

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE

16th OCTOBER 2003

REPORT NO : /03 FROM THE DIRECTOR OF ENVIRONMENT

FOR ACTION

NAME OF WARD:
All Wards

REPORT TITLE :	WEMBLEY NATIONAL STADIUM EVENT DAY PARKING CONTROLS
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1.0 SUMMARY

1.1 This report informs Members about the implications of the planning approval for the Wembley National Stadium and the section 106 funds provided by the developer to introduce event day parking control schemes. In July 2003 the Highways Committee considered a report on event day parking control schemes and deferred a decision subject to further investigations. The details of those further investigations are reported here and Members are requested to approve the revised parking control options, parking charges and programme of works detailed in the report.

2.0 RECOMMENDATIONS

- 2.1 That Committee notes the additional investigations undertaken by officers and agrees the proposed strategy outlined in the report,
- 2.2 That Committee agrees the proposed event day permit parking control scheme as the main basis for public consultation.
- 2.3 That Committee agrees the proposed parking zone options and event day parking charges for public consultation.
- 2.4 That Committee considers the issues concerning the "barrier" event day schemes and its suitability as an option for residents in the existing areas only, and chooses a course of action as detailed in section 7.36,
- 2.5 That Committee notes the proposed works and consultation programme required in order to introduce initial schemes before the opening of the Stadium.
- 2.6 That Committee agrees that consultation with ward and committee members take place prior to wider public consultation proceeding.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The section 106 agreement provides £2,500,000 for progressing off site parking control works. This funding is intended to cover the costs of all development, consultation and implementation costs of the event day parking control schemes including staff costs. The funds are also intended to also contribute to the administration of the schemes implemented so that some charges for the initial issue of permits to residents will not be levied, subject to approval of the strategy detailed in the report.
- 3.2 The development of the schemes will involve staff costs of approximately £100,000 during the 2003/2004 financial year which will be funded from the section 106 funds.
- 3.3 If members agree to introduce the barrier control schemes there would be operational costs to be met by the Council of approximately £50,000 per annum. These costs could be met by the Section 106 funding up to 3 years after the completion of the stadium. Thereafter revenue funds would need to be made available to cover the operational costs.
- 3.4 Subject to approval of the strategy a detailed financial assessment of how the section 106 funds will be used will be prepared and reported to the next meeting of the Committee.

4.0 STAFFING IMPLICATIONS

- 4.1 The Transportation Service Unit will be undertaking the scheme development, public consultation, statutory consultation and implementation work on all the event day parking schemes.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 The implementation of event day CPZ schemes is in line with Government guidelines and policies relating to integrated transport policy and road traffic restraint. The event day parking controls will enhance the local environment by removing on-street parking for the stadium and encouraging the use of public transport.

6.0 LEGAL IMPLICATIONS

- 6.1 Monies paid to the Council under the section 106 agreement must be spent in accordance with the provisions in the agreement, otherwise the Council would be open to challenge.
- 6.2 The permit parking methods of parking control and parking prohibitions (waiting and loading restrictions) associated with implementing the event day parking controls will require the making of a traffic regulation order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual orders are set out in the associated Statutory Traffic Regulations and will require there to be statutory consultation.
- 6.3 Legal implications relating to the barrier method of road closure are dealt with in paragraph 7 below.

7.0 DETAIL

Background

- 7.1 In July 2003 the Highways Committee considered a report on an event day parking control scheme around the Wembley National Stadium and deferred a decision to proceed with scheme development work following concerns by residents and members about the proposed way forward at the meeting. Committee members requested that further investigations be undertaken and that a report be brought to this meeting. The details of those further investigations are reported here with revised recommendations for the Committee's consideration.

