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Date: 15th June 2004

Confidential Line

Report Title :	WEMBLEY NATIONAL STADIUM EVENT DAY PARKING CONTROLS
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Consultation : Please note that TEN Working Days should normally be allowed for both internal department and external consultation. If no comments are received by that time, it will be assumed that the report is agreed.

Draft sent to	Date	Agreed by	Date	Notes

List of attachments

File Names	Version / Date Drafted	Notes

LONDON BOROUGH OF BRENT

HIGHWAYS COMMITTEE 15th JUNE 2004

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 on the outcome of consultations with ward and Committee members on the consultation document for the proposed Wembley National Stadium event day parking controls, and seeks Committee's approval to proceed with public consultations on event day parking schemes.

2.0 RECOMMENDATIONS

2.1 That Committee notes the outcome of consultations with ward and Committee members on the draft consultation document for the event day parking control scheme proposals for Wembley National Stadium.

2.2 That Committee approves officers responses to comments received on the draft consultation, as summarised at Items 8.8 to 8.29, approves the revised consultation document to be presented at Committee and authorises officers to proceed with public consultations.

2.3 That the results of the public consultations be reported to a future meeting of this Committee.

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 2004/2005 financial year which will be funded from the section 106 funds.

3.3 If the barrier control schemes are introduced there will 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.

4.0 STAFFING IMPLICATIONS

4.1 The Transportation Service Unit will be undertaking the scheme development, statutory consultation and implementation work on all the event day parking schemes. Consultants ('Camargue') have been appointed to prepare the public consultation material and to assist with the consultation process. The consultants will also assist in liaison with Brent's stakeholders and the media.

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. The agreement requires the Council to carry out such surveys and/or consultation exercises with residents as it reasonably considers are necessary to ascertain the adverse impact of the new Stadium on existing parking controls and the need to introduce new controls. If the surveys and/or consultation exercises indicate that further controls are necessary or desirable, the Council must consult residents on the detail of these (consultation is required on traffic regulation orders in any event as explained in the paragraph below) and use reasonable endeavours to implement these by one month prior to completion of the Stadium.

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 The legal implications relating to the barrier method of road closure have previously been reported to this Committee.

7.0 DIVERSITY IMPLICATIONS

7.1 The proposals in this report have been subject to screening and officers believe that there are no diversity implications arising from it at this stage.

8.0 DETAIL

Background

- 8.1 In October 2003 the Highways Committee considered a report on 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. The report also sought Committee's approval of the parking control options, parking charges and programme of works detailed in the report.
- 8.2 The October 2003 report reviewed the method of parking controls used previously at the stadium and detailed the proposed method of control for the new National Stadium. The parking control strategy was based on visits to other sports stadia around the Country, and discussions with the respective local authorities. The conclusion was that the use of event day permit parking schemes was the most appropriate method of regulating on-street parking during major events in residential and commercial areas directly affected by the Stadium development.
- 8.3 Committee agreed that the proposed event day permit parking control scheme be progressed as a main basis for public consultation. Committee agreed the zoning policy and permit charge structure as summarised below:
- 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.
- 8.4 Members will recall that at the preliminary scheme development stage concerns had been raised by representatives of residents groups at the option of the 'barrier' method of control not being made available as a means of parking control for the new stadium. Requests were received for barriers to be retained in 'environmental' areas where this method was previously used. Requests were subsequently received through a petition reported to Committee, for the barrier control option to be made available for other parts of the borough being considered for event day parking controls.

8.5 The implications of proceeding with barrier controls were reported to the October 2003 Committee and members were informed of concerns raised by the emergency services if this method of parking control was re-introduced or extended. The Metropolitan Police in particular indicated that they would be unable to support the barrier system and that they would formally object if such a scheme were 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. Committee noted the concerns raised but agreed that the barrier option be included in the event day parking controls consultations, but only in areas which previously had these methods of control.

Event day parking controls scheme consultation

8.6 The October 2003 Committee resolved that consultation with ward and committee members take place prior to wider public consultations proceeding. Consultation documents were developed by consultants, in conjunction with officers, between January and March 2004, and circulated to ward and committee members for consultation in April 2004. A copy of the consultation document sent to councillors is attached at Appendix A.

8.7 At the time of writing this report comments had been received on behalf of the Conservative Group on Brent Council and these are attached at Appendix B. The comments are summarised below with officers' comments:

<i>Conservative group response to consultation</i>	Officer comments
<i>8.8 The document does not offer a range of options and choices for residents. Document presents a permit-based scheme, which is a Controlled Parking Zone on Event Days. This was the preferred route from Council Officers in the first place but has been specifically rejected by every residents group affected when they have been consulted. Ward Councillors in the areas affected reject this scheme due to the "take it or leave" attitude adopted in the consultation brochure.</i>	For a system of parking control to be effective, it not only requires the support of the local community, but also the support of the emergency services and the agencies responsible for the enforcement of the controls. The permit based system is considered by officers to be most effective way of controlling parking around a major venue, such as the new National Stadium, and this method has been successfully applied in residential areas around various stadia around the Country with minimum inconvenience to local residents and businesses.
<i>8.9 The introduction states that Brent Council is considering a permit controlled scheme. This was supposed to have been a proper consultation based on a range of options, including the option for no controls at all.</i>	The consultation will provide an opportunity for respondents to reject the proposed permit scheme and suggest alternative options.

