parking regulations and from 31 March 2008 these regulations were replaced by the parking provisions in Part 6 of the Traffic Management Act 2004 (TMA), to provide a single framework in England for the civil enforcement of parking (including on pedestrian crossings), bus lanes, some moving traffic offences and the London lorry ban.

All Local Authorities with DPE powers were required by law to adopt the provisions of the TMA from 31 March 2008. Local Authorities who wish to take over enforcement of parking regulations from the police after 31 March 2008 will do so under the provisions of the TMA (this will apply in the case of Nuneaton and Bedworth Borough and North Warwickshire Borough).

Under the TMA, Decriminalised Parking Enforcement became known as Civil Parking Enforcement (CPE), and an existing Permitted Parking Area/Special Parking Area as a Civil Enforcement Area (CEA) with the addition of Special Enforcement Area (SEA) for some contraventions. Parking Attendants have a wider remit and become known as Civil Enforcement Officers (CEOs) (Parking).

The main changes introduced under the TMA are as follows:

- To increase public confidence in parking by providing a system which can be seen to be balanced and fair to the motorist by publication of the Local Authorities' policies on enforcement.
- To improve public understanding of the way in which parking enforcement contributes to a better environment through reduction in congestion and improvements in road safety.
- To introduce differential penalty charge levels based on the Secretary of State's directive on the seriousness of the contravention.
- To extend the list of contraventions currently enforced within London to Local Authorities outside London. These comprise double parking (defined as a vehicle parked 50 centimetres or more from the kerb) and parking on zig-zag markings at a pedestrian crossing.
- That parking adjacent to a dropped footway is also enforceable by the Local Authority.
- To allow the serving of a penalty charge by post, in situations where the CEO is prevented from serving the notice by affixing it to the vehicle or handing it to the driver.
- To increase compliance with parking restrictions through clear, well designed, legal and enforceable traffic orders, signs and road markings; and the full use of the media to inform the public of changes in parking controls.
- To ensure that staff employed to carry out the enforcement processes are fully trained to a recognized standard.
- To regularly appraise the effectiveness of the scheme in consultation with stakeholders, and take account of views expressed to ensure that parking policies still apply at the right place and time.
- To publish annual reports on the performance of the scheme including financial returns.

20.2.2 Regional policy

The West Midlands Regional Spatial Strategy includes a specific policy, T7, relating to Car Parking Standards and Management. In particular, T7 promotes that "Local authorities, working together, should manage their car parking to reduce congestion and encourage more sustainable forms of travel by:

- managing the supply, location, and price of parking in town and city centres to limit the provision of longstay spaces, where this is necessary to reduce congestion;
- co-operating with each other to avoid using car parking charges as a tool for competition between centres;

- using additional income to support the development of more sustainable forms of travel;
- securing an adequate supply of car parking at railway stations and other transport interchanges;
- securing local Park and Ride sites as an alternative to town centre parking; and
- developing a network of strategic Park and Ride sites, generally at railway stations, to meet the needs of the Region (T6).”

20.2.3 Existing local policy

At its meeting on 19 July 2007, Warwickshire County Council’s Cabinet confirmed or adopted policies for:

- Waiting restrictions (Traffic Regulation Orders, TROs)
- Disabled persons parking places
- Residents parking schemes
- Footway parking.

Furthermore, at Cabinet’s meeting on 7 June 2007, it was confirmed that Local Transport Plan funds would not be used for works to facilitate parking on verges.

These policies, or as varied by the County Council, will apply throughout the lifetime of this LTP.

Parking standards for residential and non-residential off-street parking are contained in the Supplementary Planning Documents of the individual District and Borough Councils. These standards are used to assess proposals from third party developers. Importantly, these documents also give standards for the provision of disabled parking, and parking for cycles (in the case of non-residential parking).

In the specific case of Stratford-upon-Avon, the County Council fully supports the District Council’s vision for a World Class Stratford. This vision is encapsulated in the Urban Design Framework which was adopted as Supplementary Planning Guidance in July 2007. The UDF contains details of existing parking provision in Stratford-upon-Avon and of the aspiration that the balance of short and long stay car parking should be changed to promote the use of Park and Ride and to improve the public realm, particularly within the area known as the ‘Walkable Core’.