The planning consent and section 106 agreement

- 7.2 In August 2002 the planning consent for the Wembley National Stadium was finally approved and construction work on the Stadium commenced. As a part of the consent a section 106 planning agreement was completed which (amongst other requirements) set out the off site highway improvement works required to be funded by the developer in order to mitigate the potential effects of traffic generated by the development and included other provisions promoting it as a public transport venue.
- 7.3 A significant shift in transport policy will affect the operation of the new stadium which follows current transport policies promoted by Central Government and the Mayor for London which encourage greater use of public transport and discourage the use of the private motor car. The parking capacity at the new stadium will be significantly reduced from the original 4800 spaces to 1000 hospitality suite spaces, 450 coach spaces, 43 minibus spaces and 250 disabled persons parking spaces. The Stadium has been designed as a public transport venue and the main mode of transport will be by rail using the three existing train stations Wembley Park (Metropolitan / Jubilee), Wembley Central (Bakerloo / Silverlink) and Wembley Stadium (Chiltern Railways). These stations will be enhanced to accommodate a greater throughput of passengers and the section 106 provides some funding for developing and implementing schemes to improve passenger capacity. Appendix A gives details of the three stations strategy. The enhancement of existing bus routes and services in the Wembley area through the Mayor for London's Bus Priority Programme will also support alternative travel modes.
- 7.4 The Stadium Access corridor will be the main route for travellers by road to gain access and egress from the Stadium complex which will link to the North Circular Road and all the major routes in the area. A system of high visibility variable message signs on principal routes will be used to direct and control traffic approaching or leaving the Stadium. The corridor will be a three lane highway with a reversible central lane to provide either two lanes into or two lanes out of the complex at arrival and dispersal times respectively. The section 106 agreement provides funding to contribute to the completion of the route and the VMS signing system. Appendix B gives details of the proposed corridor.

7.5 It is recognised that the provision of enhanced public transport facilities at the Stadium and the reduction of on site parking capacity will make surrounding residential streets extremely vulnerable to on-street parking during events. The section 106 agreement therefore provides funding to introduce off site parking controls in an area up to 2 miles around the Stadium. This corresponds with an area which represents a minimum 30 minute walking distance from the periphery of the zone. This can be seen in Appendix C. Funding of £2,500,000 has been agreed to facilitate the off site parking controls. A number of requirements are specified in connection with these funds as follows:

- a) To advise Wembley National Stadium Limited of all surveys and consultation exercises to be undertaken,
- b) To consult on schemes prior to the opening of the Stadium within the agreed consultation area shown in Appendix C, which includes the area indicated within the orange line that indicates the 30 minute walking distance to the Stadium and any green shaded areas outside of that boundary showing proposed consultation areas, and to use reasonable endeavours to complete these works within one month prior to the completion of the Stadium,
- c) Where the Council deems appropriate to undertake surveys / consultations on schemes after the Stadium is operational within the area shown within Appendix C by the dotted red line indicating the 2 mile zone around the stadium, and that these schemes be completed no later than 3 years after the Stadium completion date,
- d) That the views of residents who respond to surveys / consultations will be taken into account,
- e) That the funds can be used for reasonable costs to administer event day parking control schemes,
- f) That the funds cannot be used for the maintenance or operation of CPZ schemes which do not operate on event days,
- g) That the funds cannot be used to pay for elements of full time CPZ's such as pay and display machines,
- h) That the total allocation for off site parking control works be £2,500,000.
- i) The Council can request contributions from WNSL (up to the above maximum) which must then be paid by WNSL within 14 days. The Council must spend a contribution as soon as possible after receipt of it and in any event within one year.

Event day controls used with the old stadium

7.6 The existing event day control scheme was based on the previous stadium travel patterns and the original on site parking arrangements and capacity which used a variety of different controls to manage traffic on major events. In general major events occurred approximately 15 - 20 times a year and were classed as events attracting more than 45,000 - 50,000 people to the Wembley complex. In the future up to 30 events per year will be possible under the terms of the planning consent. Three main routes were used for arriving and departing traffic which were (a) Drury Way / Great Central Way for the Stadium car park at Gate 5, (b) Neasden Lane / Bridge Road / Wembley Hill Road for the for the Stadium car park entrance by Engineers Way and (c) Harrow Road / Wembley Hill Road for the multi storey car park. Additional parking restrictions were introduced on events on these routes. On-street parking in residential areas was controlled through the use of environmental areas and permit parking schemes. Many temporary flap type traffic signs, which could display alternative parking restrictions, and lockable barriers needed to be manually operated on each event day were used which had a high operational and maintenance cost involved. Annual costs were in the region of £80,000 per annum and charged to Wembley Stadium directly. Appendices D, E and F give details of these measures which were as follows:

- a) Environmental areas controlled by barriers (road closures) and police / traffic wardens at the entry / egress point (Appendix D),
- b) Event day permit parking schemes by using flap type signing (Appendix E),
- c) Extended temporary waiting restrictions on key routes up to M'night to permit the free flow of traffic by using flap type signing (Appendix F).

