

Park and Ride Policy

Introduction

This report has been prepared to inform the Development and Allocations Plan (DAP).

The concept of Park and Ride (P&R) as a relief to urban congestion is well established worldwide. It operates on the basis of providing secure and attractive vehicle parking located on the periphery of large towns and cities, accompanied by fast, high quality public transport links connecting P&R sites with the central area (Local Transport Plan 3 (LTP) page 184).

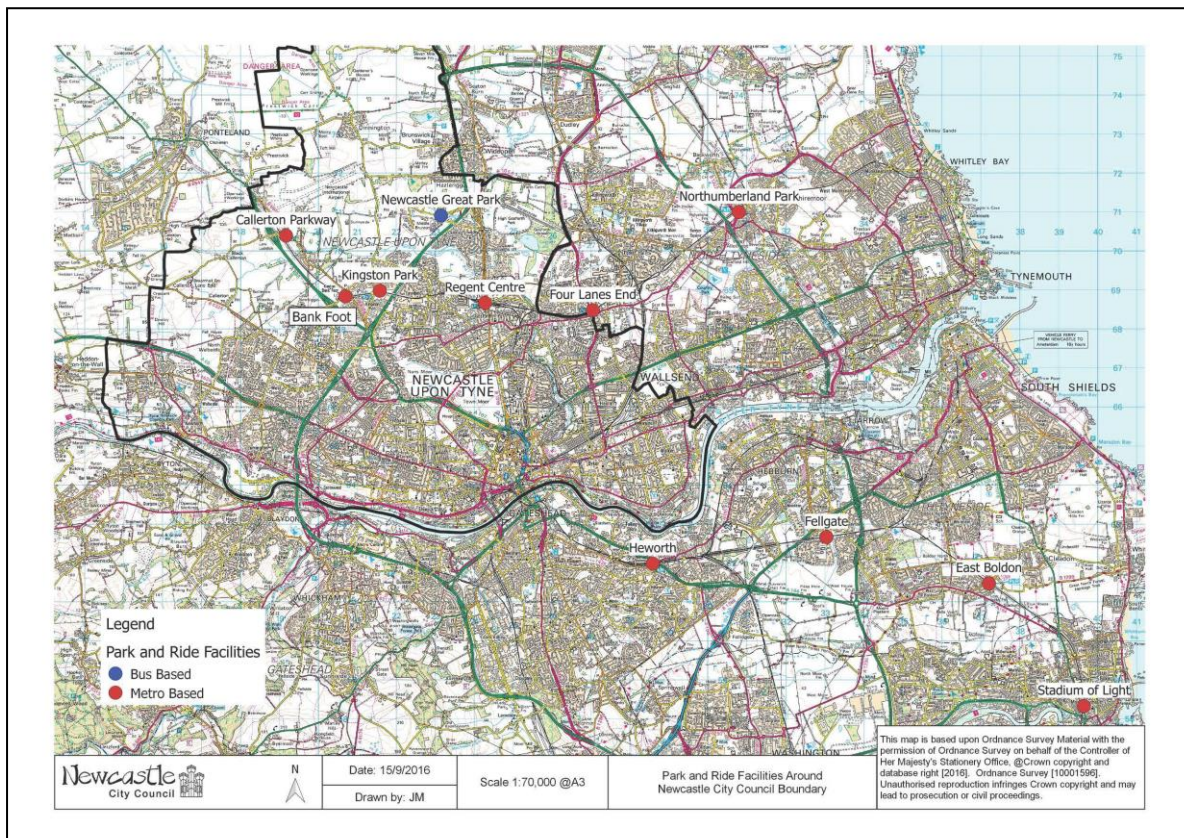
The benefits of P&R include:

- reducing the amount of car use in the City Centre
- increasing parking capacity without using land in the city centre
- reducing congestion
- reducing air pollution and visual and noise intrusion of traffic

Existing Park and Ride Facilities around Newcastle City Council

Existing P&R facilities around Newcastle are shown in Figure 1. The Metro map (source: <http://www.nexus.org.uk/metro>) identifies ten P&R facilities and the only bus based P&R in Newcastle is located at Newcastle Great Park.

Figure 1



Current Park and Ride Policy

There are a number of existing national, regional and local documents which influence Newcastle's current approach to P&R.

National

- **National Planning Policy Framework 2018 (NPPF)**

Although P&R is not specifically referred to in the NPPF, promoting sustainable transport is a key theme in the document. Section 9 states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Regional

- **The Third Local Transport Plan for Tyne and Wear Strategy 2011-2021 (March 2011)**

A number of specific policies in LTP3 promote development of integrated transport networks.

Policies which are of particular relevance include Policy 20 (section 14.1.47, page 155) which supports the use of priority lanes to encourage sustainable modes and Policy 24 which commits the plan partners to give priority to, and invest in, public transport (section 14.3, page 164-186)¹²⁰. Policy 35 commits the Plan Partners to increasing the availability of park and ride in Tyne and Wear and section 14.153 of the LTP3 notes that the concept of park and ride as a relief to urban congestion is well established worldwide (page 184). Section 14.159 highlights the establishment of new bus-based park and ride sites as an ongoing theme (page 186).