20.3 Overview of the current situation

20.3.1 Background

There are three broad categories of car parking in Warwickshire. These are:

- *On-street* – Parking within the adopted highway boundary that is regulated by the Highway Authority which may be subject to a charge or limit to the length of stay. Enforcement of parking regulations has historically been carried out the Police but following the process of Decriminalised Parking Enforcement can be carried out directly by the highway authority or its agents;
- *Public off-street*– Parking areas, normally provided by District or Borough Councils, which are open to public. Typically users are charged according to length of stay; and
- *Private off-street* – Parking that is privately owned for use by the owners, typically residents, employers, retailers and leisure facilities. This category includes commercial parking operations.

On-street parking is the only type over which the County Council has direct control and can change the level and type of provision.

The majority of parking within the County’s town centres is provided by off-street, publicly operated, car parks and on-street parking. Typically parking stock is added to by large car parks

operated by supermarkets and smaller privately operated car parks. In general, in order to support town centre economies short-stay parking tends to be located closer to the town centres and long-stay towards the outside.

Most of the town centres have market days, which naturally increase parking demand and can lead to some displacement of parking out of central parking facilities to nearby areas.

Illegal and inconsiderate parking affects everyone who uses the roads within Warwickshire. Enforcement is necessary to persuade motorists to comply with the regulations in force and achieve the benefits detailed below:

- Better turnover of on-street spaces arises from better enforcement. Drivers are less willing to overstay as the risk of getting a PCN increases. The increase in availability of parking spaces will benefit residents, local businesses, shoppers and visitors.
- Improved traffic flow. The increased availability of on-street parking spaces reduces congestion caused by drivers searching for on-street spaces. This in turn will lead to improving the local environment.
- Improved road safety through better enforcement of illegal parking on yellow lines, at road junctions, on narrow streets, and in designated loading bays.
- Improved accessibility for emergency services, public transport and utilities vehicles.
- Improved accessibility for people with disabilities who rely on the use of the car, through better enforcement of disabled parking spaces.
- Less parking on footways, making life easier for pedestrians and wheelchair users.

Parking enforcement should contribute to the Authority's transport objectives. A good enforcement regime is one that uses quality based standards that the public understands, and which are enforced fairly, accurately and expeditiously. This is consistent with current national best practice and the policies described aim to provide clarity, consistency and transparency within the enforcement process, and compliance with the objectives of the Traffic Parking Tribunal and the Local Government Ombudsman. The Warwickshire Authorities fully support the underlying principles contained within TMA, and are working toward a common approach towards civil parking enforcement across the County.

It is a common misconception that schemes such as civil parking enforcement are a means of making money for the local authority, and that civil enforcement officers work to targets. This is not true. The scheme is self financing. Civil enforcement officers do not work to targets and any surplus revenue has to be used for transport and environmental improvement purposes, thus making our roads safer and more useable for everyone.

In summary, WCC is responsible for:

- Making the Traffic Regulation Orders (TRO's) which are the legal basis for the parking restrictions in force throughout the County.
- The level and times of operation of on-street parking charges.
- The rules for on-street parking permits allocation.
- Maintenance of signs and road markings relating to on-street parking restrictions.

The District and Borough Councils are responsible for:

- The levels and times of operation of charges within those off-street car parks managed by the District/Borough.
- The rules for off-street season ticket allocation.
- The signage and surface markings relating to off-street car parks.
- Enforcing the parking regulations on- and off street (where CPE applies).

- Dealing with disputes to the issue of a PCN for both on and off-street parking.
- Managing the resident parking schemes on behalf of WCC
- Employing the staff required to carry out the enforcement processes for off-street parking and on-street parking where CPE applies.