Proposed event day permit parking scheme

7.7 The shift in transport strategy which is a key part of the planning consent for the new stadium has put the emphasis on a public transport venue. This will mean that there is no provision for private car parking at the stadium (except in the hospitality suite) and a larger seating capacity that will increase the number of people who will visit Wembley to attend events. The provision of effective and widespread on-street parking controls around the stadium is therefore going to be absolutely essential to ensure that visitors to the stadium use public transport as intended. Consequently a new approach will need to be adopted to address on-street parking controls which will protect local residents from the potential demand by non-residents for on-street parking near the stadium and to act as an effective deterrent to people visiting the stadium.

7.8 Local authorities have powers under the Road Traffic Regulation Act 1984 to introduce parking restrictions on the public highway and in particular these powers allow preferential parking schemes to be implemented which give advantage to local residents and businesses within specifically identified areas. These types of schemes require an operating system to be used which can clearly identify eligible vehicles from non eligible vehicles. The only system currently in use in the United Kingdom is the permit system. It is therefore quite clear that the parking controls to be developed will need to be based on a permit system.

- 7.9 Officers of the Council and Metropolitan Police have visited other Sports Stadia around the country and discussed with local authorities the methods of parking control adopted in their residential streets. Without exception the use of permit parking schemes has been used to do this. Visits to Vicarage Road Stadium (Watford), Manchester Sportcity Stadium (City of Manchester), Arsenal Stadium (L.B Haringey), Twickenham Stadium (L.B. Richmond) have been undertaken to compare best practice. It is worth noting that event day permit schemes were previously used on roads in the Wembley area which were not suitable for environmental areas and these operated very successfully before. The view of officers is that the use of event day permit parking schemes is therefore the most appropriate method of regulating on-street parking during major events in residential and commercial areas directly affected by the Stadium development.
- 7.10 A significant advantage of the event day permit parking schemes is that the operational costs of the scheme would be self financing as penalty charge notices issued during events could cover the cost of the additional enforcement required. The scheme would be wholly enforced by parking attendants with only a very minor presence from other officers to assist with general traffic management issues on event days. This is particularly relevant as Wembley National Stadium Limited are unlikely to agree to financing operational costs annually as they have in the past following the agreement of section 106 funds to introduce parking control schemes.
- 7.11 One negative aspect of the permit control scheme is that the Traffic Signs Regulations require the wide use of road markings and traffic signs to indicate the effect of the restrictions even though they only operate for up to 30 days a year. This would have a detrimental visual impact on the local environment and is likely to be of concern to local residents in areas with no restrictions currently. This aspect of the scheme was acknowledged by officers at the last meeting in July to be a drawback and officers agreed to approach the Department for Transport for possible relaxations to the regulations which would minimise the visual impact of the scheme and make it more acceptable.
- 7.12 Officers have now met with the Department of Transport and discussed the revisions shown in Appendix G. The meeting was very positive and approval in principle is expected to be received by the time of the meeting. The key aspects of the relaxations are that:
- a) No yellow lines need to be marked,
 - b) The only road markings will be parking bays with "EVENTS" marked on them,
 - c) No individual parking plates for parking bays will be required,
 - d) The only parking plates required will be on the entry and exit of the scheme or reminder signs at road junctions when entering a street within the restricted area.
 - e) These principles can only apply in residential streets, not on main routes.

These concessions would significantly reduce the visual impact of the scheme and make the appearance of the scheme completely unique reinforcing its status as a temporary measure only used on major events. The intention is to make it visually different from the more familiar and permanent parking restrictions used on main routes and in controlled parking zones so that there is no confusion to motorists.

