



Cabinet Meeting 19 February 2008

Report Title: Garman Road Car Park charging proposals.	
Forward Plan reference number (if applicable):	
Report of: Director of Urban Environment	
Wards(s)affected: Northumberland Park	Report for: Key
1. Purpose 1.1 This report relates to the future management of the Garman Road Car Park, and informs members of the outcome of consultation conducted to engage users in future management options. It seeks approval to implement a new charging structure and commence the 21-day statutory consultation on those proposals.	
2. Introduction by Cllr Brian Haley, Cabinet Member This car park has been free for many years and abused at weekends. This report sets out a regime for the car park to bring it in line with all other car parks in the Borough.	
3. Recommendations 3.1 It is recommended that Members note the report, in particular the outcome of the consultation process and authorise officers to proceed with implementation of the proposed charges and operational hours, if there are no major objections following the statutory consultation.	
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4. Director of Finance Comments

4.1 The proposal to implement charges for Garman Road car park are in accordance with the Council's external incomes policy and will bring this car park in line with others where charges already exist. The start up costs are estimated at £5,000 and can be met from the 2007/08 capital budget provision for the parking plan. The on-going income stream will accrue to the parking revenue account and assist with achieving the parking income target

5. Head of Legal Services Comments

5.1 The Head of Legal Services has been consulted and comments that the Council's Local Implementation Plan, which is intended to demonstrate how the Council's local transport plans and policies will contribute to the Mayor's key priorities, has a relevant policy. Future funding from Transport for London will depend on how well the Borough helps fulfil the Mayor's Transport Aims. Policy P15 in the Local Implementation Plan is to replace free parking bays with pay and display facilities to ensure turnover and to improve enforceability. The recommendations are in accordance with this policy.

6. Local Government (Access to Information) Act 1985

Consultation packs and return forms

7. Strategic Implications

7.1 The proposals considered in this report are consistent with the Council's Local Implementation Plan [LiP] and Parking and Enforcement Plan [PEP]. One of the aims of the Parking and Enforcement plan is to improve car park facilities across the borough and take a consistent approach to their management.

7.2 This report proposes to introduce charges in the Garman Road Car Park, bringing it in line with other public car parks. It informs members of consultation undertaken and the outcome of that consultation.

8. Financial Implications

8.1 The cost of introducing pay & display parking is estimated at £5,000 (new traffic order, pay & display machine, new signage and remarking of existing markings), which will be met from existing budgets.

8.2 Income from pay & display has been estimated at £6,000 per annum and as such the initial outlay will be recovered within one year of implementation, with the income covering the costs of enforcement and maintenance in subsequent years.

9. Legal implications

9.1 The introduction of charges will require the new Traffic Regulation Orders, which are subject to a 21-day statutory consultation process.

10. Consultation

10.1 The council consultation process involved;

- Conducting observations at different times of the day to identify users of the car park.
- Visiting all businesses in the immediate area informing them of the consultation and hand delivering questionnaires.
- Holding an open day at the car park seeking feedback from users.
- Distributing questionnaires to users leaving the car park on two separate occasions and placing questionnaires on vehicles parked at the time.
- Visiting the nearby allotments and speaking to those present, leaving questionnaires on the notice board for all to observe and make comment.

10.2 In addition over 300 consultation packs were handed out or distributed via the HR department of a business based adjacent to the car park [business A] who requested extra forms.

10.3 Ward Councillors were sent consultation packs in June 2007 and were informed about the open day. Cllr Bevan attended the open day and also attended a subsequent meeting on site on 29 November 2007 to discuss proposals for the car park. Cllr Bevan supported the introduction of a charge and felt that the charge should be in line with charges that apply in other public car parks.

11. Background

11.1 Haringey Council has historically provided free car parking facilities at the Garman Road Car Park. There is an increase in the number of complaints received regarding cars being damaged due to overcrowding, fly tipping, and reported fraudulent activity during Spurs home games. This highlights the need for improved management of the facility.

11.2 An extensive consultation process was undertaken in June 2007 to engage users, local businesses and residents on how the car park could be better managed. In particular this looked at options for introducing charges that would cover the costs of the additional management and bring the car park in line with other Council operated car parks

11.3 There has been discussions between the Council and a local business based adjacent to the site [Business A], regarding the sale of the site. However a number of issues arising from this, including a major objection from the Garman Road Business Consortium resulted in the Council reconsidering its position, deciding to retain ownership and continuing to provide the car park as an essential resource for all businesses based in that area.