<p>8.10 Brent Council forced the developer of Wembley Stadium to reduce the number of car parking spaces to a mere 1200, that these will only be available to people who book places in advance and that no facilities will be available for those who arrive on speculation. This accords with Brent Council's policy of reducing car ownership and reducing car usage. It is therefore Brent Council policy, which means that there will be no car parking spaces available to the public on the Wembley Stadium site.</p>	<p>The new Stadium is designed as a public transport venue. A 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.</p> <p>The Stadium will have use of coach/car parks which will accommodate 458 coaches, 43 minibuses and 1200 cars, or 2,900 cars. Events at the former Stadium often needed less than 2,500 car parking spaces, particularly on sporting events.</p>
<p>8.11 The document conveniently overlooks the fact that Wembley Stadium was 100,000 capacity before the advent of all-seater stadia. The provision of car parking on-site meant that virtually everyone who wanted to come by car could park in the very near vicinity of Wembley Stadium.</p>	<p>The former stadium was able to accommodate greater on-site parking provision, block 'bumper' bays. However this was not sufficient for everyone who wanted to travel by car. A variety of on-street parking management schemes during event days was necessary because it was the case that much parking occurred in the restricted areas. The ingress of private cars caused considerable congestion on the local road network.</p>
<p>8.12 The barrier scheme was introduced to prevent those who sought to use the residential streets to park their car to discourage non-residents from parking there.</p>	<p>As indicated in Item 8.5 of this report the barrier method of control is no longer supported by the Metropolitan Police, and indeed any proposal to retain the system will require the making of a Traffic Management Order which the Police will object to.</p>
<p>8.13 The arrangements for the dispersal of traffic meant that the whole area was completely clear of cars within 90 minutes of the end of an event.</p>	<p>It is anticipated that dispersal times will be more efficient with the proposed traffic management measures because this public transport venue is anticipated to generate less traffic. However, it is highly unlikely that the times will be achieved if no on-street parking control measures are introduced.</p>
<p>8.14 In addition, a system of permits was introduced to cover the roads where barriers were not possible but these were issued free of charge and were transferable from one car to another.</p>	<p>Permits were restricted to 1 per household and the cost of administering these was met by Wembley National Stadium Limited (WNSL) on an annual basis. WNSL will not continue with this and have, through the Section 106 Agreement, placed the onus on Brent</p>

	<p>Council to administer and enforce a permit scheme, if adopted.</p> <p>Brent's proposals are to issue one free residents permit, and one free visitors permit; the latter will be transferable between vehicles. Furthermore, all households will be eligible for two additional permits at a cost of £10 per permit.</p>
<p>8.15 <i>Considerable public money has been invested into the road system around the Wembley Stadium to improve traffic flow and to ensure that a direct flow is possible to the North Circular Road. The system when the old Stadium was open was chaotic. Residents will rightly wonder why so much public money has been spent to provide new road facilities only to outlaw cars from using the roads on the days when they would be of most use.</i></p>	<p>The Estate Access corridor was constructed to ensure that the industrial estate could be served, even when events were occurring at the former Stadium. It is the Council's intention to progress the Stadium access corridor, to provide a route which is capable of being used tidally. The straightened alignment is better suited to use by coaches. The route will be the only signed route from the North Circular Road for all visitors in coaches or cars.</p>
<p>8.16 <i>The document also fails to mention the fact that Event Days are on varied days. This has a direct impact on residents, visitors, those who run businesses, shoppers, employees of local businesses etc. This is particularly true on the Event Days, which do not occur at weekends as the impact on everyone is that much greater.</i></p>	<p>Dates and times of events will be notified to residents and businesses in advance. Signage on all entry points to the proposed protective parking zones will also show the date of the next event. Businesses in the parking control area will be eligible for permits and provision for shoppers will also be made where there is no existing provision.</p>
<p>8.17 <i>The document is completely silent on what will happen to those people who work locally but do not live locally are supposed to do. Presumably they are supposed to not come to work, be forced onto public transport or risk being towed away. What happens about schoolteachers? What about places of worship?</i></p>	<p>It is not feasible, nor practical, to make arrangements for people who work in the proposed area of protected parking. Large areas of the proposed zone already have restricted parking and already affect local workers and they will be encouraged to use public transport as currently.</p>
<p>8.18 <i>The document is silent on where residents' permits would be valid i.e. the street in which people live? The whole 2-mile radius of the proposed zone? Or would there be a series of small zones, thus preventing local residents from being able to park elsewhere in</i></p>	<p>Comments are noted and the revised document will be clearer on where the permits will be valid. It is proposed that local people will be consulted on two options a single zone covering the whole consultation area approximately one mile from the Stadium or an inner and outer zone to provide additional</p>