- 7.13 A system of advance information warning signs advising motorists of when major events will take place will also be required on all approaches to the area stating when controls would operate. These would have to be positioned strategically on a boundary around the restricted parking areas to give sufficient warning and notice to non-residents of major events. The intention would be to always display the date of the next event and automatically change the dates as necessary. These signs could either be manually changed or electronic message type signs. Appendix G gives details of how they could look. Further design work and input from the Department of Transport will be required to decide on the final design and type of signing to be used.
- 7.14 There may be particular locations within the extent of the event day schemes where there are problems with parking on footways, access difficulties or road safety problems caused by obstructive parking where more permanent parking restrictions could be introduced. An example of this would be introducing waiting restrictions at the corners of a junction where there are known problems with access for emergency services or refuse vehicles. In this instance yellow lines would be introduced and provide improved access generally, not just on major events. There is a considerable opportunity to treat these types of problems at the same time as introducing the event day schemes in order to benefit local communities and these improvements will be incorporated into the schemes as a matter of course.

Operational issues

- 7.15 One concern raised by some members is the potential loss of parking by demarking bays between vehicle accesses and denying residents from parking across their own driveways. The main area of difficulty here is that areas of carriageway can only be specified as either eligible for parking or prohibited to parking. It is not possible under current legislation to make a driveway prohibited to parking with an exception for the resident living at that address. Currently in streets without parking restrictions there are very few instances of this practice and the vast majority of people do keep vehicular accesses clear anyway. The proposed schemes would simply formalise this and utilise all available on-street parking space between vehicle accesses and mark them as parking bays which are accessible by permit holders only. It is anticipated that in general the bays would have sufficient capacity to meet the demand from local people.
- 7.16 Members have also raised concerns about functions taking place on major events and how parking for larger numbers of visitors could be accommodated. Within existing CPZ's concessions are already made for funerals whereby enforcement in those particular streets is withheld due to the short notice of this type of event and in order to minimise the difficulties experienced by people coping with a bereavement. This type of arrangement would apply equally to the event day permit schemes.

7.17 In the case of a planned event such as wedding there is the possibility that the parking shop could issue visitor permits valid for specific dates on receiving a request from a resident for a family function. A minimum of at least one month's advance notice of the event in writing could be required. The permits could be issued free up to a maximum of 30 per event. This type of arrangement would only be intended for important family events not for parties or other general functions. However, there is the possibility that this type of concessionary scheme could easily be abused and it is suggested that officers do further investigations to establish a set of guidelines that could be used and report this to a future meeting of the Committee.

Proposed permit parking zones and charges

7.18 Discussions with ward and committee members have taken place to consider the issue of parking controls. There was a particular focus on the extent of permit parking zones and the charging policy to be adopted.

7.19 In respect of the areas two options were discussed which should be offered to residents and businesses as choices in the public consultation. These were:

- a) An inner zone close to the stadium complex, to protect those streets most vulnerable, who could be affected by parking from other permit holders in more distant areas, and an outer zone for all other streets ,
- b) One single zone for all streets.

Details of the proposed areas will be displayed at Committee.

7.20 In respect of charging the meeting noted that the section 106 makes provision for reasonable administration costs for the schemes. It was therefore considered appropriate that no charges for issuing the initial residents permit be made when schemes are introduced. The cost of renewing resident's permits on an annual basis over a potentially wide area would be very costly and in view of this it is suggested that permits have an indefinite duration. This would reduce the cost of administering the scheme and be a more cost effective use of the section 106 funds.

