

Overview & Scrutiny Committee



Parking Working Group

March 2015

Foreword

The purpose of this Scrutiny activity was:

- To undertake a review, to gain a better understanding of residential parking problems, as detailed in motion that was unanimously carried at full Council on 27 October 2014. In doing this, the Working Group will:
 - Investigate the possibility and viability of issuing tenants in NBC homes (including Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Dover Court, Devonshire House) that have allocated parking areas with free parking permits.
 - Investigate the possibility and viability of extending free parking permits to other parts of St James, Upton, Duston and other parts of the town.

The Scrutiny Working Group was made up of Members of the Overview and Scrutiny Committee: myself (Chair of the Scrutiny Panel); Councillors Tony Ansell, Rufia Ashraf and Mick Ford.

It was a short sharp Scrutiny activity that took place between December 2014 and March 2015.

The Scrutiny Working received evidence from a variety of internal and external key expert advisors.

I would like to convey my sincere thanks to members of the Scrutiny Working Group for their work and input on this Scrutiny activity.

The Working Group also carried out a site visit to the areas around the Saints ground and Northampton Town Football Club when matches were scheduled, the findings of which informed the evidence base of this Scrutiny activity. Desktop research was undertaken by the Scrutiny Officer that identified appropriate approaches elsewhere taken to take to address and mitigate parking problems; particularly on match days.

Key conclusions and recommendations are contained within the report.



Councillor Brian Sargeant

Chair, Scrutiny Parking Working Group

Acknowledgements to all those who took part in the Review: -

- Councillors Tony Ansell, Rufia Ashraf and Mick Ford who sat with me on this Scrutiny Working Group
- Councillor Tim Hadland, Cabinet Member for Regeneration, Enterprise and Planning, Councillor Mary Markham, Cabinet Member for Housing, Northampton Borough Council (NBC), Derrick Simpson, Town Centre Manager, NBC, Gerald Davies, Interim Chief Executive, Northampton Partnership Homes (NPH), Phillip Ralph, Team Leader Housing Management, NPH, David Balsom, Housing Officer, NPH, David Farquhar, Assistant Director, Highways, Transport and Infrastructure, Northamptonshire County Council (NCC), David Lawrence, Northampton Saints Supporters Club, Sargeant Paul Bushell, Northants Police, Andy Tresias, Stadium Manager, Northants Saints, Steve Inwood, Facilities Manager, Northampton Town Football Club, Steve Burd, Managing Director, StageCoach, Terry Oliver, Head of West Coast Services, London Midland, for providing expert advice to inform this Scrutiny activity
- Steve Boyes, Director for Regeneration, Enterprise and Planning for his support to this Scrutiny activity

NORTHAMPTON BOROUGH COUNCIL

Overview and Scrutiny (O&S)

Report of O&S Parking Working Group

1 Purpose

1.1 The purpose of the Scrutiny activity was:

- To undertake a review, to gain a better understanding of residential parking problems, as detailed in motion that was unanimously carried at full Council on 27 October 2014. In doing this, the Working Group will:
 - Investigate the possibility and viability of issuing tenants in NBC homes (including Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Dover Court, Devonshire House) that have allocated parking areas with free parking permits.
 - Investigate the possibility and viability of extending free parking permits to other parts of St James, Upton, Duston and other parts of the town.

1.2 A copy of the scope of the Scrutiny activity is attached at Appendix A.

2 Context and Background

2.1 A motion was unanimously carried at full Council on 27 October 2014:

“This Council recognises the exceptional parking problems that residents and tenants regularly encounter in St James as a result of match day parking. But the problems in St James are not only match day parking. The people coming into St James taking up residents’ and tenants spaces include people coming into the area to work and some people parking at the flats and walking to the station to avoid the parking charges there. This council therefore resolves to do the following:

1. *Look into the possibility of issuing tenants in NBC homes that have allocated parking areas with free parking permits. The properties considered would be: Cordwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Devonshire House, although this list is not exhaustive. This measure would ensure that premium allocated parking is not occupied by people from the outside area. This should be supplemented with sufficient enforcement to tackle inappropriately and incorrectly parked vehicles.*

2. *This council also agrees to consult with Northamptonshire County Council, the Police and Highways to look at the possibility of extending free parking permits into other parts of St James, Upton, Duston and other parts of the town which may then replace the current parking permit scheme which is presently under review and thus remove the need to financially penalise the people of St James simply because people from the outside area come to park in St James, as a successful sports club is located on their door step.*

3. *This Council resolves to ask the Overview and Scrutiny Committee to carry out a detailed investigation to look at these options for Cabinet to consider.”*

2.2 The Overview and Scrutiny Committee agreed to undertake a short, sharp review and established a Working Group comprising Councillor Brian Sargeant (Chair); Councillors Tony Ansell, Rufia Ashraf and Mick Ford.

2.3 This Scrutiny activity links to the Council’s corporate priorities, particularly corporate priority 2 – invest in safer, cleaner neighbourhoods (creating an attractive, clean and safe environment.)

2.4 The Scrutiny Working Group established that the following needed to be investigated and linked to the realisation of the Council’s corporate priorities:

3 Evidence Collection

3.1 Evidence was collected from a variety of sources:

Background data

3.2 Northampton Borough Council (NBC) – Car Parking Policies

- In the main, car parking policies in respect of highways are the responsibility of the Highways Authority (Northamptonshire County Council, (NCC)). NCC issues permits in relation to on-street parking.
- A plan detailing the Town Centre residents parking scheme which Northampton Borough Council (NBC) administers is detailed at Appendix B.
- NBC has an agreement with Bloomsbury to provide 47 residents parking spaces across floors 6 & 7 at St John's multi storey car park. This agreement runs until 2019 and residents pay £360 per year to park.

Northampton Borough Council – Car Park Statistics

- Northampton Borough Council (NBC) does not own any public car parks in the location of Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Devonshire House. This comes under housing owned land.
- The Doddridge car park has 71 spaces which are used over 12,000 times a year.
- Chalk Lane car park has 107 spaces, with over 10,000 daily parking tickets purchased annually plus community season tickets.
- Doddridge and Chalk Lane are well used car parks.
- Two hour free parking is in operation in the town's multi storey car parks and all day Saturday and Sunday.
- Credit card payments for parking can now be taken in the Grosvenor car park. The facility is used by approximately 24% of car park users.