<p><i>Brent on Event Days?</i></p>	<p>protection for those living closer to the stadium. Event day permits will be valid in existing CPZs which are within this zone during the extended hours only (not normal operating hours). Event day permits will not be valid outside this zone.</p>
<p>8.19 <i>The document strangely does not cover the issue over what will be done when the cars are excluded from the immediate Wembley area and then Stadium visitors park close to the Underground Stations and travel the last stop(s) by Underground. Presumably all residents anywhere near the Underground Stations will also have to be subject to a CPZ otherwise the scheme will quickly fail.</i></p>	<p>The Section 106 funding restricts the area of control initially to a one-mile radius from the Stadium, which can be extended to a two-mile radius if necessary. However, officers are mindful of potential parking problems in areas such as Kingsbury, Northwick Park and North Wembley, which have conveniently rail and tube links to Wembley, and will therefore propose additional schemes for these areas for consultation, to be funded independently of the Section 106 contribution. The issue of commuter parking around the stations has considerable impact on the localities.</p>
<p>8.20 <i>The document is also silent on how the roads would be marked out. Will there be parking for permit holders in designated bays only? Will the area effectively be marked out as a CPZ with bays, intrusive signage and the other requirements of a CPZ? What happens when there is insufficient parking in the street for residents and their visitors? What happens if permit holders park across their own driveways?</i></p>	<p>The design proposals were reported to the October 2003 Committee and are attached at Appendix C. Members were informed that the Department for Transport had agreed in principle relaxations of the signing and lining regulations. Consequently, the proposed scheme signing and lining would be significantly less intrusive, than for example a conventional CPZ. The proposed design would incorporate only 'bay' markings for permit holders and signage would be located at entrances to streets only to indicate parking permitted in marked bays only. It is not intended to mark bays across driveways as there is the potential for obstruction which could not be enforced.</p>
<p>8.21 <i>Given that Wembley Stadium has paid for the scheme to be introduced, why is there any charge at all for residents parking permits? Why should residents be forced to pay given that Brent Council has created the whole sorry mess in the first place?</i></p>	<p>The proposed area of control is substantial and consequently the associated costs of lining and signing, as well as for amendments to signs in existing CPZs, will consume a large proportion of the Section 106 funding. Each household will in effect be provided with two free permits, which will possibly meet the demands of most</p>

	<p>residents. The costs of printing and administering these permits will be met from the Section 106 funds. Any additional free permits will impact on the Council's ability to fund any extension of the proposed parking scheme.</p>
<p>8.22 <i>The document suggests that the timing of the CPZ has to be consistent. Given that some events take place in the afternoon, some in the evening and some all day, the likelihood is that the hours of operation will need to be 8am to midnight for every Event Day. This will be of serious inconvenience to all local people.</i></p>	<p>The concession from the DfT on signing is based on the consistency and simplicity of the timing. Any variation on times is likely to be confusing to motorists and will require more complex signage, which in turn will impact on costs and generally create additional clutter.</p> <p>It is unlikely that an 'all day' scheme will cause inconvenience as residents/businesses will have the 'protection' of permits.</p>
<p>8.23 <i>The document demeans the barrier scheme yet it deters non-resident access and the barriers only have to be down for a short period of time, whilst the Stadium visitors are arriving, to act as a deterrent. The document suggests that the emergency services are opposed to the barriers, yet the meetings we have had, the documents we have seen all suggest that the emergency services have no objections. The key issue being that neither the police nor other enforcement people can stop car drivers accessing areas covered by barriers, however, the barriers were put in positions to deter the casual visitor. The emergency services could be provided with appropriate keys to enable access to areas covered by the barriers. In any case, the technology exists for barriers to be retractable on a signal from emergency vehicles. The fact remains that this document ignores the barrier provision and attempts to force residents away from pursuing this option.</i></p>	<p>The option of retaining the barrier system in existing areas is included in the consultation, however the views of the Metropolitan Police on this have already been stated. Recent consultations with the Fire Brigade and the London Ambulance Service indicate that they would also have serious reservations on road closures during event days.</p> <p>The cost of remote operations to the barriers would be prohibited and there is no universal device fitted to emergency services which exists. The use of lock switches have shown to be subject to vandalism and are time consuming operation to an emergency response.</p>