- **Our Journey, A 20 year Transport Manifesto for the North East Combined Authority**

The Tyne and Wear Integrated Transport Authority was replaced by the North East Combined Authority (NECA). NECA was established in April 2014 as a new legal body that brings together the seven councils which serve County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside and Sunderland.

The Transport Manifesto identifies thirteen guiding principles, which include achieving more sustainable travel, better air quality and lower carbon emissions, healthy, active lifestyles, expanding the public transport network and efficient use of transport assets. The NECA Transport Manifesto will feed into the Local Transport Plan for the North East Combined Authority and will set out how the Combined Authority intends to deliver on its ambition “to provide affordable, attractive, reliable, safe, healthy transport choices for businesses, residents and visitors while enhancing the environment”.

- **Nexus Park and Ride Strategy 2013**

This strategy covers the Tyne and Wear region and its objectives are to:

- Maximise use of sustainable, integrated, travel options
- Improve the utilisation of the existing P&R facilities on the Metro system
- Establish a best practice model for P&R schemes
- Identifying opportunities for new Metro P&R sites
- Establish principles for charging at Metro car parks

This will be achieved by:

- Studying and understanding the operation of P&R schemes elsewhere in the country,
- Ensuring that Metro P&R product is consistent and well-advertised,
- Exploring the potential of introducing a single charging regime at all Metro P&R sites,
- Making an impartial assessment of the potential for further P&R development in Tyne and Wear,
- Developing guidelines on the relationship that is required with the five Tyne and Wear local authorities for the incorporation of P&R into parking policies.

The strategy states that there is a role for P&R within the overall transport and parking offer in Tyne and Wear but there needs to be a very clear demonstration of the financial, social and regeneration reasons justifying the investment on a case by case basis.

Local

- **Core Strategy and Urban Core Plan (CSUCP)**

The Core Strategy and Urban Core Plan was adopted in March 2015, it was prepared jointly with Gateshead and forms the first part of both Council’s Local Plan. The objectives of the transport policies include achieving a shift to more sustainable modes of travel and promoting alternative travel choices particularly along congested travel corridors, and to improve the efficiency of our transport networks to manage demand, address capacity issues and get more from our existing infrastructure. To assist with meeting these objectives Policy CS13 states that the development of bus based P&R facilities including at Lobley Hill, Eighton Lodge and Follingsby will be promoted.

Newcastle will directly benefit from the provision of these P&R sites allocated in the CSUCP. The evidence that supports this policy approach stating that the P&R schemes were developed in order to provide alternative access into Gateshead and Newcastle for car trips originating from the outskirts of Tyne and Wear and beyond. The scheme aims to shift both current and future demand for travel into the centres of Gateshead and Newcastle by car onto bus.

Proposed Policy

The Development and Allocations Plan (DAP), Policy DM11 - Public Transport proposes to allocate Callerton Parkway, Newcastle Great Park, Kingston Park and Regent Centre as P&R facilities.

The greatest potential for P&R is to target commuters from Northumberland and Durham and this is reflected in the sites identified in current and proposed policies. The policy does not allocate all existing P&R facilities in Newcastle but aims to protect those that make an important contribution to reducing levels of congestion and the number of vehicles in town the City Centre.

Callerton Parkway

The existing Callerton Parkway P&R facility is managed by Nexus and contains a 195 space car park next to a Metro Station. It is one of the most successful park and ride schemes in Tyne and Wear due to its location next to the A197 on the western edge of the city. Uniquely in the area, the primary purpose of Callerton Parkway station is to serve P&R traffic.

The land allocated through this policy for future P&R use at Callerton Park was identified in the Newcastle Upon Tyne Unitary Development Plan (Policy T1.7). Housing developments to the west of the city including at Upper, Middle and Lower Callerton, which were allocated in the CSUCP, are likely to increase parking demand at this location and the allocation ensures that additional land is available for parking at this site.

Newcastle Great Park

The Newcastle Great Park Scheme opened in September 2009 and is located on the northern edge of the city with direct links to the A1. There are 500 spaces and the X40 bus service provides a direct link to Newcastle city centre, taking 25 minutes at peaks and 18 minutes off peak. The facility provides direct access to a high-frequency bus public transport corridor, linking the Great Park with the Regent Centre Interchange, Gosforth and the Urban Core. Expanded housing developments at the Great Park and to the north of the city is likely to increase parking demand at this location. The allocation ensures that this valuable parking bus link will be retained.

Kingston Park

This facility is owned by Newcastle City Council and provides 96 car parking spaces next to a Metro station.

Regent Centre

This is managed by Nexus and provides a 183 space multi-storey car park. It is located on the Great North Road which is the main transport corridor into Newcastle City Centre from the north and a key public transport route. It is part of the Regent Centre Interchange which also consists of a Metro station and a bus station.