20.3.2 Parking in Stratford-on-Avon District

Parking in Stratford-on-Avon District was the first to be decriminalised in October 2004. The District Council have responsibility for enforcing the on- and off-street restrictions. There is on-street pay and display in the centre of Stratford-upon-Avon, with maximum stay restrictions of 30 minutes, one hour or two hours depending on the proximity to the main shopping area of the town. There is also an extensive area covered by Residents Parking Schemes. This has, however, led to issues of displaced parking further out of town in residential areas.

It is noticeable that the town centre spaces are generally occupied throughout the day, but, due to turnover, it is usually possible to find on-street parking if required. For longer stay parking, WCC and SDC have been working together to produce a charging strategy which promotes the use of Park and Ride or off-street car parking for longer stay visits. There is a large amount of off-street parking available (approximately 6500 spaces, of which 2800 are managed by SDC) within walking distance of the town centre. A car park variable message system indicates the number of available spaces in various town centre car parks. The privately operated and free-of-charge spaces in retail parks are highly utilised, especially at weekend. The popularity of the retail areas along the Birmingham Road in particular is leading to some congestion issues.

A Park and Ride facility was opened in 2007 at Bishopton, to the north-west of the Town Centre. At the time of writing, it opens daily Monday to Saturday from 07:30 to 19:30, and on Sundays and Bank Holidays during the summer. Patronage levels are slowly increasing. The County Council does not currently plan to open a second Park and Ride, although a third party is interested in operating a service from a site to the south-east of the town centre.

There are two designated coach parks in Stratford-upon-Avon – at Windsor Street and behind the Leisure Centre. There are limited facilities for coach drivers at both of these and the Leisure Centre car park feels remote from the town centre, making both reasonably unattractive. The District Council are currently considering options for the future of the Leisure Centre and the Bridgeway area which would improve the facilities and the connection to the town.

Recently cycle parking facilities have been improved in the town centre with the provision of dedicated stands in prominent locations. Parking for powered two-wheelers is accommodated in a special facility adjacent to the Bridgefoot multi-storey car park. The availability of car parking at Stratford rail station is restricted with 320 spaces. There are plans to introduce a bus-rail interchange as part of the redevelopment of the former Cattle Market site which will improve its accessibility and reduce the demand for car parking at the station itself. The proposed Stratford Parkway Station will have the benefit of being located adjacent to the Bishopton Park and Ride site and will absorb the car parking demand displaced from the existing station car park due to the Cattle Market development. Its location close to the A46, A3400 and M40 strategic road network makes the Parkway station very accessible by car and by Park and Ride bus from the town centre.

A Shopmobility service is operated in Stratford-upon-Avon town centre from a centre in the Bridgefoot car park.

There are enforceable on-street parking restrictions in other market towns in the District. There are no plans to introduce on-street pay and display outside of Stratford town centre at the current time. This situation will be reviewed if Stratford-on-Avon District Council decide to introduce off-street parking charges.

20.3.3 Parking in Warwick District

Parking enforcement was decriminalised in Warwick District in August 2007. It was decided to recognise the different parking characteristics in the three principal towns of Warwick, Leamington Spa and Kenilworth by implementing different restriction and charging regimes in each.

a Leamington Spa

Leamington Spa is the principal retail and commercial area and benefits from a considerable amount of on- and off-street car parking. The on-street parking spaces are very well used and turn over regularly. Pay and display has been introduced on 24 streets in the town centre permitting maximum stays of up to 2 hours. A number of Residents Parking Zones were introduced at the same time as DPE, primarily due to the close proximity of residential areas to the Town Centre. There has been some displaced parking into residential areas further away from the town centre.

In 2008 a car park management system was installed which indicates the number of car parking spaces available in off-street car parks.

There is a limited amount of parking at Leamington Spa Station which is at full capacity. The County Council are working with Chiltern Railways to increase provision, and to improve the non-car accessibility of the station particularly through the Leamington Spa Station Travel Plan.

There is a coach drop-off and collection point in the town centre in Newbold Terrace, with layover facilities provided at the Leisure Centre. The Spa Centre, Pump Rooms and the town centre itself are attractors of coach-borne visitors.