<p>8.24 <i>The document states that no further barriers can be introduced. It does not say why. In fact there are areas, which might benefit from barriers to prevent casual visitors on Event Days and also prevent certain residential areas from becoming rat runs. Residents would wish barriers to be considered for additional areas to those where they already exist.</i></p>	<p>This issue was fully debated at the October 2003 Highways Committee and a clear decision was taken not to introduce any further barrier schemes. The inherent weaknesses of this system of operation on controlling parking and the lack of support from the emergency services were the key reasons for this decision.</p>
<p>8.25 <i>The document is also silent about the operation of “pay & display” areas within existing CPZs. Will these be operational during Event Days? If not what happens to these bays?</i></p>	<p>Pay & Display parking in existing CPZ’s will continue to operate for the extended time period on event days.</p>
<p>8.26 <i>The document also singularly fails to cover what would, happen in the event of a major family event such as a wedding, funeral, family party or another such event. Clearly, in this particular instance residents may not even have had any degree of notice of the event. There is no proposal to provide facilities for such events.</i></p>	<p>Enforcement will be suspended for funerals provided notice is given to the Parking Enforcement Team. No arrangements are currently proposed for weddings and parties which will be pre-arranged events.</p>
<p>8.27 <i>Equally, what happens to those residents of Brent who live outside the Event Day CPZ? What happens if they wish to visit the shops in the CPZ area?</i></p>	<p>Visitors will be required to use pay & display or other car parking facilities where they exist. In locations where these facilities do not exist near shops, it is proposed to introduce restricted parking, either free or pay & display, subject to consultation, for event days only. There will be a separate consultation for these areas.</p>
<p>8.28 <i>Why is the document silent over the provision of “1 hour parking with no return within 2 hours” controls in shopping areas?</i></p>	<p>As stated above, there will be a separate consultation for such areas and the option of short duration parking will be included.</p>
<p>8.29 <i>The document does not cover the eventuality that residents state that they do not want this scheme. What will the Council do then? The document basically provides a “one size fits all” approach. There could be widely different views expressed from individual areas.</i></p>	<p>‘Do nothing’ is an option by default as all questions have a yes/no response. The proposal of a permit parking scheme is that recommended by officers, and residents/businesses will have the option of suggesting alternative measures in the consultation, which will be considered if feasible, and if</p>

<i>What will Brent Council do then?</i>	regulations permit. Members will decide upon the implementation of the scheme in light of the consultation, and in regard to the duties of the Council as Highway and Traffic Authority.
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8.30 Committee is requested to note officers comments and to agree that the issues raised have been suitably addressed. The consultation document was under revision at the time of writing this report and the amended document will be presented at Committee. Subject to Committee's approval of the revised consultation document, members are requested to authorise officers to proceed with public consultations on the proposed Wembley National Stadium Residents Protective Parking Scheme.

9.0 BACKGROUND INFORMATION

Details of Documents:

- 9.1 Highways Committee report - October 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)
Wembley Stadium Consultation Draft Document
- 9.2 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

Wembley National Stadium Event Day Parking Controls (APPENDIX A)

Getting parking right for residents

How do the event days work?

There will be a maximum of 30 classified event days at the new National Stadium each year. These will range from the FA Cup Final and home England football internationals to major pop concerts.

Wembley National Stadium Ltd, working together with the emergency services, local residents and business groups, and the Highways Agency, will decide which days are declared event days.

Events at Wembley will happen at different times of the day. Unfortunately, the legal requirement to enforce event day parking control cannot be flexible on the hours of operation within a specific day. As a result, event day protective parking will apply from (hours TBC).

How would you enforce the scheme?

The protective parking scheme would be enforced by Brent Council's existing enforcement teams. There will be extra officers on patrol in the area on event days to see that vehicles display the appropriate permit. Vehicles without the correct permit will be liable to a parking fine of up to £xxx and subsequent removal. The parking restrictions will be strictly enforced to protect local people.

In summary, the scheme is based on the simple need to protect parking for local people within designated areas around their homes and businesses on event days.

How do I obtain a permit?

At this stage, all we want to know is what people think about the scheme idea. We have not yet finalised the details for obtaining permits and will do this once we have reviewed all of the views given to us during this consultation.

To make it as easy for permit holders as possible, however, we propose to make event day permits valid for a lifetime. You will not have to renew your permit each year. The only time you would need to obtain a new permit would be if it became lost or damaged, or if you move house or change your car.

Over time, will this become a CPZ like the others in the borough?

No. This proposal is not for a Controlled Parking Zone (CPZ) scheme. Brent Council has a strict policy of not introducing CPZs without specific consultation with residents. Only if a clear majority of residents are in favour of the CPZ scheme will one be introduced. This consultation is about protecting parking for local people not about CPZs.



Once you have paid for any extra permits you need, you will not have to pay any more. The only cost you pay is the initial cost or the standard £10 admin cost if you change car or move house and need to update the details on your permit.