Claret Car Park

To try and help mitigate the problems of parking on days when Northampton Saints or Northampton Town are playing at home, NBC agreed an arrangement with the Homes and Communities Agency (HCA), before the start of the 2013/14 Rugby and Football Seasons for use of the large surface car park known as the "Claret Car Park" ("P4")

located on Edgar Mobbs Way. The car park is owned by the HCA. This arrangement continues presently.

The Council has a licence to use the car park and the ability to sub-licence the use of the car park to either sports club, if they wish to make arrangements with the Council. Neither Club has chosen to make an arrangement with the Council for regular use of the car park for match day parking. Notwithstanding this, the car park is opened by the Council when both clubs have home fixtures. On those days the car park is advertised as a free car park and it is open for anyone to use.

3.3 Core Questions

3.3.1 The Scrutiny Working Group devised a series of core questions that it put to its key witnesses over a cycle of meetings (Copy at Appendix C).

3.3.2 Key witnesses provided a response to these core questions at the meetings of the Scrutiny Working Group held on 9 February 2015 and 25 February 2015.

3.3.3 Salient points of evidence:

Cabinet Member for Regeneration, Enterprise and Planning, Northampton Borough Council

Key points:

- Northampton Borough Council (NBC) is responsible for off street parking; on street parking is the responsibility of the Highways Authority.
- NBC has made a contribution to the parking situation on match days with the provision of the Claret car park; which offers free parking.
- NBC works with partners and other Agencies in respect of potential solutions regarding parking.

Cabinet Member for Housing, NBC, and Interim Chief Executive, Northampton Partnership Homes (NPH)

Key points:

- It was highlighted that in addition to the areas of the town that this Scrutiny Working Group is looking at, there are other parts of the town that have parking problems which includes commuter and shopping parking; particularly at St James and Exeter Place.

- Experimental solutions are being investigated such as issuing tenants with free parking permits, such as the tenants living in the flats in St James. Any consideration for the issuing of Parking Permits will need a full Section 105 consultation of all tenants that might be affected before any scheme is commissioned
- Abbey House and Melbourne House incur problems with parking on match days. There is restrictive on street parking in the area which pushes parking from on street to off street. There is a need for joined up working between Housing and Highways at Northamptonshire County Council.
- Previously, barriers have been installed in St James at Abbey House and Melbourne House but problems had been created if the system was not properly used by the tenants; for example, leaving the barrier up. Just over 100 tenants live in Melbourne house but there are just 44 car parking spaces. There are communal service charges which includes amenities such as grass cutting but there are no specific charges for car parking. The legalities of communal parking charges have been investigated with NPH's Legal Services Team and they have advised that there is no requirement to specifically note that such charges need to be applied if parking permits were to be adopted for residents only
- Cordweiner House has a problem with commuter parking, which takes place during the week too and not just on match days.
- NPH is in discussions with NPM Ltd. regarding a car parking enforcement service. There would be no cost to NPH. NPM Ltd would provide the permit to the tenant free of charge once they had provided their registration number and enforce parking in the area. In terms of enforceability of parking tickets issued by NPM Ltd, these will be governed by contract law so that those parking on NBC land who have no lawful reason for parking there and those that do park there will have 'entered' into a contract. NPH Ltd will then issue a parking charge notice to those who have no lawful business on the land and the issuing of a Parking charge Notice by NPM Ltd will be a civil matter and not a matter for the criminal courts for non-payment.
- A possible solution could be to relax on-street parking regulations on Saturdays in the area.
- Hammersmith and Fulham has three key football teams in the area. Resident caretakers work on match days so that only those with a right to park would park in specific areas. This process worked very well. If the Saints could provide caretakers a similar process could work at Melbourne and Abbey Houses. NPH would provide the permits to the tenants.

- There is a need for more co-ordination between all Agencies in respect of parking issues.

**Assistant Director, Highways, Transport and Infrastructure,
Northamptonshire County Council (NCC)**

Key points:

- Parking issues have been raised in all areas of St. James and this extends out to roads around Duston Road (e.g. Malcolm Drive). The Upon Estate which is currently un-adopted is also affected when the Cobblers play.
- Car Parks on Edgar Mobbs Way should be better advertised, marshals directing vehicles to this car park. We cannot actually confirm whether it is the home or away supporters causing the issues. Perhaps the Saints/NTFC could write to all season ticket holders to remind them of the issues of inconsiderate parking. Include regular articles in their match programmes highlighting the parking problems being created. Understand why charges for parking is needed by the clubs but this would go a long way to address some of these problems.
- The train station impacts on this area too.
- In addition the permit zones could be extended, into areas that are currently not protected by a scheme. A consultation undertaken in 2012 found that residents currently not living in permit zone areas did not support a scheme being introduced.
- There is currently a traffic management plan in place which aims to get motorists in and out of the car parks as quickly as possible. Asking traffic to leave the Saints car park with a left turn only and to leave the Claret car park with a left turn has been trialled but it had not been effective. It is not enforceable
- The discussion for this plan includes multiple agencies including Northampton Borough Council, The County Council and Police as well as the clubs themselves.
- Attached at Appendix E are details of the Enforcement Notices issued for both the Saints and Northampton Town Football Club
- Ad hoc dates selected to show the main reasons for the issuance of Penalty Charge Notices. In general, these are issued for parking on yellow lines, in permit bays without valid permits or for parking for longer than permitted in a time limited bay.

- The nature of complaints received regarding parking issues include requests received for additional enforcement, complaints about vehicles parking and displaying Blue Badges and the badge holder not being present, vehicles parking in the permit bays with no permits or using one of the resident's visitor parking permits but then going to the match (and not visiting anyone at the property)
- Currently, Edgar Mobbs Way and the roads on the Upon Estate are un-adopted. Officers are currently working with developers and planners on this issue but as yet there is no date when these roads will be adopted. The onus is on the developer to take this forward. Until the developer brings the road up to an adoptable standard; it cannot be adopted by Northamptonshire County Council. Pressure from residents can help. There are currently around 1,000 roads in the county that need to be adopted. Larger Developers are often more responsive.
- Other areas of off-street parking around St. James include car parks under the control of Northampton Borough Council. There are no plans for the County Council to formally adopt these areas.
- There is not adequate co-ordination. It seems that whoever the residents complain to the blame seems to always land at Parking Services feet and apparent lack of enforcement. Issuing a Penalty Charge Notice doesn't remove the problem, the car is still parked perhaps causing an obstruction or in a permit bay. There is no communication when fixtures are moved – we are expected to find this out ourselves and alter the deployment plans accordingly which isn't always easy due to the geographical area we cover.
- Communication with Parking Services was non-existent in respect of Coventry City FC and them using Sixfields as their home ground and then again when they pulled out ahead of schedule.
- Potentially a consultation could be undertaken with residents again on the idea of extending the residents parking schemes run by the County Council but a previous consultation found that residents were not supportive of the idea.
- It needs to be made clear to residents that there is a difference between schemes run by the County Council for parking on the highway and initiatives by Northampton Borough Council for parking in off-street parking areas.