Cycle stands are provided at various locations along the Parade and side streets. The amount of cycle parking at Leamington station was doubled during LTP2 to meet increased demand.

Shopmobility is available in the Royal Priors car park and is open six days a week. A number of on-street disabled parking spaces were introduced when improvements were made to the Parade in 2006.

b Warwick

Parking restrictions in the town centre include areas of pay and display and of limited or prohibited waiting. The on-street parking restrictions in the town centre mean that spaces turn over frequently. There is also short and long stay off-street parking available around the town. In 2007 Warwick District Council established additional parking in areas known as St Mary's Lands around Warwick Racecourse. These have not been as well used as originally hoped, but their use is increasing.

In 2008 an innovative car park variable message system was installed which replicates brown tourist destination-type signs. Rather than giving numbers of spaces, the signs actually display the name of the most convenient and available car park for destinations such as Warwick Castle, the Racecourse and the town centre.

During the week considerable pressure is placed on on-street parking spaces in residential areas by County Council staff unable to park in designated car parks and employees of other businesses. These areas are protected by Residents Parking Zones and are well enforced. The County Council has introduced measures to try and reduce the demand for parking with incentives for car sharing, flexible working policies and promoting non-car based travel options. Residential areas around Warwick Hospital also experience problems with overspill parking.

The Warwick Bus Station was opened in 2008. It occupies land formerly available as car parking, and has provided an attractive alternative to car based journeys and patronage is increasing. It

also provides a facility for private coaches to drop-off/collect passengers visiting the town as well as the Castle. Layover facilities are provided at Myton Road and St Marys Land.

There is limited parking available at Warwick Station and there are no plans to change this. Warwick Parkway Station has considerably more parking available and there are plans to further increase the capacity of the car park in recognition of the increasing demand for travel from the Station.

Work is currently underway to identify additional locations for cycle parking in Warwick and to decide on the form of the stands. There is no specific provision for powered two-wheeler parking.

The previous Local Transport Plan included an aspiration to introduce Park and Ride to serve both Warwick and Leamington Spa, given an available site and funding. However, it has not been possible to make any progress and the proposal has now been modified to an aspiration for a 'Virtual Park and Ride' which could come forward with third party funding.

c Kenilworth

Kenilworth has an ample supply of both on and off street car parking. The recent developments at Talisman Square, including the opening of a new foodstore, has improved the attractiveness of the town centre and the regime of restrictions and charges is designed to promote shopping in this local centre. There are five Residents Parking Zones which are located around the Castle, the older part of town and near the town centre.

The proposed Kenilworth Rail Station will have approximately 90 car parking spaces which is expected to be sufficient for the predicted demand. The central location of the station within the town is likely to result in a high number of rail users walking to the station. There is currently limited provision for cycle parking in the town centre. Coach parking requirements tend to be associated with the Castle, which provides six spaces.

20.3.4 Parking in Rugby Borough

Parking was decriminalised in Rugby Borough in October 2007. In Rugby town centre, pay and display parking restrictions have been introduced, as well as Residents Parking Zones. There is a good supply of off-street car parking, although some may be lost due to proposed developments. Some town centre on-street parking may also be lost when the Rugby Town Centre Pedestrianisation Scheme is implemented in the near future.

The main issue for parking within Rugby relates to the differential use of certain car parks over others within the town centre. This is primarily linked to the spatial position of the key car parks in relation to the highway network, but is also affected by the nature of the facilities themselves. This results in certain car parks being over-utilised, and others having spare capacity. To illustrate this, at times of peak occupancy demand for parking currently accounts for some 70% of available spaces within the town centre. The newly opened Swan Centre adds to the privately operated off-street car parking which was already available at the Clock Towers. Disabled parking places are allocated in the Borough Council's car parks.

In response to this, the County Council (in conjunction with Rugby Borough Council) introduced a Variable Message Signing scheme to the key car parks within the town centre, the aim of which was to provide better information to drivers on the availability of car parking spaces. In parallel with this, the Borough Council implemented a full review of car parking charges in early 2009 which introduced a maximum stay provision of three hours in the four main town centre car parks. This appears to have been a successful policy change which has generated an increased turnover of spaces in these car parks.