APPENDIX A CONTINUED

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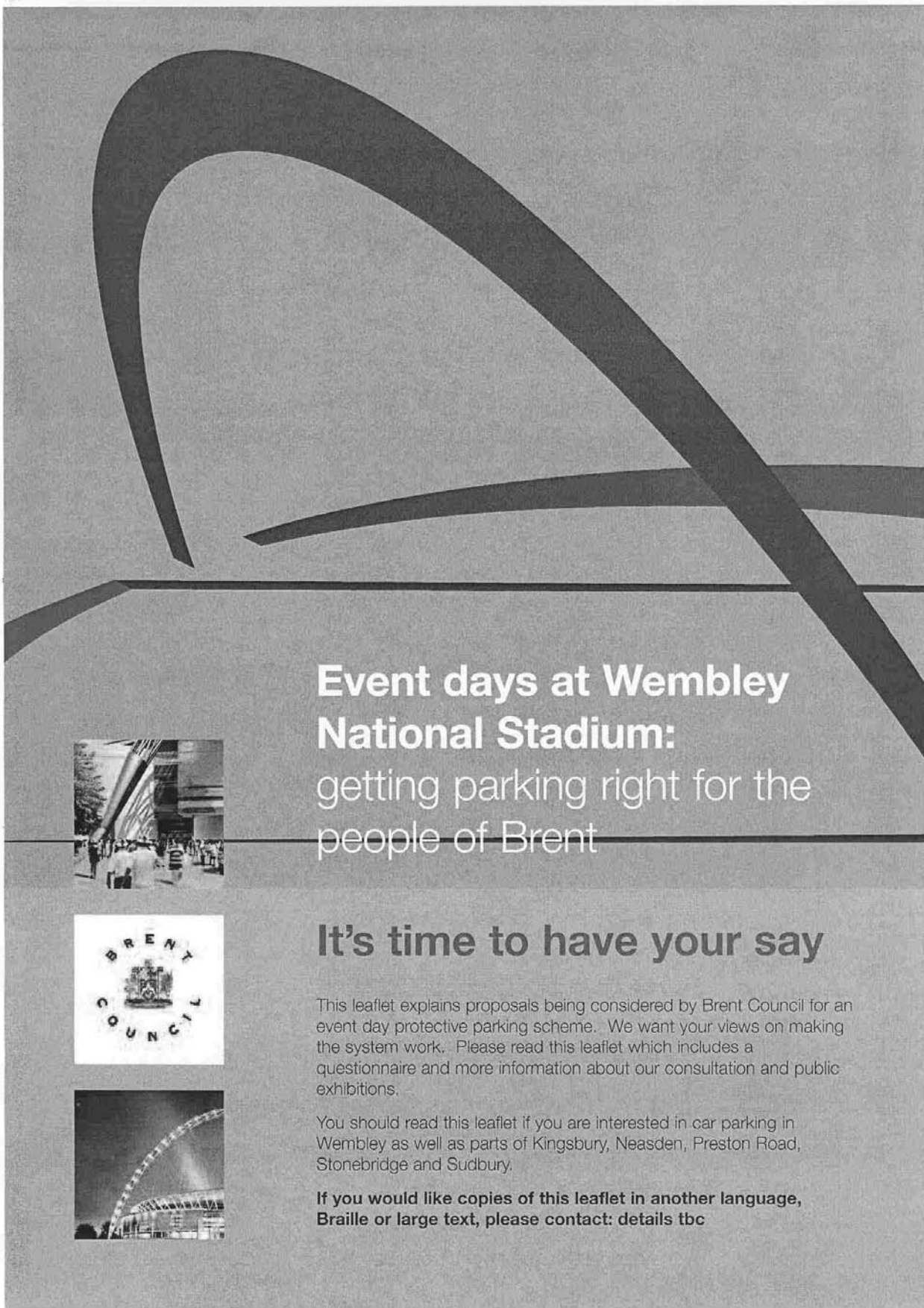
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APPENDIX A CONTINUED



Event days at Wembley National Stadium:

getting parking right for the people of Brent



It's time to have your say

This leaflet explains proposals being considered by Brent Council for an event day protective parking scheme. We want your views on making the system work. Please read this leaflet which includes a questionnaire and more information about our consultation and public exhibitions.

You should read this leaflet if you are interested in car parking in Wembley as well as parts of Kingsbury, Neasden, Preston Road, Stonebridge and Sudbury.

If you would like copies of this leaflet in another language, Braille or large text, please contact: details tbc

APPENDIX A CONTINUED

Getting parking right for residents

Why do we need to do anything?

The new Wembley National Stadium is coming. In 2006, the stadium will open bringing over 90,000 people into Wembley for major sports and entertainment events.

Unlike the old stadium, the new National Stadium has been designed as a public transport venue. This means that over £60 million is being spent improving bus, tube and train services including a significant facelift for Wembley Stadium rail station as well as Wembley Park and Wembley Central underground stations.

Major improvements are happening all around Wembley as the stadium gets ready to open its doors in 2006. This means better facilities for people attending events but, more importantly, better public transport facilities for the people of Brent to use 365 days a year.

It's easy to forget what it used to be like on major event days. The crowds poured into Wembley, with many travelling to the stadium by car. When the stadium car parks were full, visitors clogged up local streets searching for somewhere to park.

Now, because there will be far fewer car parking spaces than before at the new National Stadium, the need to make sure people don't bring their cars into the area and attempt to park in local streets is even greater.

What's more, making sure that local residents and businesses can park and get around the borough on the 30 or so event days each year is important. We need a solution that protects local people and businesses from parking problems by discouraging visitors to Wembley Stadium from travelling by car.

We need your help to get it right

This leaflet outlines details for a protective parking scheme which will ensure local residents and businesses can park where they need to on Wembley event days.

The scheme is being designed to benefit local people and prevent visitors to Wembley parking where they could create problems.

We are currently considering a scheme which would allow local residents and businesses displaying the correct permit to park in designated areas on event days. The permits would only be available for local residents and businesses to use. Any vehicle not displaying a valid permit and trying to park in a designated event day parking protection zone would be liable to be ticketed and towed away.