- 7.21 The original event day permit parking schemes restricted permit issue to one per residential dwelling. It is considered that this may be insufficient to meet the demand for permits from residents and that the maximum number of permits per dwelling should be restricted to three as is the case with full time controlled parking zones (CPZ's). However, while the charging regime of a full time CPZ restricts permit issue to what residents require and generally ensures that private off street parking facilities are used, in the case of a free parking regime it is likely that there will be full uptake of permits from most dwellings at a huge cost which could deplete the section 106 funds. The full cost of issuing a single permit has been estimated by the parking enforcement contractor as approximately £10. For example if the 20,000 dwellings predicted to be included within the schemes have three permits and a visitor permit each this would cost in the region of £800,000 to supply them. If only one permit and one visitor permit were issued then it would be £400,000. For this reason it is suggested that the first permit be supplied for free and subsequent permits (no more than two allowed) be charged at £10 each. The permit cost includes the processing of the application and validation of application details, production of the permit including anti fraud requirements (watermark, hologram, adding specific vehicle / street details as required), all staff and administrative costs including overheads and posting the permit to the applicant.
- 7.22 If permits are lost, defaced, illegible due to wear and tear, need to be changed because of a change of vehicle, or a new owner of a dwelling moves in (subsequent to the scheme operational date) then an administration charge to issue, replace or renew the permit will be levied. It is suggested that a charge of £10 be made to cover the cost of replacing the permit. Event day permits will be vehicle specific and have the registration number of the vehicle displayed on them.
- 7.23 The provision of visitor's parking for residents will be facilitated through the issue of a single reusable visitors permit per dwelling with an indefinite duration at no charge. The previous event day permit parking schemes used with the old stadium made no specific provision for visitors. Event day visitor's permits will be specific to a street or groups of streets which will be displayed on the permit.
- 7.24 The restrictions on permit issue are designed to ensure private off street parking facilities are used and to minimise the impact of any misuse of permits for non residential purposes. This is primarily to ensure the schemes are of benefit to residents and apportion parking space equitably.
- 7.25 It is also suggested the scheme cover both residents and businesses equally. The same principles described above should apply to businesses with the exception of visitor permit provision. This would make the scheme consistent with the general principles of the Council's adopted parking strategy.

- 7.26 In areas which already have a full time CPZ operating the event day controls will simply extend the operational times of the existing permit parking bays, pay and display parking bays and waiting / loading restrictions. It is suggested that permits for the full time CPZ's be eligible for the extended period of operation on events within a full time CPZ for which the permit is valid. In addition, residents within a fulltime CPZ which require either resident or visitor event day permits can apply for them as detailed previously. These would only be valid for the extended period of operation only. Because the extent of the event day scheme will be much greater than a localised full time CPZ residents may prefer to have an event day permit as well to allow wider freedom of movement in the Wembley area during events. If there is to be a variation to the scheme this will require a variation to the Traffic Regulation Order.
- 7.27 Event day permits will use the identifier "EV" and be issued in three types, Resident, Visitor or Business. Visitor permits will be applicable to residents only. Resident and Business permits will specify the registration number of the vehicle. Visitor permits will specify the eligible streets in which it can be used. All permits will be eligible in bays marked "EVENTS" within the proposed permit parking zones. If the option of an inner and outer zone is supported then the identifiers "EV-IN" and "EV-OUT" are suggested instead.
- 7.28 The parking charges and zoning policy recommended to members is as follows:
- a) That residents or businesses be given two options regarding scheme zoning,
 - b) That a maximum of 3 resident or business permits per dwelling or business premises be permitted,
 - c) That the first permit is free and subsequent permits are charged at £10 each,
 - d) That 1 visitors permit per dwelling be permitted free of charge,
 - e) That all event day permits have an indefinite period of validity,
 - f) That a £10 administration charge be made to replace any event day permit,
 - g) That full time CPZ resident, visitor and business permits are also valid for event day controls (extended period of operation) within the zone for which the permit is valid,
 - h) That event day permits used in full time CPZ's are only valid for the extended period of operation,
 - i) That residents living within a full time CPZ can also apply for event day permits.

Event day "barrier" control scheme (environmental areas)

- 7.29 A number of forums and discussions have taken place in recent months between representatives of residents groups (within the environmental areas), members and officers. Concerns have been expressed about the removal of the previously used "barrier" scheme, which is still supported by residents, and the alternative event day permit parking control scheme which is being proposed by the Council to replace it (detailed from section 7.15).
- 7.30 Discussions with the Metropolitan Police have been held over the use of environmental areas and it is now quite clear that they will not be able to operate in the way originally conceived when they were introduced in the mid 1980's.