- In some other areas clubs make a contribution to a resident scheme which assists making it more attractive.
- This is not just an issue around the sporting locations, in proximity to hospitals, town centre locations, even some tourist areas experience similar problems and having responsibility for the entire County area anything that is done in one area needs to be considered in other areas in terms of equality and consistency.

Vice Chair, Northampton Saints Supporters Club

Key points:

- The Supporters Club is aware of parking problems in the area. Parking problems have been observed such as along Vicarage Road, Dallington Park Road, roads off the Harlestone Road, flats at St James near to the Saints ground etc. These locations suffer particularly when both the Saints and the Cobblers are playing.
- If the car parks are not used, people will park in the roads. Leaving the car park at the Saints can be a problem taking up to 90 minutes. There is a need to find a solution to get traffic out of the car parks fast.
- People are parking as far away as Raynsford Road which is a 20 minute walk from the ground, rather than use the car parks.
- There needs to be more effective Traffic Management Policies so that people use the car parks on match days.
- The Saints car park has just one entrance in use, which means supporters turn both left and right when leaving which creates problems and long waits.
- A potential solution could be opening the car park across the road from the saints and that that people leaving this car park could only turn left into the traffic and the same restrictions put onto the Saints car park. People leaving the match would only turn one way into the traffic and the car parks would be more quickly emptied.

Town Centre Commander, Northamptonshire Police

Key points:

- The number of complaints to the Police regarding parking problems has dropped considerably in the last 12 months.
- The types of parking problems that the Police receive are usually in relation to double parking, parking on yellow lines and near to a junction.
- The Traffic Management Scheme has worked over time.
- Traffic flow at the Thomas Beckett junction is not an issue per say; other than at the end of match.
- The pedestrian lights at the roundabout to Upton had previously been turned off and there had been Police presence; but this had caused confusion. This traffic light system is in a poor location.
- Northamptonshire County Council's Enforcement Officers deal with Enforcement Notices on match days.
- There is adequate co-ordination between Agencies and Organisations regarding tackling parking issues on match days.
- From a Police perspective, the widening of Residents' Parking would solve match day parking and commuter parking near to the train station. It would be useful for a caretaker of one of the block of flats near to the train station to keep watch.

Director, Northants Saints

Key points:

- The Saints pays for the Traffic Management Scheme each match.
- Supporters are charged £4 per car to park in the Saints car park. This pays for the Traffic Management Scheme.
- The Claret car park, located across the road from the Saints, is open free of charge when matches of the Saints and Northampton Football Club take place on the same day. At other times there is a charge.
- At least half of the car park D at the Saints is used by car park season ticket holders, staff and caterers etc.
- Beacon Bingo lets the Saints have a certain number of spaces in its car park on match days. 50 spaces are allocated to disabled parking.
- The VIP car park at the Saints, located at the front, comprises 152 parking spaces plus 13 disabled parking spaces.
- Cycle shelters are available and the Saints encourage supporters to car share. Information about parking and travel is on the Saints

website and on the back of tickets. Information about parking is also disseminated via Social media; such as asked supporters to park responsibly.

- A survey is currently out to consultation with 9,000 season ticket holders which ends mid- March 2015.
- The Saints does all it can to encourage supporters to park in its car parks. It has an effective Traffic Management System in operation. There is capacity for additional 400-500 spaces in the Claret car park.
- Co-ordination between Agencies has improved.
- In response to concerns regarding the Saints and Northampton Football Club playing on the same day, Traffic Management Plans were put in place. The Saints had meetings with Northampton Borough Council, Northamptonshire County Council and Northampton Football Club in respect of fixture clashes. Where clashes can be avoided they are; such as changing the start times of matches, which works very well.
- The Saints receives limited complaints from the Police or residents regarding parking issues.
- It would be useful if St James Mill Road was extended into the Southern approach road.
- The Saints has meetings with the Cabinet Member responsible for Traffic and Highways at Northamptonshire County Council. As soon as notification regarding clash of matches, change of dates of matches an update is circulated.
- As of May 2015, the car park located at the front of the Saints will be used by contractors until January 2016.

Director, Northampton Town Football Club

Key points:

- In recognition of the parking problems along Upton Way, all the car parks have been opened up and there have not been as many complaints from residents. Previously, some supporters were parking on the Main Road but this has now been stopped.
- There is capacity for 1,600 cars in the West and North car parks. The cost to park is £4 per car. There are adequate car parking spaces.
- There are no problems with parking in the vicinity of the stadium.
- Some Saints supporters will use Northampton Town Football Club's car parks and walk to the game; giving them easier access at the end of the game.
- A local farmer opens his field on match days for parking; he charges £3 per vehicle. This creates traffic management problems.

- There is adequate co-ordination between Agencies, the Saints and Northampton Town Football Club.

Senior Manager, London Midland

Key points:

- London Midland does not experience problems with match day parking.
- The car park currently comprises 739 spaces. Prior to the station works our capacity was just shy of 1000 spaces. Not many supporters use the station car park for home events; we do see a number of supporters travel on the train for away matches, with some resultant car park use. By 8:30am, Monday – Friday, the station car park is generally full. It is proposed that the new multi-storey car park will comprise 1,300 spaces plus and is likely to be increased further to cater for suppressed demand and future growth. London Midland is working closely with NBC and Network Rail regarding the new car park.
- The current station car park comprises ample disabled parking.
- Peak demand for parking at the train station is during the “rush hours.”
- Northampton is a commuter town to London in general. There are, however, a growing number of people commuting north to places like Birmingham. There is also a growing commuter base coming into Northampton.
- London Midland currently has temporary access to the Doddridge and Castle Car park, (Chalk Lane) but they are generally not used at weekends, as the station car park is not at capacity.