The Park Mark scheme has recently been revised by the Government. As such, the Borough Council is considering whether to seek recognition for its car parks under this new criteria.

As part of the Rugby Transport Study, an assessment was carried out to identify the parking needs of the town up to the year 2026. This considered all known changes to the quantum and type of parking within the town (on- and off-street), including the implications of new development within the town centre.

Work undertaken to investigate existing and future parking supply within the town as part of the study has indicated that supply of on-street parking across the town centre as a whole is likely to remain comfortably in excess of predicted demand in the planning timeframe to 2026, with peak occupancy estimated to be at 84% of total capacity. However, it should be noted that demand for on-street parking along streets within the very central area of the town is likely to approach the level of supply within the same timescale. This position will be kept under review by the two Authorities.

The new rail station multi-storey car park off Mill Road opened in 2009. It has spaces for 496 cars. The rail station now has a total of 739 car parking spaces. Although there are no current plans to further increase car parking here the County Council will continue to work with Network Rail and Train Operating Companies to monitor this, and to improve the non-car accessibility of the station.

Cycle parking stands are provided throughout the town centre at public buildings and at the rail station

Coach parking is only permitted at the Westway car park.

20.3.5 Parking in Nuneaton and Bedworth Borough

At the time of writing, CPE had not been introduced in Nuneaton and Bedworth Borough although progress was being made towards its introduction. A previous proposal to introduce CPE in 2006 had been abandoned due to concerns about the operation of the Residents Parking Scheme and the appropriateness of some existing restrictions.

a Nuneaton

Nuneaton has some dense residential areas with terraced housing with no off-street parking and a shortage of on-street parking. Access to the town centre is restricted during the day by automatic rising bollards, but there is usually sufficient off-street parking available in multi-storey and surface level car parks, although some parking is taking place in residential areas to avoid charges. The new Ropewalk multi-storey car park is well used. There are 2176 off-street spaces available in Nuneaton.

New disabled parking spaces were introduced at the same time as the automatic rising bollards and there is a Shopmobility service operating at the Ropewalk car park.

Cycle parking stands are available throughout the town centre, at public buildings and the rail station.

The existing parking provision at Nuneaton rail station is very limited with only 151 spaces. The car park is regularly at capacity. The County Council will continue to work with Network Rail and Train Operating Companies to seek to increase car parking provision to improve the non-car accessibility of the station.

b Bedworth

Bedworth Town Centre also has a restricted area protected by automatic rising bollards. Off-street parking is available around the town centre in multi-storey and surface level car parks, and there are 624 spaces available. An additional 100 spaces are provided for customers of Aldi for a maximum stay of 2 hours at no cost.

Cycle parking stands are provided in the town centre, including behind the library.

There is no charge for parking at Bedworth Rail Station.

A Shopmobility scheme operates in Bedworth on two days per week.

20.3.6 Parking in North Warwickshire Borough

At the time of writing, CPE had not been introduced in North Warwickshire although progress was being made towards its introduction. Currently there are no off-street parking charges levied in the 15 off-street car parks operated by the Borough Council. Disabled parking spaces are available in most of these.

Coleshill Parkway Station has a 200 space car park and spaces are usually available. Cycle parking has also been provided. The Station is well served by public transport. The Station also acts as a “Gateway” to Birmingham International Airport.

A regular rail service was restored to Atherstone rail station in December 2009 following completion of the West Coast Main Line upgrade. The station had been without a regular rail service for some years. The station is now served by a broadly hourly service between Crewe and London Euston. Since introduction of the new service in December 2009 the station has experienced strong passenger growth and it is anticipated that demand will continue to grow in the future. The station currently has less than 10 car parking spaces and as passenger demand grows it is likely that this will reach capacity. The County Council will continue to work with Network Rail and Train Operating Companies to seek to increase car parking provision, and to improve the non-car accessibility of the station.