- 7.31 The “barrier” schemes operated through introducing road closures at all access points to residential estates which were able to be fully enclosed by the main road network. One point of entry was left open which was controlled by a police officer or traffic warden who would only permit residents to enter if they were displaying appropriate identification. There is doubt as to whether this method of road closure was lawful and if challenged the officer would usually let the person through. There are only limited circumstances in which the user of a highway can be denied the right to pass and repass along the highway. It is not likely any of the common law or statutory powers could be used in this way simply to prevent non residential parking. Unless the area is controlled by a CPZ or other statutory restriction any vehicle lawfully on the highway can park on it. The Metropolitan Police have now confirmed that they are no longer able to police the access points to these areas in this way. The use of commissioner’s powers to control events is now no longer available and the onus falls on local authorities to manage traffic for public events. If the police were to continue to undertake this duty they would be acting unlawfully and confrontation would be likely to occur. As an employer the Police are obliged to undertake a risk assessment on the safety of their employees as required under The Health and Safety at Work Act. This practice has been assessed and their assessment has highlighted the risk of confrontation thereby justifying the decision of the Police. Police activity on events will now be restricted to civil disorder incidents and emergencies only. The Police have indicated that they would formally object to the “barrier” control schemes if they are proposed. This objection would be made in the statutory consultation process and would have to be considered by members. If they chose to overrule it they would have to be able to put forward very cogent reasons for ignoring it unless they could persuade the police and any other objectors of a method of operation which would alleviate their concerns.
- 7.32 Without any control of the access point to the environmental areas parking within them by non residents could not be prevented unless there was a controlled parking scheme within the controlled area. The Council could themselves operate the barriers.
- 7.33 The Ambulance Service has indicated that the use of the “barrier” scheme does restrict their movement in the vicinity of the environmental areas and they are forced to use main routes only which cause additional delay. In addition the main routes are generally more congested during major events. In certain emergency callout situations this can cause a significant delay with potentially serious consequences. For example in the event of a cardiac arrest case an ambulance would need to attend the scene within 4 minutes to be able to have a chance of resuscitating someone. The loss of even a minute could be potentially fatal in this instance.
- 7.34 The Fire Service has also indicated that they have a statutory requirement for the first appliance to attend the scene of an emergency incident within 5 minutes and the second within 8 minutes. Again the loss of time to open and close barriers to allow the appliance to proceed will compromise their ability to meet these times and any additional delay can dramatically affect the seriousness of the incident. They have stated that they will formally comment on any proposals put forward by the Council and assess them individually.
- 7.35 If the Committee is to offer this type of scheme to residents a number of issues need to be considered by the Committee:

- a) A temporary traffic regulation order to close roads is required. This type of order would be progressed each year publishing the most likely dates on which events will occur as has been done in the past. This will involve statutory consultation with the emergency services who can comment or object to the proposals each time the order making process takes place. There appears to be a very high probability of an objection from at least one of the emergency services. Officers would not normally recommend to the Committee overruling an objection from the emergency services because of the implications for the Council in the event of a serious incident occurring and the risk of challenge by way of judicial review because the decision could be seen as perverse,
- b) No policing of the access point into the environmental areas can be undertaken by the Council and this point will be left open to all traffic,
- c) A “barrier” control scheme alone without the making of a Order will only close roads and deny access at those points, it will not prohibit parking within the environmental area for vehicles. The schemes effectiveness will rely on a bluff whereby an assumption is made that visitors to the stadium will not discover that these areas are unrestricted. There is, however, a very high probability that parking for the stadium will take place within these areas due to the severe reduction in car parking at the Stadium and the development of surrounding event day permit parking schemes. The combined impact of road closures and heavy parking could be severely detrimental to local residents and emergency services attending incidents,
- d) The cost of implementing the scheme would be relatively cheap and would only involve the repair or replacement of existing barriers,
- e) The cost of operating and maintaining the scheme would have to be funded by the local authority. There is no guarantee that Wembley Stadium would agree to fund the operation of the schemes as they have done previously. The financial burden to the Council in the long term could be in the region of £50,000 per annum. This funding commitment would have to be approved by the Council as there are currently no available revenue funding resources,
- f) In the event of the “barrier” control scheme failing to control parking effectively the introduction of an event day permit parking scheme as an alternative would require a minimum of 5 to 6 months to be introduced (approximately 15 major events could take place during this time).

7.36 Given the importance of the emergency services comments officers have written to the Metropolitan Police, Fire Service and Ambulance Service requesting their formal views on the possibility of reinstating the original “barrier” control scheme. Officers have requested that these views be received in time for this meeting and they will be reported verbally. The details of any correspondence received will also be made available at the meeting. The Committee therefore has two options to consider in respect of the “barrier” control schemes.

