



Haringey Council

Briefing for:	Environment and Housing Scrutiny Panel 21 st March 2013
Title:	Briefing on Visit to Tottenham Hotspur to view Match-day parking issues (Saturday 9th February).
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Date:	March 12 th 2013

1. Introduction

- 1.1 As part of its work programme for 2012/13, the Environment and Housing Scrutiny Panel is looking at strategic parking and traffic management issues ahead of the Tottenham Hotspur Redevelopment. A number of objectives are included within this work:
- Investigating the nature and extent of pop up parking (unregulated off-street parking) on match days
 - The operation of Blue Badge scheme (for disabled drivers) on match days
 - Assessing the capacity, condition and use of council operated car parks in Tottenham.
- 1.2 To facilitate the investigation of the above issues, the panel undertook a planned visit to Tottenham Hotspur stadium and the surrounding area on a match-day (Saturday 9th February). The purpose of the visit was to provide members with a practical insight of match day parking and traffic management issues to help guide and inform subsequent discussions and recommendations on this.
- 1.3 The following provides a brief summary of the visit, including key observations and assessment made by the panel at the time of the visit.

2. Unregulated off street parking (pop up parking)

- 2.1 The panel toured around the Tottenham Hotspur area to identify the nature and extent of unregulated off-street parking (pop up car parks) that occurred on match days. The duration of this aspect of the visit was limited to just over an hour and therefore a systematic (road by road assessment) assessment was not possible. The following therefore provides an illustrative view of the issues under consideration rather than a comprehensive assessment.

Coverage

- 2.2 The extent of pop-up parking was difficult to gauge as not all roads surrounding the stadium were viewed on this occasion. From this visit however, and the various locations that were visited, it was concluded that that pop-up parking was widespread across the Tottenham area on match day.
- 2.3 In this visit alone, approximately 20-25 individual pop up parking sites were identified, catering for approximately 1,500cars (conservative). It can be safely concluded that if a more systematic assessment was undertaken, then the total number of sites and volume of pop up parking spaces available would be significantly higher.
- 2.4 Pop-up parking sites were located across a broad geographical area around the Tottenham Hotspur site. The following are only observed limits of pop-up parking sites, and it is very likely that additional sites exist beyond these notional boundaries:
- North – Brantwood Road, N17
 - East – Garman Road, N17
 - South – Tottenham High Road (junction of Drapers Road/ Somerset Road) N15
 - West – Creighton Road, N17.

Nature and scope

- 2.5 The panel observed many individual examples of unregulated off-street parking or 'pop-up parking' during the site visit. The panel noted that there was considerable variation in the nature and scale of individual pop-up parking sites:
- The capacity at individual pop-up parking sites varied from relatively small scale ventures of up to 10 parking spaces (e.g. forecourts) right through to much larger operations where 150 parking spaces or more were offered (e.g. community sports facilities and schools);
 - Pop-up parking was offered offered from a range of different sites including public organisations (e.g. schools), community centres, privately owned sites and commercial settings (SME businesses).
 - Whilst many pop-up parking sites appeared to be ad-hoc in nature and individually run, at others there was a degree of regulation where parking attendants were present. In some instances (for larger schemes), it was apparent that an official private contractor had been appointed to operate the pop up car park.
 - There appeared to be some specialised pop-up parking. Some sites were dedicated to motorcycle parking (e.g. near Coombes Croft Library), whilst others appeared to cater for coaches for visiting fans (though in some cases, it was not apparent if any of these were paid for sites).

Cost

- 2.6 From this visit, the panel observed that the cost of parking at individual pop-up parking sites varied considerably, and appeared to be relational to the distance from the stadium and degree of regulation on site. The variance of price for pop-up parking across individual sites is given below
- Maximum - £18 (observed at a school near the Stadium);

- Minimum - £5 (observed at a nightclub forecourt, nr Tottenham Green).