20.3.7 Lorry parking

The issue of lorry parking, and particularly overnight parking, is addressed in the Freight Strategy.

20.3.8 Powered two wheeler parking

Stratford-upon-Avon has a dedicated Motorcycle Parking facility adjacent to Bridgefoot car park, and dedicated spaces in the off-street car parks managed by SDC. There are also dedicated parking spaces in the off-street car parks in Nuneaton. There is currently no specific provision for powered two wheeler parking elsewhere in Warwickshire.

20.4 The Strategy

The objectives and vision

The objectives of the Parking Strategy are to:

- Complement and support the County Council’s overall transport strategy
- Complement and support strategic demand management policies
- Be consistent with the policies, objectives and targets contained in the Local Development Frameworks of the District and Borough Councils
- Support the achievement of Travel Plan, Sustainable Development and Mode Share objectives
- Ensure town centres are accessible and to support regeneration without undermining demand management objectives
- Make sure that developments are sustainable and make best use of the land available

- Ensure that additional car trips are not encouraged which could cause congestion
- Contribute to the efforts to increase the number of trips by non-car based modes.

These objectives are consistent with advice given to the West Midlands Regional Assembly¹.

The vision of the Parking Strategy is:

‘To effectively manage the supply and enforcement of parking to complement the County Council’s overall transport strategy.’

Policy P1: Partnership working

The County Council will continue to work with the District and Borough Councils to deliver a co-ordinated approach to the supply, pricing and enforcement of on- and off-street parking provision in a way that supports the objectives of the Local Transport Plan, the Local Development Frameworks and other Supplementary Planning Documents.

In order to support policy P1 we will investigate ways of achieving best value for the Councils in the delivery of Civil Parking Enforcement, for example through the use of shared systems or operations.

Policy P2: Environment

The County Council will seek to reduce the environmental impact of traffic congestion through the appropriate use of public parking, including:

- a. The location and period of stay;
- b. The cost;
- c. The provision of real-time information.

a. Location and Period of Stay – This will be managed so as to encourage long stay commuter parking to use Park and Ride facilities (where available) or out of town or peripheral parking sites in order to release parking capacity in town centres for short stay shopping and service related parking. The County Council’s Parking Policy, adopted in July 2007 (or as subsequently amended) sets out how requests for waiting restrictions, residents parking schemes, disabled parking and footway parking will be dealt with.

b. Cost – We will work with the District and Borough Councils to manage the cost of on- and off-street parking in way that will re-enforce local strategies designed to achieve Policy P2a, including consideration of the use of concessions, differentiated charging linked to the time of day, differential charging linked to the carbon dioxide emissions of the vehicle, and of alternative payment methods. The use of on-street parking charges will be considered where appropriate in order to encourage the use of other sustainable modes of transport, Park and Ride or off-street car parks in preference to on-street parking.

c. Information – We will continue to provide real-time car park availability information in Stratford-upon-Avon, Leamington Spa, Warwick and Rugby and will seek to implement a system in Nuneaton (see ITS Strategy).

¹ Parking Standards Scoping Report for the West Midlands Regional Assembly, Atkins, Sept 2005

Furthermore, the Council will seek to ensure that it fulfills its obligations under the Network Management Duty as set out in the Traffic Management Act 2004 insofar as it relates to parking management and enforcement.

Policy P3a: Enforcement in CPE areas

The County Council will pursue full and effective enforcement of parking in partnership with those District and Borough Authorities where CPE is in operation.

In undertaking our Civil Parking Enforcement responsibilities we will:

- Work with District and Borough Councils as set out in Policy P1;
- Ensure compliance with Policy P2 by seeking to promote the use of long stay parking for commuters and short stay parking for shopping;
- Review the extent to which on-street parking charges may be required;
- Review the need for, and introduce if appropriate, traffic regulation orders in consultation with all statutory and non-statutory stakeholders;
- Review the need for, and introduce if appropriate, residents parking schemes in order to control displacement of parking to residential areas;
- Review the effectiveness and appropriateness of parking restrictions periodically; and
- Maintain the traffic signs and road markings associated with parking restrictions.