Initially, the designated areas will extend to an area roughly one mile from Wembley National Stadium. As well as Wembley itself they include parts of Kingsbury, Neasden, Preston Road, Stonebridge and Sudbury. Depending on the impact of the proposed scheme on surrounding areas the controls could extend to cover an area roughly two miles from the Stadium.



Our aim is clear:

- 1. to protect local residents and businesses**
- 2. to encourage visitors to use public transport when attending events at Wembley Stadium**

APPENDIX A CONTINUED

map of consultation area



Key facts about the new National Stadium and how to get to it

- The new National Stadium will have 90,000 seats, some 20,000 more than the old stadium
- Over £60 million is being spent over the next five years on making the new National Stadium a public transport venue with improved access by train, underground and bus
- This investment will deliver increased capacity on underground services; major upgrades to Wembley Park and Wembley Central underground stations as well as Wembley Stadium station; and improved walking routes on key roads including Wembley High Road and Wembley Park Boulevard
- There will only be the equivalent of 2,900 car parking spaces at the new National Stadium compared to the 4,800 spaces in the old stadium car parks. These will only be available for pre-paid ticket holders
- Anyone arriving at the new National Stadium without a parking ticket issued as part of their event ticket will not be able to park. No-one will be able to pay to park on the day

APPENDIX A CONTINUED

A Potential Solution



We want to hear from all the households and businesses in the areas shown on the map opposite and get your views on introducing a system that will work for you. This leaflet provides more information on the potential scheme, why we need it, how you can help us to get it right and what happens next.

The new National Stadium will open in 2006. Doing nothing about parking is not an option and we need your views to make this work. Furthermore, under the terms of the planning permission granted for the development of the Stadium, Brent Council is legally bound to look at options to provide protective parking in the surrounding area.

Please complete the enclosed questionnaire and return it to us (you do not need to use a stamp) by no later than x June 2004. Alternatively you could complete the same survey form online @ website tbc – again no later than x June 2004.

A potential solution - how will the scheme work?

The scheme is based on providing residents and businesses in the area with a permit which enables them to park there on event days.

The possible areas for the new permits have been identified by Brent Council. They cover an area of approximately one mile's walk from the stadium.

This consultation is to ask people what they think of the proposals and how they think the parking protection might work in their area.

The scheme we are considering is **for event days only** and involves:

- Each household would be entitled to a maximum of three event day permits. All residents* will be entitled to **one free permit** and **up to two further permits**. The additional permits would be charged at £10 per permit.
- All businesses with premises in the area will be entitled to **one free permit** and **up to two further permits**. The additional permits would be charged at £10 per permit.
- Residents and business permits will display the vehicle registration number for the permit holding car. They are non-transferable.
- All residents* will be entitled to one free visitor permit which they can use for vehicles visiting their premises.
- Visitor permits will display the street name of the permit holder. They will entitle visitors to park anywhere in that named street.
- If you already live in a Controlled Parking Zone (CPZ) area, you will not need to have an event day parking permit as well. Your existing permit will provide you with sufficient protection on event days by enabling you to park in your designated CPZ, just as on any other day of the year.

* based on properties classified as individual households for Council Tax purposes

APPENDIX A CONTINUED

Event days at Wembley National Stadium - getting parking right for the people of Brent

It's time to have your say...

Your comments and views are important to us. Please take the time to fill in this questionnaire by ticking the appropriate boxes and, if you wish, adding any additional comments in the box provided.

If you need any more information before filling in your answers, please come along and talk to the project team at one of the forthcoming public exhibitions or e-mail (insert details and contact information here once confirmed).

Q Thinking about the need to protect local residents and businesses, are you in favour of some sort of protective parking measures being introduced in Wembley on designated event days?

yes no

Q What do you think the priority for a protective parking scheme should be (please put these in order with 1 being most important and 6 least important)?

- Making it easier/more convenient for local residents and business people to park outside their homes/offices/shops
- Having an easy-to-use, no fuss scheme
- Keeping Brent as congestion free as possible by putting people off driving into Wembley on event days
- Improving safety on Brent streets
- Ensuring that the emergency services can do their jobs
- The effect on how the streets look (ie signs/lines/parking bays etc)

Q Thinking now about how an event day protective parking scheme could work, do you think a permit scheme for event days only is a good idea?

yes no

Please give any reasons why: _____

NB if you already live in an existing CPZ area, see section x.x above (cross-reference details to CPZ section above to be added once layout confirmed)

This questionnaire includes pre-paid postage. When you have completed your answers, please post it back to us so that we can register your views.

Please write your answers clearly using block capitals, where required.

Please also remember that these proposals do not mean introducing any new CPZs. Brent Council will not introduce CPZs unless a majority of local residents are in favour of them. This scheme is about protecting parking for local people on event days at Wembley Stadium.