Managing Director, StageCoach

- Match days, when both the Saints and Northampton Town Football Club are playing, has a negative impact on the reliability of buses.
- There is 94% higher lost mileage when the Saints are playing at home – delays to services and late running. The majority of the problems are along the Weedon Road, particularly the pedestrian crossing close to the Stadium. This causes considerable delays
- A manned crossing would be useful at the end of each match
- When traffic leaves the match, it has the biggest impact on the buses.

- Parking creates problems too, for example along the Harlestone Road, Vicarage Road and Baring Road. There is often parking on both sides of these roads on match days making it difficult for the buses to get through.
- StageCoach would support the widening of the Residents' Parking Scheme.
- There is a lot of parking in the vicinity of both stadiums on match days. When Northampton Town Football Club is playing on its own there is not such a great impact as there is when there is a clash of fixtures or when the Saints are playing at home.
- Additional parking at Pineham and Swan Valley would help. StageCoach runs buses from these areas which are currently catered to shift patterns but they could be amended.
- StageCoach is currently trialling, with Northampton Town Football Club, a scheme whereby a Season Ticket Holder can travel to the ground for £1 single each way.

Executive Member, St James Mosque

Key points:

- The mosque asked the Council takes into consideration those who visit the mosque for Friday prayer time, which is approximately from 11:30am to 3pm. Whilst many use the mosque daily, and many have to park, the mosque is only asking that Friday Prayer times is considered. This is just once a week at non-peak times, when many people are at work.
- Around 30-40 people, approximately 20 cars visit the mosque on Fridays between 11:30am and 3pm.
- It would be useful for some of the users of the mosque to have some sort of permit that allows them to park at this time and day.

3.4 Site Visits

3.4.1 A site visit took place on Saturday 7 February 2015 to the areas around the Saints ground and Northampton Football club so that representatives of the Scrutiny Working Group could gauge the problems with parking. Both teams played on 7 February 2015. Capacity on 7 February was around 13,500 for the Saints match and just over 4,300 at the Cobblers. The free car park (Claret car park) had only been 1/3 full but the Saints

car park was full; with a cost of £4 per car to park. The Cobblers car park was around ½ full. On street parking was very busy. A school on the Harlestone Road was being used as a car park for match day parking. Parking at the school was very busy. The car park at the Doddridge Centre was empty. The car park at the Thomas Beckett pub was full but there were only around four people inside the pub.

4.1 Desktop Research

4.1.1 As part of its evidence gathering process for this review, desktop research was undertaken regarding best practice elsewhere.

4.1.2 Key findings:

- St Albans does not have any parking restrictions in place specifically for match days as there has not been the need for it.
- Stevenage Borough Council does not have parking restrictions for match day parking either, but it does have a verge and footway prohibition that was put in place in 2011. Stevenage Borough is a League 2 side, as is Northampton.
- Brighton and Hove introduced its Match Day Parking Scheme in July 2013. The Scheme was funded by Brighton and Hove FC (BHAFC) and permits issued free to residents. The Scheme operates on BHAFC home games and with other events, such as concerts, with an expected attendance of over 20,000.
- Islington Council, in partnership with Arsenal FC, has introduced match day parking controls that prioritise parking for local residents and businesses when Arsenal play at home. Signage details, three days before the match, when it will be taking place.
- Wolverhampton City Council has introduced Match Day Parking restrictions when Wolves play at home. Residents, visitors and business permits are issued free of charge. Vehicles must not exceed 5.25 metres in length and 2.3 metres in height.

4.1.3 Appendix D provides comprehensive findings from the desktop research exercise.

5 Community Impact Assessment

5.1 Although this is a meeting of Overview and Scrutiny, it is a Working Group and not a Scrutiny Panel and therefore does not meet in public session. Therefore the following is not applicable for meetings of the

Parking Working Group – “*Overview and Scrutiny ensures that it adheres to the Council’s statutory duty to provide the public with access to Scrutiny reports/agendas/minutes and other such documents. Meetings of the Overview and Scrutiny Committee/Scrutiny Panels are widely publicised, i.e.: on the Council’s website, copies issues to the local media and paper copies available in the Council’s One Stop Shop and local libraries.*”

- 5.2 All information relating to meetings of the Parking Working Group is published on the internal Intranet in both PDF and RTF format to allow for accessibility by Councillors and Officers.
- 5.3 The Scrutiny Working Group was mindful of the eight protected characteristics when undertaking this scrutiny activity so that any recommendations that it made could identify potential positive and negative impacts on any particular sector of the community. This was borne in mind as the Scrutiny Working Group progressed with the Scrutiny activity and evidence gathered.
- 5.4 So that the Scrutiny Working Group obtains a wide range of views, a number of key witnesses provided evidence as detailed in section 3 of this report.
- 5.5 Details of the Community Impact Assessment undertaken can be located on the Overview and Scrutiny [webpage](#).

6 Conclusions and Key Findings

- 6.1 After all of the evidence was collated the following conclusions were drawn:
 - 6.1.1 Evidence gathered during the site visit that took place on Saturday 7 February 2015 highlighted that the free car park (Claret car park) had only been 1/3 full but the Saints car park was full; with a cost of £4 per car to park. The Northampton Town Football Club car park was around ½ full. On street parking was very busy. A school on the Harlestone Road was being used as a car park for match day parking. Parking at the school was very busy. The car park at the Doddridge Centre was empty and felt it could have been used to generate income for the Centre. The car park at the Thomas Beckett pub had been full but there were only around 4 people inside the pub.