Policy P3b: Enforcement in non-CPE areas

Where the enforcement of on-street parking restrictions remains the responsibility of the Police (currently in Nuneaton and Bedworth Borough and North Warwickshire Borough), WCC will seek to introduce Civil Parking Enforcement early in the lifetime of this LTP.

In undertaking our responsibilities as Highway Authority, we will:

- Work with District and Borough Councils as set out in Policy P1;
- Ensure compliance with Policy P2 by seeking to promote the use of long stay parking for commuters and short stay parking for shopping;
- Review the need for, and introduce if appropriate, traffic regulation orders in consultation with all statutory and non-statutory stakeholders;
- Review the need for, and introduce if appropriate, residents parking schemes in order to control displacement of parking to residential areas;
- Review the effectiveness and appropriateness of parking restrictions periodically; and
- Maintain the traffic signs and road markings associated with parking restrictions.

Policy P4: Park and ride

Park and Ride proposals will be supported where appropriate in order to promote sustainable and convenient access to local employment, schools, services and shopping.

Park and Ride will be considered particularly advantageous where:

- Its implementation would help manage congestion or help limit the environmental impact of traffic;
- The provision of Park and Ride or related Park and Walk/Cycle facilities supports local traffic management needs; and
- It can also support 'Drop and Ride' facilities to serve school travel demand and minimise the impact of school traffic.

Policy P5: Ease of use

The County Council will work to ensure that parking facilities are easily accessible.

The County Council will ensure parking is accessible by:

- Seeking to maintain an appropriate proportion of short stay parking in economic centres (although the actual number of parking spaces may be decreased in line with other policies or strategies);
- Increasing disabled parking in line with guidance, giving particular attention to central areas and including supporting the introduction or expansion of Shopmobility schemes where appropriate;
- Ensuring that parking is clearly signed and good levels of information on the location and availability of parking is provided; and
- Ensuring that parking facilities, and access and egress from them, are safe and secure.

Policy P6: Land use

The County Council will work to ensure that the provision of public parking across the County is integrated with other policies and provision.

The County Council will work to deliver policy P6 by;

- Encourage the reduction of the amount of Private Non-Residential parking and the greater efficiency of its use;
- Ensure that relevant parking standards in regional and local planning policies and guidance are adhered to; and
- Ensure that land use policy is integrated with and supports parking policies.

The County Council will also ensure that parking provision is taken into account in the development of town centre traffic management schemes and is sympathetic to the urban environment.

Policy P7: Coach parking

The County Council will support the provision of coach services as part of an integrated public transport system, support Warwickshire's tourist industry and manage the impact of coach parking on the highway network.

The County Council will work to deliver policy P7 by;

- Providing safe and convenient access to coach services in a way which also minimises adverse impacts on traffic operation; and
- Working with District and Borough Councils to identify and provide suitable off-street lay-over facilities for coaches.

Policy P8: Cycle parking

The County Council will continue to provide dedicated secure cycle parking facilities in town centres, public transport interchanges and other key service destinations.

We will continue to work closely with local Cycle Forum groups to identify locations for additional stands particularly in the key urban areas. Innovative solutions such as the provision of on-carriageway cycle parking in the 'dead – spaces' adjacent to car parking bays or the provision of covered cycle parking 'hubs' will be explored and implemented wherever feasible.

Powered Two Wheeler Parking

Policy P9: Powered Two Wheeler parking

The County Council will continue to work with local Powered Two Wheeler users and its internal Motorcycle User Group to identify issues relating to their safe and secure parking. The County Council will continue to provide dedicated secure parking facilities in areas where there is demonstrated demand.

Policy P10: Rail station parking

The County Council will continue to work with Network Rail and Train Operating Companies across the County to ensure that parking is safe, accessible and sufficient to meet the demands of those travellers who are unable to access the station by other sustainable modes. Through its Station Travel Plan initiative and in order to promote more sustainable car based station access, the County Council will encourage the station operators to provide dedicated parking spaces for those who car-share or kiss 'n' ride.