12. Consultation Outcome

12.1 A total of 42 questionnaires were returned, representing a 14% response rate.

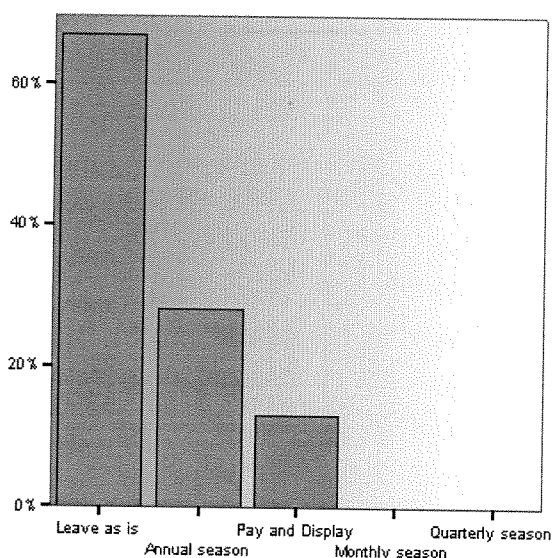
12.2 The information gathered suggested that the main users of the car park are employees of the businesses in the immediate area.

12.3 The table below details the response received by main source; the first column represents a major local business adjacent to the site, the second relates to other businesses in the area and the third relates to others ie those who did not specify where they worked or were just visiting the area.

	Source							
	Business A		Other Business		Not Stated/Visiting		Total	
	Count	%	Count	%	Count	%	Count	%
Monthly Season	0	0%	0	0%	0	0%	0	0%
Quarterly Season	0	0%	0	0%	0	0%	0	0%
Annual Season	4	21%	5	50%	2	20%	11	26%
Pay and Display	0	0%	3	30%	2	20%	5	12%
Leave as is	16	84%	4	40%	6	60%	26	62%
Total	20	100%	12	100%	10	100%	42	100%

12.4 The table below details the preferred type of charge

Preferred type of charge



12.5 The majority of responses [48%] to the consultation came from one business located adjacent to the car park. These responses strongly suggested that the council should continue to leave the car park as it is and offer free parking as most of the people using the car park are on minimum wages and could not afford a charge of any kind.

12.6 It should be noted that free parking was not proposed as an option for consultation.

13. Consultation summary and response

13.1 In summary the outcome of the consultation is that those who responded, in particular 'Business A' based adjacent to the site, feel that the Council should continue to offer free parking to users of the car park. This was not an option offered as part of the consultation.

13.2 A small amount of responses highlighted that a guaranteed individual space arrangement, consisting of bollard access to those individual spaces based on an annual charge would be a good idea. However further investigation of this highlighted that this would be costly to set up and maintain, and that revenue generated would not cover those costs. This would also restrict use of the car park.

13.3 While the majority of responses favoured free parking, the Council does not feel that it is appropriate to continue to offer free parking in this car park. The consultation was undertaken with the intention of introducing a charging structure and we aimed to engage users in setting a structure most appropriate for this car park.

13.4 There are issues that need to be addressed and the introduction of a charge will assist in terms of managing demand and will also reduce the overcrowding which currently results in damage to vehicles. It will also assist in covering the cost of enforcement, and improved cleaning and general maintenance.

13.5 It is proposed that an incremental charging structure similar to all other car parks should be introduced. However as there is clear evidence to suggest that most of the parking in this car is all day workplace parking, the all day charge proposed is lower than that in other car parks.

14. Proposed way forward

14.1 It is proposed that pay & display parking be introduced at the Garman Road Car Park.

14.2 The operational hours of the car park will take account of Spurs home games, when many of the difficulties arise. The operational hours proposed are Monday to Friday 8am to 6.30pm, with extended operational hours during Spurs Match Day events when the following hours will apply; Monday to Friday 8am to 8.30pm and Saturday, Sunday and bank holidays noon to 4.30pm. This is in line with the operational hours of the CPZ.

14.3 The charges proposed are;

Up to one hour 80p

1-3hrs £2

Over 3 hours £3

Annual season ticket £120

15. Recommendations

- 15.1 It is recommended that Members note the report, in particular the outcome of the consultation process and authorise officers to proceed with implementation of the proposed charges and operational hours, if there are no major objections following the statutory consultation.