- 6.1.2 The Working Group noted, from the recent site visit, that people do pay to park at the Saints but the free car park (Claret car park) is not as well used. There is a need for it to be publicised more.
- 6.1.3 Evidence received confirmed that co-ordination between Agencies, the Saints and Northampton Town Football Club is generally good. The Scrutiny Working Group considered that there is a need for joined up working between Northampton Partnership Homes and Highways at Northamptonshire County Council.
- 6.1.4 In recognising parking on-street on match days, the Scrutiny Working Group emphasised that there is a need to ensure tenants that they are able to have the benefit of quiet enjoyment of their accommodation; rather than casual users such as match day parkers and commuters. It is therefore important that this right is preserved and parking enforced. The Scrutiny Working Group emphasised that problems with parking are not limited to match days but also include commuter parking.
- 6.1.5 The Scrutiny Working Group noted that Hammersmith and Fulham has three key football teams in its area. Resident caretakers work on match days so that only those with a right to park would park in specific areas. This process is reported to work very well. The Scrutiny Panel felt that if the Saints could provide caretakers; a similar process could work at the flats in St James. Northampton Partnership Homes confirmed that it could provide the permits to the tenants.
- 6.1.6 The Scrutiny Working Group considered that there needs to be better Traffic Management Plans in place but noted that previous arrangements whereby traffic had been asked to leave the car parks after the match at the Saints, via a left turn only, had not been effective as it had not been enforceable.
- 6.1.7 The evidence received highlighted that information about parking and travel is on the Saints website and on the back of tickets. Information about parking is also disseminated via Social media; such as asked supporters to park responsibly. Whilst recognising that the Saints promote parking arrangements the Scrutiny Working Group felt that it would be useful for details regarding parking to be included also within the match programmes. Such information would be useful for supporters for future matches.

- 6.1.8 The Scrutiny Parking Working Group considered that it would be useful if St James Mill Road was extended into the Southern approach road as soon as possible.
- 6.1.9 The Scrutiny Parking Working Group felt that it would help traffic flow after a match at the Saints if the pedestrian crossing on the Weedon Road was manned.
- 6.1.10 Evidence received from expert advisors indicated that there is a lot of parking in the vicinity of both stadiums on match days. When Northampton Town Football Club is playing on its own there is not such a great impact as there is when there is a clash of fixtures or when the Saints is playing at home.
- 6.1.11 London Midland currently has temporary access to the Doddridge and Castle Car park, (Chalk Lane) but they are generally not used at weekends, as the station car park is not at capacity. The Scrutiny Parking Working Group considered that the use of these car parks for Saturday matches would be beneficial to supporters and could also generate income. It was considered that additional parking at Pineham and Swan Valley would help. StageCoach runs buses from these areas which are currently catered to shift patterns but they could be amended.
- 6.1.12 The Scrutiny Working Group noted that the Council has a licence to use the Claret car park and the ability to sub-licence the use of the car park to either sports club, if they wish to make arrangements with the Council. The Working Group was pleased that the Council opens this car park free of charge when both clubs have home fixtures, but noted that neither Club has chosen to make an arrangement with the Council for regular use of the car park for match day parking. On those days the car park is advertised as a free car park and it is open for anyone to use. The Working Group felt that it would be useful for the Claret car park to be open, free of charge, when just the Saints play at home too.
- 6.1.13 StageCoach is currently trialling, with Northampton Town Football Club, a scheme whereby a Season Ticket Holder can travel to the ground for £1 single each way. The Scrutiny Parking Working Group considered that a similar pilot scheme for Saints Season Ticket Holders would be useful.

- 6.1.14 The Scrutiny Working Group acknowledged the problems that users of the St James Mosque incur, particularly on Fridays during prayer time. It was considered that a potential solution could be for the Executive Committee of the St James Mosque to liaise with local businesses in the area, such as Beacon Bingo, to ascertain whether they could use their car parks during 11:30am to 3pm on Fridays for a trial period.

7 Recommendations

7.1 The purpose of the Scrutiny activity was:

- To undertake a review, to gain a better understanding of residential parking problems, as detailed in motion that was unanimously carried at full Council on 27 October 2014. In doing this, the Working Group will:
 - Investigate the possibility and viability of issuing tenants in NBC homes (including Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Dover Court Devonshire House) that have allocated parking areas with free parking permits.
 - Investigate the possibility and viability of extending free parking permits to other parts of St James, Upton, Duston and other parts of the town.

The Scrutiny Working Group recommends to Cabinet that:

7.1.1 Discussions are held with the Saints and Northampton Partnership Homes (NPH) regarding the possible introduction of caretaker facilities, provided by Sporting Clubs, and residents parking permits at the flats in St James on match days.

7.1.2 In recognising the increased traffic after a match and increased parking need on match days, the Saints is approached to ascertain whether it could subsidise a Parking Scheme, such as the provision of a steward to man the pedestrian crossing on Weedon Road after a match and the

provision of a caretaker at the flats in St James on match days should a residents parking scheme be introduced.

- 7.1.3 The Saints is asked to advertise match day parking further by including parking details in its programmes.
- 7.1.4 Consideration is given to widening the use of the Claret car park, free of charge, to include Saturdays when just the Saints are playing at home.
- 7.1.5 Free car parking facility available at the Claret car park on match days is given heightened publicity.
- 7.1.6 Consideration is given to giving supporter access to the Doddridge and Castle car park, (Chalk Lane) on Saturday match days.
- 7.1.7 Consideration is given to providing additional parking at Pineham and Swan Valley on match days.
- 7.1.8 Early implementation of the St James Mill Road extension; although the Scrutiny Panel understands that procedures on the construction are taking place.
- 7.1.9 Contact is made with StageCoach and the Saints regarding the introduction of pilot scheme whereby a Season Ticket Holder can travel to the ground for £1 single each way.
- 7.1.10 The Executive Committee of the St James Mosque is contacted suggesting that they liaise with local businesses on the Weedon Road, such as Beacon Bingo, to ascertain whether they would be able to offer the mosque parking spaces on Fridays, between 11:30am and 3pm, for a trial period.

Overview and Scrutiny Committee

- 7.1.11 The Overview and Scrutiny Committee, as part of its monitoring regime, reviews the impact of this report in six months' time.
- 7.1.12 The O&S Parking Working Group recommends to the Overview and Scrutiny Committee that a further Scrutiny review is undertaken 12-18 months after new stands have been completed.

Appendices



Appendix A

OVERVIEW AND SCRUTINY

PARKING WORKING GROUP

1. Purpose/Objectives of the Working Group

- To undertake a review, to gain a better understanding of residential parking problems, as detailed in motion that was unanimously carried at full Council on 27 October 2014. In doing this, the Working Group will:
 - Investigate the possibility and viability of issuing tenants in NBC homes (including Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Devonshire House) that have allocated parking areas with free parking permits.
 - Investigate the possibility and viability of extending free parking permits to other parts of St James, Upton, Duston and other parts of the town.

2. Outcomes Required

- An understanding of the residential problems as detailed in the motion that was unanimously carried at full Council on 27 October 2014.
- To make informed recommendations on the most appropriate approaches to take to mitigate the parking problems.