Policy P11: Lorry parking

The County Council will continue to work with representatives of the haulage industry through the Freight Quality Partnership on identifying suitable locations for layover and overnight parking of heavy goods vehicles.

20.5 The Action Plan

Table P1: Action Plan

Policy	Action	Timescale	Links to
P1 – Partnership working	Introduction of a Joint Parking Board	Medium term	
	Improve co-ordination of on- and off-street parking policies, including charging	Short term	
	Ensure parking is not used as a competitive tool between different towns in Warwickshire	On-going	
	Investigate ways of achieving best value in the delivery of CPE	On-going	
P2 – Environment	Use of the County Council's published parking policies to manage the supply and pricing of on-street parking	On-going	
	Car park management systems	Short term	ITS Strategy
	Ensure compliance with Network Management Duty	On-going	Network Management Duty

Policy	Action	Timescale	Links to
P3 – Enforcement	Implement CPE in Nuneaton and Bedworth and in North Warwickshire	2011	
	Review of operations – times and restrictions, signing	On-going	
P4 – Park and Ride	Investigate opportunities for introducing additional Park and Ride, Park and Walk/Cycle or Drop and Ride services	On-going	Bus Strategy
P5 – Ease of Use	Maintain an appropriate proportion of short stay spaces in economic centres	On-going	
	Increase amount of disabled parking available	On-going	Accessibility Strategy
P6 – Land use	Actively engage in Development Control activities to influence the supply of new residential and non-residential parking	On-going	Land use Strategy
	Ensure that town centre traffic management schemes provide appropriate levels of parking	On-going	
P7 – Coach parking	Work with District and Borough Councils on the provision of facilities	On-going	
P8 – Cycle parking	Work with Cycle Forums, Train Operating Companies and local concerns to increase the availability of dedicated secure cycle parking facilities.	On-going	Cycling Strategy
P9 – Powered two wheeler parking	Work with PTW users and Motorcycle User Group to identify and address parking issues	On-going	PTW Strategy
P10 – Station parking	Work with Network Rail and Train Operating Companies to ensure station parking is safe, accessible and sufficient	On-going	Passenger Rail Strategy
P11 – Lorry parking	Continue to identify and promote suitable parking locations via the Freight Quality Partnership	On-going	Freight Management Strategy

20.6 Targets and Monitoring

National Indicators

There are no National Indicators relevant to this strategy

Local Indicators

There are no Warwickshire Local Indicators relevant to this strategy

Monitoring the strategy

Monitoring the delivery of the items outlined in the Action Plan will be an important part of the management and control process. Progress against the identified actions and standards will be reviewed on a regular basis (at least annually) to make certain that the Action Plan is achieving the desired outcome.

Each enforcement authority will produce and publish an annual report about their on-street and off-street activities within six months of the end of each financial year. Annual returns are also required by the Government about the number and speed of payments of Penalty Charge Notices (PCN's) and by the Traffic Penalty Tribunal on the number of PCN's issued.

The following reports will be produced for publication within the public domain and submission to the Government.

Financial

- Total income and expenditure on the on-street and off-street parking account.
- Breakdown of income by source (i.e. parking charges and penalty charges)
- Total surplus or deficit on the on-street parking account
- Action taken with respect to a surplus or deficit on the on-street account
- Details of how any financial surplus has been or is to be spent, including the benefits that can be expected as a result of such expenditure.

Statistical

- Number of higher level PCN's issued
- Number of lower level PCN's issued
- Number of PCN's paid
- Number of PCN's paid within 14 days
- Number of PCN's against which a challenge or representation has been made
- Number of PCN's cancelled (i.e. where a challenge or representation is successful)
- Number of PCN's written off

It is inappropriate to set financial or statistical targets for the operation of CPE. However, year on year comparisons will be made, as will authority against authority comparisons, to establish benchmarking data and to ensure that value for money is being obtained in the operation of the service.