- a) Offer the “barrier” control scheme to residents, within the existing environmental areas only, as an option in the public consultation outlining clearly the potential consequences of the scheme and pointing out it needs to be supported by a traffic regulation order to be effective,
- b) Do not offer the “barrier” control scheme as an option in the public consultation to residents but offer only an event day parking scheme.

Main highway network routes around the new stadium

7.37 A reduction in travel by road is anticipated, due to the restricted parking capacity at the stadium and increased use of public transport. Access to the stadium will be mainly focussed on the Stadium Access Corridor and the North Circular Road. However, it is still considered necessary that parking restrictions be reviewed along all the main routes in the area in favour of more sustainable full time controls which are appropriate for event days and will minimise the need for temporary flap type signs which have a high maintenance and operational cost.

7.38 These schemes will be developed in conjunction with the event day permit parking control areas and consulted on at the same time. Ward Councillors will be consulted on all proposals prior to the main public consultation.

The proposed strategy

7.39 The strategy recommended to members is as follows:

- a) to develop event day permit parking schemes to control on-street parking in residential and commercial areas around the Stadium,
- b) To use the section 106 funds to implement all the event day parking control schemes and to use a small proportion of the section 106 funds to subsidise the initial cost of introducing the event day permits,
- c) to resolve longer term parking issues which also affect event days as a part of the development of the event day permit parking schemes, particularly where road safety, access or footway parking is a problem,
- d) to review parking restrictions on the main routes in the Wembley area,
- e) to develop schemes which minimise the use of temporary signing in order to reduce operational and maintenance costs on events,
- f) To develop a system of advance warning signs to advise motorists of major event controls on roads approaching the stadium,
- g) To use existing parking account funded resources to operate, maintain and enforce the event day parking control schemes once they are introduced.

Proposed works programme

7.40 Subject to Committee approval of the strategy the following works programme is suggested.

Date	Activity
Oct 2003 - Jan 2004	Scheme designs (within area identified in the S106 prior to stadium completion)
Feb 2004	Ward and committee member consultation on scheme

	designs and consultation material
Mar 2004	Main public consultations
Apr 2004	Highways Committee to consider results of consultation and approve schemes
May 2004 - May 2005	Statutory Consultation - Traffic Regulation Orders
Sep 2004 - Sep 2005	Implementation of schemes
Sep 2005	Stadium completed (current projected completion date)
Nov / Dec 2005 (subject to stadium completion date)	Review of event day controls / assessment of post stadium completion schemes (within area identified in the S106 after stadium completion)

- 7.41 The works programme now allows only 4½ months for officers to develop the large number of schemes in the programme and for Members to be fully consulted prior to the main public consultation exercise as a result of the deferral of the previous report brought to the last meeting of the Committee in July. The development of these schemes is now a very high priority and a decision and firm commitment by members at this Committee meeting is required if schemes are to be delivered in time for the first major event. Any further delay will almost certainly guarantee that the schemes are not fully complete before the Stadium starts to operate.
- 7.42 The statutory consultation and implementation stages shown above overlap because in practice batches of schemes will be progressed at any one time sequentially until full completion of all the schemes. Any objections and representations to statutory consultation will be reported to the Highways Committee for a decision. One year has been allowed for the implementation programme prior to the anticipated completion date for the stadium. Post operation assessments of the need for further schemes or amendments to existing schemes will be undertaken late in 2005 after some major events have taken place and monitoring has taken place. Obviously, it will be necessary to schedule requests to WNSL for payment as the works progress so as to ensure that payments are spent within a maximum of one year (as explained in 7.4(i) above).
- 7.43 Progress with the scheme development, consultation, and implementation will be reported through a regular progress report (separately from the CPZ progress report) which is presented to members at each meeting and will detail the results of the main consultation and requests for schemes approval.

8.0 BACKGROUND INFORMATION

Details of Documents:

- 8.1 Highways Committee report - July 2003
Section 106 agreement - Wembley National Stadium
L.B. Brent Parking Strategy
A New Deal for Transport: Better for Everyone (DETR)
Traffic Management and Parking Guidance for London (GOL)
- 8.2 Any person wishing to inspect the above papers should contact David Eaglesham, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ,
Telephone: 020 8937 5140

Richard Saunders
Director of Environment