Q Brent Council cannot introduce any new barriers. Bearing this in mind and again, thinking about how an event day protective parking scheme could work, are you in favour of keeping the existing barriers?

yes no

Please give any reasons why: _____

Q Do you think that it is important for any protective parking scheme to take account of the look of the streets where it could apply?

yes no

Q Are you a resident or a business occupier?

resident business

Q How many vehicles are operated from the property:

Car/small van Motorcycle Other

Name: _____

Address: _____

Telephone: _____

Email: _____

Parking zone (see map in this leaflet)

Photocopied questionnaires will not be accepted. If you damage or mislay your questionnaire, you can obtain a replacement from (details tbc)

APPENDIX B- COMMENTS FROM THE CONSERVATIVE GROUP

BRENT COUNCIL CONSERVATIVE GROUP RESPONSE TO “EVENT DAYS AT WEMBLEY STADIUM: GETTING PARKING RIGHT FOR THE PEOPLE OF BRENT”

This document is submitted on behalf of the Conservative Group on Brent Council in response to the draft consultation document on parking controls on Event Days at Wembley Stadium.

The document does not conform to the requests from residents who have petitioned Brent Council, ward councillors or even the decision by the Highways Committee to offer a range of options and choices for residents.

Instead the document presents a permit-based scheme, which is a Controlled Parking Zone on Event Days. This was the preferred route from Council Officers in the first place but has been specifically rejected by every residents group affected when they have been consulted. Ward Councillors in the areas affected reject this scheme due to the “take it or leave” attitude adopted in the consultation brochure.

The introduction states that Brent Council is considering a permit controlled scheme. This was supposed to have been a proper consultation based on a range of options, including the option for no controls at all.

In the section on the need for any form of control, the document is silent on the fact that Brent Council forced the developer of Wembley Stadium to reduce the number of car parking spaces to a mere 1200, that these will only be available to people who book places in advance and that no facilities will be available for those who arrive on speculation. This accords with Brent Council’s policy of reducing car ownership and reducing car usage. It is therefore Brent Council policy, which means that there will be no car parking spaces available to the public on the Wembley Stadium site.

The document conveniently overlooks the fact that Wembley Stadium was 100,000 capacity before the advent of all-seater stadia. The provision of car parking on-site meant that virtually everyone who wanted to come by car could park in the very near vicinity of Wembley Stadium. The barrier scheme was introduced to prevent those who sought to use the residential streets to park their car to discourage non-residents from parking there. The arrangements for the dispersal of traffic meant that the whole area was completely clear of cars within 90 minutes of the end of an event. In addition, a system of permits was introduced to cover the roads where barriers were not possible but these were issued free of charge and were transferable from one car to another.

Considerable public money has been invested into the road system around the Wembley Stadium to improve traffic flow and to ensure that a direct flow is possible to the North Circular Road. The system when the old Stadium was open was chaotic. Residents will rightly wonder why so much public money has been spent to provide new road facilities only to outlaw cars from using the roads on the days when they would be of most use.

APPENDIX B CONTINUED

The document also fails to mention the fact that Event Days are on varied days. This has a direct impact on residents, visitors, those who run businesses, shoppers, employees of local businesses etc. This is particularly true on the Event Days, which do not occur at weekends as the impact on everyone is that much greater. The document is completely silent on what will happen to those people who work locally but do not live locally are supposed to do. Presumably they are supposed to not come to work, be forced onto public transport or risk being towed away. What happens about schoolteachers? What about places of worship?

The document is silent on where residents' permits would be valid i.e. the street in which people live? The whole 2-mile radius of the proposed zone? Or would there be a series of small zones, thus preventing local residents from being able to park elsewhere in Brent on Event Days? The document strangely does not cover the issue over what will be done when the cars are excluded from the immediate Wembley area and then Stadium visitors park close to the Underground Stations and travel the last stop(s) by Underground. Presumably all residents anywhere near the Underground Stations will also have to be subject to a CPZ otherwise the scheme will quickly fail.

The document is also silent on how the roads would be marked out. Will there be parking for permit holders in designated bays only? Will the area effectively be marked out as a CPZ with bays, intrusive signage and the other requirements of a CPZ? What happens when there is insufficient parking in the street for residents and their visitors? What happens if permit holders park across their own driveways?

Given that Wembley Stadium has paid for the scheme to be introduced, why is there any charge at all for residents parking permits? Why should residents be forced to pay given that Brent Council has created the whole sorry mess in the first place?

The document suggests that the timing of the CPZ has to be consistent. Given that some events take place in the afternoon, some in the evening and some all day, the likelihood is that the hours of operation will need to be 8am to midnight for every Event Day. This will be of serious inconvenience to all local people.

The document demeans the barrier scheme yet it deters non-resident access and the barriers only have to be down for a short period of time, whilst the Stadium visitors are arriving, to act as a deterrent. The document suggests that the emergency services are opposed to the barriers, yet the meetings we have had, the documents we have seen all suggest that the emergency services have no objections. The key issue being that neither the police nor other enforcement people can stop car drivers accessing areas covered by barriers, however, the barriers were put in positions to deter the casual visitor. The emergency services could be provided with appropriate keys to enable access to areas covered by the barriers. In any case, the technology exists for barriers to be retractable on a signal from emergency vehicles. The fact remains that this document ignores the barrier provision and attempts to force residents away from pursuing this option.

The document states that no further barriers can be introduced. It does not say why. In fact there are areas, which might benefit from barriers to prevent casual visitors on Event Days and also prevent certain residential areas from becoming rat runs.