3. Information Required

- Background data
- Background reports
- Best practice data

- Desktop research
- Evidence from expert internal witnesses
- Evidence from expert external witnesses
- Site visits (if applicable)

4. Format of Information

- Background data, including:
 - Current Policies and Strategies
 - Car parking statistics, in particular on match days
- Best practice external to Northampton
- Internal expert advisors:
 - Cabinet Member for Regeneration, Enterprise and Planning, Northampton Borough Council (NBC)
 - Cabinet Member for Housing, NBC
 - Interim Head of Landlord Services, NBC
 - Interim ALMO Managing Director
- External expert advisors:
 - Town Centre Commander, Northamptonshire Police
 - Director, Northamptonshire County Council – Highways and Parking Services
 - Senior Manager, London Midland
 - Stage Coach
 - Director, Northampton Saints
 - Director, Northampton Town Football Club
 - Northampton Saints Supporters Football Club
 - Northampton Town Supporters Football Club
 - Executive Member, St James Mosque

5. Methods Used to Gather Information

- Minutes of meetings
- Desktop research
- Site visits
- Officer reports
- Presentations
- Examples of best practice

- Witness Evidence:-
 - Key witnesses as detailed in section 4 of this scope

6. Co-Options to the Working Group

None identified for this Scrutiny review.

7 Equality Impact Screening Assessment

- An Equality Impact Screening Assessment to be undertaken on the scope of the Working Group's review

8 Evidence gathering Timetable

December 2014 – March 2015

- 3 December 2014 - Scoping meeting
- 2 February 2015
- 9 February
- 26 February
- 12 March

Various site visits will be programmed during this period, if required.

Meetings to commence at 5.00 pm

9. Responsible Officers

Lead Officers Steven Boyes, Director of Regeneration, Enterprise and Planning

Co-ordinator Tracy Tiff, Scrutiny Officer

10. Resources and Budgets

Steven Boyes, Director of Regeneration, Enterprise and Planning, to provide internal advice.

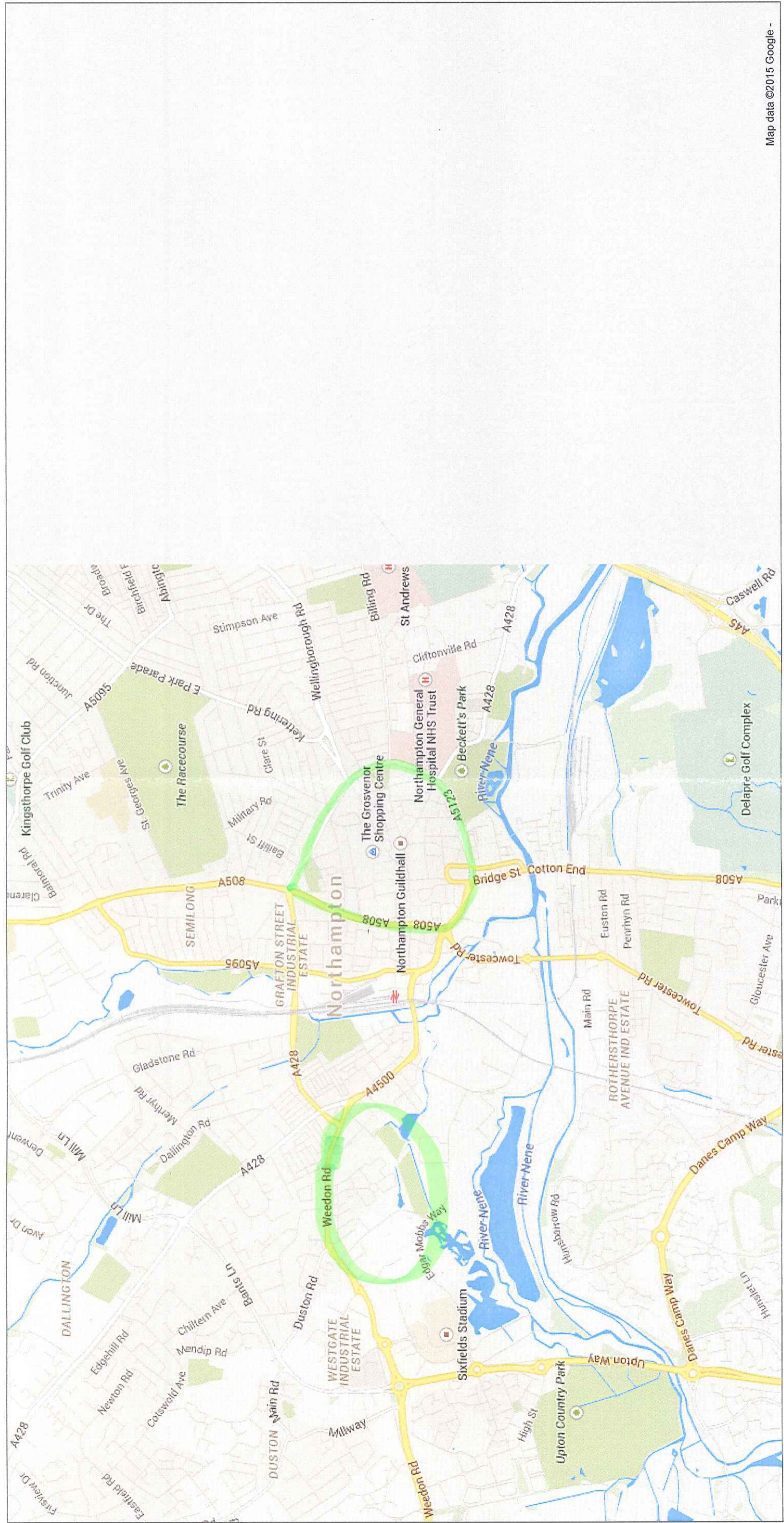
11. Final report presented by:

Completed by March 2015. Presented by the Chair of the Working Group to the Overview and Scrutiny Committee and then to Cabinet.

12. Monitoring procedure:

Review the impact of the report after six months (December 2015/January 2016)

To see all the details that are visible on the screen, use the "Print" link next to the map.