16 List of appendices

Appendix 1 – Comments Made by Users on the Charging Proposals

Comments Made by Users on the Charging Proposals – the following comments were taken directly from the consultation responses and grouped by theme for ease of reference.

Comments relating to Business A

- *I work for Business A - need to be in the office and need my car You should support one of the largest employers in the area*
- *Mostly people on fixed low incomes use the car park. The charges would affect lower paid Business A workers who have to drive to work*
- *Business A has maintained the car park and sought to purchase it for 8 years - to no avail.*
- *Bear in mind that Business A operates 3 shifts 24-7. If you need extra money - put up the business rates to companies nearby as locally employed staff should park free. Keep it free. Business A will willingly keep the car park clean*
- *Local companies should maintain the car park for their employees. I already have to pay for parking near my home. Suggest you give permits to Business A workers, and charge short-term users. The car park is mainly for Business A users and also football fans that bring in huge revenue.*
- *Why should I pay out of my own pocket + extra for match day? It's very unfair for workers of Business A who cannot afford to leave work.*
- *I'm working here I driving and parking every day. You should charge only for match days & evenings. The proposals will basically affect Business A and the boss could well pay a contribution per car per year for parking permits.*

Comments relating to the introduction of an annual season ticket

- *Season tickets wouldn't work unless you could guarantee the space. Leave it free as I'm working at Business A for national minimum wage*
- *I am willing to pay for an annual season ticket, but how would you police it?*

- *It's all very well having a £120 annual charge - but how will you guarantee spaces?*
- *How would it be supervised- how would ticket holder have guaranteed space*
- *I'm happy with the idea of an annual season ticket*
- *You should guarantee spaces by fixing locking posts in the middle of each parking slot. Tell people they should buy their own padlock and key if they are given a reserved space. This would ensure others could not drive round the post and take their space.*
- *Why should we pay if we're not guaranteed a space?*
- *How will you regulate and police the reserved parking space option? You can't seriously expect people to pay without being guaranteed a space.*
- *If we are to pay then I suggest the car park is more open and my space guaranteed.*

Comments on charges proposed

- *It's a disgrace - low earners will have to pay £120 out of wages. If you need to screw someone, try the bosses that are paying minimum wage levels*
- *Car park has worked well for last 7 years - why change it*
- *Don't charge for parking – the suggested charges are too expensive*
- *Just can't afford it - I earn £17,600 per annum & already I have to sell my house*
- *Have a reduced day rate for local workers as proposed charges far too much*
- *Have daily ticket from machine- but £3/day is far too much for people*
- *Don't charge. We pay enough for petrol car tax, insurance, tolls and parking. I object to paying, as it's my only means of commuting. Also the public transport here is very poor.*
- *All parking should be free across London*
- *I travel from near Uxbridge and my return journey is 50 miles. This is costing a lot of petrol. Free parking is essential for me to come to work - terrible train service – only one stopping train per hour but the barriers are constantly down.*
- *Car parking should be kept free for daytime users. Your talk of fly tipping etc is just an excuse to start charging.*
- *Parking is bad down the whole of Garman Rd - not just the Business A end. You should try walking by Sedge Rd and see what we have to put up with. I*

think that £1 would be fair for the area - considering crime rate and need for supervision at match days to avoid blocking other users

- *Most people employed in this area are on minimum wage*
- *You have not considered the effects on low-paid employees*
- *Most unsatisfactory to be asked to pay another £15/week just to work. There should be free parking as there's no other means of getting to work for 6.30am*
- *It's a good idea; we would need about 10 spaces; but what happens if more people than spaces want the reserved slots?*

5. Other suggestions

- *I understand that Business A has asked you to sell the car park to them. You should sell the car park to Business A - one of the biggest employers in the area. The chairman has offered to buy it, which would be the most practical solution. Any company providing jobs for 300 local people should be helped*
- *Why charge now when it's been free for years? Better to get the bosses who are paying minimum wages.*
- *Keep it free to locally employed people and sell to Business A .*
- *Give car park to Business A - this government takes enough with road tax, Congestion Charge and parking permits*
- *Business A staff should be given dispensation - or a subsidy paid either by Business A or the Council. You can make your money from the match people*
- *The tree should be removed or pruned as it causes scratches on the cars*
- *I feel local businesses should have more responsibility for the car park's upkeep*
- *.Tree needs cutting - spaces need marking. Match day supervision is required.*
- *This is an industrial area - no need to spend money on making it look nice.*
- *Are there any time restrictions? How would a space be reserved?*