APPENDIX B CONTINUED

Residents would wish barriers to be considered for additional areas to those where they already exist.

The document is also silent about the operation of “pay & display” areas within existing CPZs. Will these be operational during Event Days? If not what happens to these bays?

The document also singularly fails to cover what would, happen in the event of a major family event such as a wedding, funeral, family party or another such event. Clearly, in this particular instance residents may not even have had any degree of notice of the event. There is no proposal to provide facilities for such events.

Equally, what happens to those residents of Brent who live outside the Event Day CPZ? What happens if they wish to visit the shops in the CPZ area?

Why is the document silent over the provision of “1 hour parking with no return within 2 hours” controls in shopping areas?

The document does not cover the eventuality that residents state that they do not want this scheme. What will the Council do then?

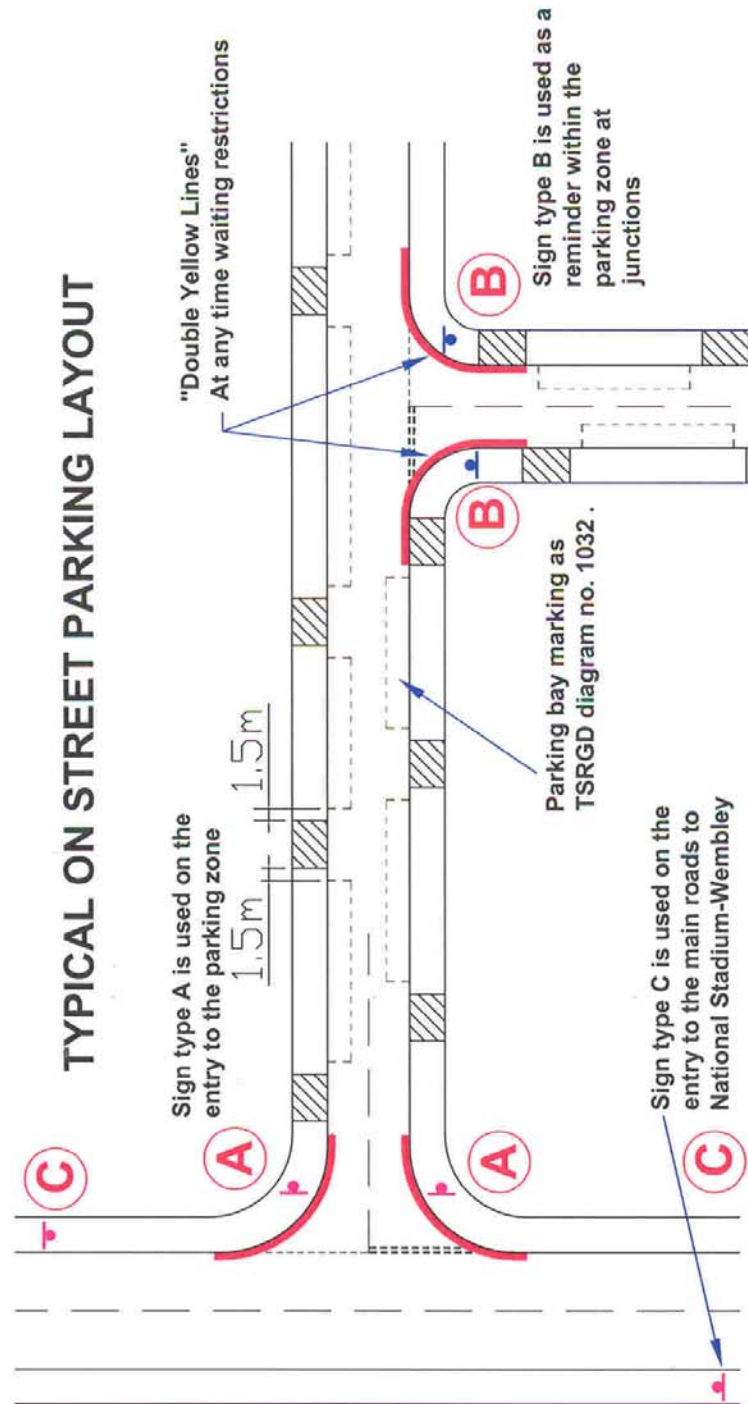
The document basically provides a “one size fits all” approach. There could be widely different views expressed from individual areas. What will Brent Council do then?

The fact is that the document raises more questions than answers and presents a completely distorted picture. Once the answers to all the questions raised above are answered, the true picture will be available for residents to give an informed answer. The questionnaire is constructed in a way to deliberately lead residents to a particular answer. In fact, most residents will believe that they are not being given a choice, they are being informed about what Brent Council intend doing.

APPENDIX C- PROPOSED DESIGN LAYOUT

Wembley National Stadium Event Day Parking Controls APPENDIX G

Proposed Event Day Permit Parking Scheme Layout



APPENDIX C CONTINUED

Wembley National Stadium Event Day Parking Controls
APPENDIX G continued

Proposed Scheme Signing

(DfT traffic signs regulations dispensation required)



Advance information warning signs on main routes