Map data ©2015 Google -

NORTHAMPTON BOROUGH COUNCIL

OVERVIEW AND SCRUTINY



Appendix C

OVERVIEW AND SCRUTINY: PARKING WORKING GROUP

CORE QUESTIONS – EXPERT ADVISORS

The Working Group is currently undertaking a review to gain a better understanding of residential parking problems, as detailed in motion that was unanimously carried at full Council on 27 October 2014. In doing this, the Working Group will:

- Investigate the possibility and viability of issuing tenants in NBC homes (including Corwainer House, Stitchman House, Stirup House, Lapstone House, Eyeletter House, Abbey House, Melbourne House, Devonshire House) that have allocated parking areas with free parking permits.

- Investigate the possibility and viability of extending free parking permits to other parts of St James, Upton, Duston and other parts of the town.

The expected outcomes of this Scrutiny activity are:

- An understanding of the residential problems as detailed in the motion that was unanimously carried at full Council on 27 October 2014.

- To make informed recommendations on the most appropriate approaches to take to mitigate the parking problems.

CORE QUESTIONS:

A series of key questions have been put together to inform the evidence base of the Overview and Scrutiny Parking Working Group:

1. Are you aware of any issues relating to match day parking? If so, please can you provide details of the specific locations and streets
2. How do you think parking issues, particularly on match days, could be reduced?
3. Please provide details of any Strategies, Policies or Traffic Management Plan that you have in place regarding parking issues; particularly on match days
4. Do you feel there is adequate co-ordination between Agencies and Organisations regarding tackling parking issues? If not, where are the gaps and how could it be improved?
5. Do you have further information or potential solutions regarding parking issues which you would like to inform the Working Group?



NORTHAMPTON BOROUGH COUNCIL

OVERVIEW AND SCRUTINY PARKING WORKING GROUP

Appendix D

BRIEFING NOTE: EXAMPLES OF GOOD PRACTICE AND SUCCESSFUL INITIATIVES

1 INTRODUCTION

- 1.1 At its inaugural scoping meeting, the Overview and Scrutiny Parking Working Group agreed that it would receive examples of best practice and successful initiatives regarding appropriate approaches taken to take to address and mitigate parking problems; particularly on match days.
- 1.2 Contact was made with a number of Local Authorities regarding their parking plans and initiatives in relation to match day parking. The findings of which are detailed at section 2 of this briefing note.

RESIDENTS' PARKING SCHEMES

- 1.3 Residents' Parking Schemes fall into two categories:
 - Blanket schemes where large areas of a town/city requires parking permits. These are usually in exceptional cases, for example most of the Inner London Boroughs and sea side resorts such as Brighton.
 - Local schemes to deal with particular problems caused by a single or multiple source.
- 1.4 There are three types of Residents' Parking Scheme:
 - Exclusive Parking Space - streets are divided into prohibited and permitted parking areas.

- Shared Parking Space - Non-resident parking is limited, for example to two hours. Permit holders would be exempted from this restriction
- Exemption from on-street parking charges – similar to shared parking space but none residents would be required to pay

2 PARKING INITIATIVES ELSEWHERE

2.1 ST. ALBANS

2.1.1 Currently St Albans does not have any parking restrictions in place specifically for match days as there has not been a need to do so. It does, however, have in place an agreement with the Police to close off a car park near to the football club to accommodate coaches for away supporters. This is more for crowd control at more high profile games such as the FA cup.

2.1.2 St Albans FC is a relatively small club; St Albans feels that most of the fans will walk or use public transport, the train station is right next to the club which also helps.

2.2 STEVENAGE BOROUGH COUNCIL

2.2.1 Stevenage Borough Council does not have match day parking as a Controlled Parking Zone (CPZ) as such, it has a verge and footway prohibition that was put in place in 2011. It is similar to double yellow lines for enforcement purposes. Stevenage's Civil Enforcement team is aware of days that matches are on and it provides enforcement to ensure compliance.

2.2.2 The [order](#) is entitled "The Borough of Stevenage (A602 Broadhall Way, A602 Monkswood Way and A1072 Gunnels Wood Road, Stevenage) (Prohibition of Stopping and Waiting on Verges and Footways) Order 2011"

2.2.3 Stevenage Borough is a League 2 side (the same as Northampton) and it found that vehicles were increasingly parking on the grassed verges and footways around the stadium as the club has grown over the past decade. The Traffic and Parking Enforcement Manager advised that Stevenage is fortunate to have surface parking for Fairlands Valley park across the road from the stadium that accommodates most of the vehicles on match days and a multi storey car park as well as five surface car parks in the town centre that are only 10 minutes' walk to the stadium.

2.2.4 There is a retail park between town centre and the stadium which is privately owned and operated and has restricted parking for 3 hours normally but on match days it is limited to 1 ½ hours.

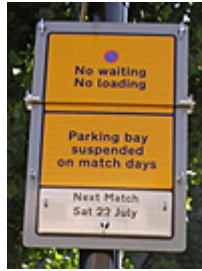
2.3 BRIGHTON AND HOVE

- 2.3.1 Brighton and Hove's Match Day Parking Scheme was introduced in consultation with residents as a result of the expansion of the capacity of the Amex Stadium to 30,000 from 23,000. This was in recognition of the increased demand for parking that this would bring. Restrictions came into force on Saturday 27 July 2013.
- 2.3.2 The Scheme was entirely funded by Brighton & Hove Albion FC (BHAFC), and permits were issued free to residents. They can apply for one dedicated permit with their vehicle registration printed on, and this would entitle them to another permit for "ANY" vehicle, to be used for visitors, workmen, etc.
- 2.3.3 The scheme operates on BHAFC home games, and other events such as concerts with an expected attendance over 20,000.

2.4 ISLINGTON COUNCIL

- 2.4.1 Islington Council, in partnership with Arsenal FC, as part of the planning agreement, has introduced match day parking controls which prioritises parking for local residents and businesses when Arsenal play at home.
- 2.4.2 When Arsenal play matches at home, controlled parking zones (CPZs), near the Emirates Stadium, have additional operating hours.
- 2.4.3 The extra operating hours are:
- from the end of the normal CPZ operating hours to 8.30pm
 - Saturdays, Sundays and Bank Holidays - 12 noon to 4.30pm
- 2.4.4 The controls prevent visitors to Arsenal matches from using all the local parking spaces when a home game is being played.

2.4.5 Individuals will know when the match day controls are due to come into effect from additional signs on the CPZ entry signs. Three days before a match the bottom section of the signs will display the date of the match, the image below shows an example of this:



2.4.6 Some parking bays will need to be suspended around the Emirates Stadium, and Islington Council has re-designed and installed new signs which are more informative. These signs will have the date of the next match displayed at the bottom of the sign.