Match day parking restrictions and pop up parking

2.7 The panel noted that there were a number of streets which were included within match day parking restrictions (CPZ) on which there were no cars parked (e.g. Tariff Road and surrounds). The panel indicated that this represented a potential loss of income in that these spaces could be used to allow for match day parking as this was not a residential area (commercial properties on this street). The panel suggested that this area could be used to pilot a cashless match day parking.

3. Operation of Blue Badge scheme on match days

3.1 The Blue Badge Parking Scheme is a parking permit that gives parking concessions to people with severe walking difficulties. It is a national scheme that allows badge holders to park their car closer to their destination, for example when travelling to shops and stations.

3.2 Local parking intelligence on match days suggested that whilst many Blue Badge holders use this scheme correctly, others breach the parameters of their use (e.g. using the Blue Badge without the holder being present).

3.3 Members were keen to view first-hand the use of the Blue Badge scheme on match days and visited a number of streets in the vicinity of the stadium. In a number of streets (Church Road, N17; Tebworth Street, N17) almost all of those cars parked on the street were displaying a Blue Badge.

3.4 Whilst many of the Blue Badges may be being used legitimately, the panel were of the opinion that the exceptionally high usage of Blue Badges in this area on match day may be seen as possible indicator of abuse of this scheme. The panel was concerned that if the scheme was being abused, this may actually limit parking spaces available to disabled people who may genuinely need them.

3.5 The panel discussed a number of possible solutions:

- Increased random checks on Blue Badge holders on match days;
- Placing of additional signage in local areas to indicate that Blue Badge checks will be taking place;
- Writing to Blue Badge holders to enquire if noted match day usage was correct/ authorised.

4. Council operated Car Parks

4.1 In total, the panel visited five council operated car parks in the Tottenham area. The purpose of the visit to each of the car parks was to assess:

- Signage (clear, transparent)
- Condition of parking infrastructure (e.g. space marking, P & D machines)
- Safety (e.g. lighting, CCTV).

Site	Detail
Garman Road N17 40 spaces	The panel noted that: <ul style="list-style-type: none"> ▪ At the time of the visit, the car park was full, but during the week, it was estimated to be at 30%

	occupancy.
Stoneleigh Road N17 A - 50 spaces B - 33 spaces C - 35 spaces	The panel noted that: <ul style="list-style-type: none"> ▪ There was about 30-40% occupancy of A and B, though C was empty. Considering the location of these car parks (off the High Road ▪ that signage to this series of car parks could be improved from high road (indicating number of spaces available). ▪ there needed to be clearer entry and exit signs up for the car park ▪ there were advertising boards illegally placed. ▪ a car park user (out of town) who came across the car park by chance (felt it was not adequately signed). ▪ Stoneleigh Car Park C was empty (as this was in the process of becoming a pay and display). ▪ There was rubbish (overflowing skip) in the car park.
Somerset Road, N17 45 spaces	The panel noted that: <ul style="list-style-type: none"> ▪ This car park was mostly full (95%) during the visit but there did not appear to be a high turnover. ▪ Part of the car park is leased to a local bus company. Panel members indicated that this part of the car park was not well maintained (rubbish and litter).
Westerfield Road, N15 71 spaces	The panel noted that: <ul style="list-style-type: none"> ▪ this was a very busy car park serving West Green Road shopping ▪ that there was about 70-80% occupancy, with a high turnover (indicating that this was providing an effective service) ▪ there was CCTV in the car park; ▪ there was an abundance of signage which could possibly be rationalised.
Brunswick Road, N15 65 spaces	The panel noted that: <ul style="list-style-type: none"> ▪ Approximately half of this car park is set aside for local residents, businesses and to users of APEX house (this part was empty at the time of the visit). The remainder of the car park was 10-20% occupancy. ▪ Height and width access was severely restricted (the barrier may also be difficult to negotiate). ▪ There was a number of 'dead spaces' (e.g. as a result of bollards) which could be released for additional parking spaces.