2.4.7 On the day before the match these signs will be 'un-flipped' to indicate the parking bay has been suspended. The image below details the sign:



2.4.8 Parking bays on certain areas (Drayton Park - between Benwell Road and Bryantwood Road) will be suspended when the location is required for coach parking. Arsenal estimated that this location will only need to be used a few times per season. The parking suspension will be under the same terms and conditions as detailed in paragraph 2.4.3.

2.4.10 Residents and businesses in the area who do not wish to buy a CPZ permit are entitled to apply for a match day parking permit which they can use during match day controls only.

2.5 WOLVERHAMPTON CITY COUNCIL

2.5.1 Wolverhampton introduced Match Day Parking restrictions when Wolves has a home game. The restrictions apply with the areas covered by the Match Day Parking Zone. During the days and hours of operation of Match Day Parking Zone, the following restrictions apply:

2.5.2 Only vehicles displaying a valid Residents' Permit, Visitors' Permit or Business Permit will be allowed to park in parking bays marked 'permit

holders only during match day times'. Areas of limited waiting, ie, 'parking during match day times – 1 hour, no return within 1 hour. No limit at other times' will apply to all vehicles, with or without permits. No vehicles with or without permits may park on double yellow lines. Disabled badge holders may not park in bays marked 'permit holds only during match day times' unless they hold a valid Residents, Visitors or Business Permit.

2.5.3 Illegally parked vehicles will be issued with a fixed penalty notice and liable to a fine of £30 which will increase to £60 if not paid within 14 days.

2.5.4 Residents, Visitors and Business Permits are issued free of charge by Wolverhampton City Council by post. Permits will only be issued to vehicles which do not exceed 5.25 metres in length and 2.3 metres in height.

3 CONCLUSIONS

3.1 The main conclusions from this desktop research exercise are:

3.1.1 St Albans does not have any parking restrictions in place specifically for match days as there has not been the need for it.

3.1.2 Stevenage Borough Council does not have parking restrictions for match day parking either, but it does have a verge and footway prohibition that was put in place in 2011. Stevenage Borough is a League 2 side, as is Northampton.

3.1.3 Brighton and Hove introduced its Match Day Parking Scheme in July 2013. The Scheme was funded by Brighton and Hove FC (BHAFC) and permits issued free to residents. The Scheme operates on BHAFC home games and with other events, such as concerts, with an expected attendance of over 20,000.

3.1.4 Islington Council, in partnership with Arsenal FC, has introduced match day parking controls that prioritise parking for local residents and businesses when Arsenal play at home. Signage details, three days before the match, when it will be taking place.

3.1.5 Wolverhampton City Council has introduced Match Day Parking restrictions when Wolves play at home. Residents, visitors and business permits are issued free of charge. Vehicles must not exceed 5.25 metres in length and 2.3 metres in height.

Author: Tracy Tiff, Scrutiny Officer, on behalf of Councillor Brian Sargeant, Chair, Overview and Scrutiny Parking Working Group

16 January 2015

Rugby PCN
 W EXAMPLES

Appen	Iss. 16/08/2014				Iss. 14/11/2014			
	01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED	01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED
TABBEY ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
ALMA STREET, NORTHAMPTON	0	0	0	0	0	1	0	0
MARGYLE STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
BOWDEN ROAD, NORTHAMPTON	0	0	0	0	1	0	0	0
BRUCE STREET, NORTHAMPTON	0	0	0	1	1	0	0	0
DUNDEE STREET, NORTHAMPTON	0	0	0	4	0	0	0	0
ELGIN STREET, NORTHAMPTON	0	0	0	3	0	0	0	0
FIFE STREET, NORTHAMPTON	0	0	0	0	1	3	0	0
FORFAR STREET, NORTHAMPTON	0	0	0	1	0	0	0	0
GLASGOW STREET, NORTHAMPTON	0	0	0	0	0	2	0	0
HARLESTONE ROAD, NORTHAMPTON	1	0	0	0	0	0	0	0
LINCOLN ROAD, NORTHAMPTON	0	1	0	0	0	0	0	0
MELBOURNE ROAD, NORTHAMPTON	0	2	0	0	0	0	0	0
SANDHILL ROAD, NORTHAMPTON	0	1	0	0	0	2	0	0
SHARMAN ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
SPENCER STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
ST JAMES END, NORTHAMPTON	0	0	0	0	0	0	0	0
ST JAMES ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
WEEDON ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
TOTAL	1	4	0	9	3	8	0	0

01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED	01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	1	0	0
0	0	0	1	0	0	0	1
0	1	0	2	0	0	1	0
0	0	0	1	0	2	0	3
0	0	0	3	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	2	0	0	0	1	0	0
1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	3
1	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	3	0	7	3	4	1	7

Football PCN Examples

Iss. 20/09/2014

Iss. 13/12/2014

	01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED	01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED
ABBEY ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
ALMA STREET, NORTHAMPTON	0	0	0	0	1	1	0	0
ARGYLE STREET, NORTHAMPTON	0	2	0	1	0	1	0	0
BOWDEN ROAD, NORTHAMPTON	0	0	0	0	0	2	0	0
BRUCE STREET, NORTHAMPTON	0	0	0	0	0	0	1	0
DUNDEE STREET, NORTHAMPTON	0	0	0	1	0	1	0	1
ELGIN STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
FIFE STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
FORFAR STREET, NORTHAMPTON	0	0	0	1	0	0	0	0
GLASGOW STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
HARLESTONE ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
LINCOLN ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
MELBOURNE ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
SANDHILL ROAD, NORTHAMPTON	0	3	0	0	1	0	0	0
SHARMAN ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
SPENCER STREET, NORTHAMPTON	0	0	0	0	0	0	0	0
ST JAMES END, NORTHAMPTON	0	0	0	0	0	0	0	0
ST JAMES ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
WEEDON ROAD, NORTHAMPTON	0	0	0	0	0	0	0	0
TOTAL	0	5	0	3	2	5	1	1

01 PARKED IN A RESTRICTED STREET	16 IN PERMIT BAY WITHOUT VALID PERMIT	24 NOT WITHIN MARKING OF BAY	30 PARKED FOR LONGER THAN PERMITTED
0	0	0	0
1	0	0	0
1	1	0	0
0	0	0	1
0	0	1	0
0	2	0	3
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	4	1	7