

LONDON BOROUGH OF BRENT

**HIGHWAYS COMMITTEE
22 MARCH 2005**

Report from the Director of Environment

For action	Wards affected: All
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Report Title: Petition against the Wembley Stadium Event Day Permit parking scheme – Elm Way, Vicarage Way, Village Way, West Way and The Rise, Neasden, NW10

Forward Plan ref:

1.0 Summary

1.1 This report advises Members that a petition has been received from local residents objecting to the implementation of the Wembley Stadium event day Permit parking scheme in Elm, Vicarage, Village, West Ways and The Rise in Neasden.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition and the issues raised.
- 2.2 The Committee notes that the scheme was approved by the Committee on 28th October 2004 based on the consultation results.
- 2.3 The Committee agrees to overrule the objection and that the Transportation Unit proceeds with the statutory consultation.

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3.0 Detail

Introduction

- 3.1 A petition was received and verified by Democratic Services in February 2005 and satisfied the Council's standing orders requirement for a minimum of 50 signatures requiring it to be considered by the Committee. The petition states that "*We the residents of Village Way, West Way, Vicarage Way, Elm Way and The Rise in Neasden in Brent have not all received the consultation materials and are strongly against these decisions and do not wish for our streets to be included in the Wembley Stadium event day protective parking permit scheme.*"

Background

- 3.2 A public consultation was carried out during by an independent consultant (Carmarque) during July/ August 2004, and was reported to the Highways Committee on 28th October 2004.

The result of the consultation indicated that there was majority of the respondents in Area 6 were in favour of the proposals and based on the results, the consultation the Committee agreed to proceed to Statutory Consultation and implementation of the scheme. (Area 6 comprised the roads between Neasden Lane and the railway lines, from the North Circular Rd to the River Brent). A 12.75% return of the 38,427 questionnaires sent was achieved, and in Area 6, some 86 questionnaires were recorded, and 74.5% of these favoured protection parking.

Event Day Protective Parking Scheme

- 3.3 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 area surrounding the Stadium, for when the Stadium opens, currently anticipated early 2006. The Council's strategy is to deter vehicle trips into the borough and to protect residents from intrusive parking, by the introduction of an event day Protective Parking Scheme.

This approach would be jeopardised by the removal of areas for the scheme, particularly when located geographically with other areas of protection. Indeed, whilst the petition has been signed by more than 50 signatures, it cannot be directly compared with the questionnaires, which were answered on behalf of households.

- 3.4 In light of the above, and the extensive work already undertaken by a multi-agency partnership to deliver excellent public transport links, Officers have recommended at 2.3, that the objection raised by the petitioner be overruled and that the scheme proceed through Statutory Consultation to implementation.

4.0 Financial Implications

- 4.1 The Wembley National stadium section 106 agreement provides £2,500,000 for the progressing event day parking controls. 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 contribute to The administration of the schemes implemented and to subsidise the issue of Permits to residents, as appropriate.
- 4.2 There will be financial implications if Members do not overrule the objections.

5.0 legal implications

- 5.1 The permit parking scheme and parking prohibitions (waiting and loading restrictions) associated with implementing the event day parking controls will require the making of traffic regulation Orders under the Road Traffic Regulation Act 1984. This will require statutory consultation.

6.0 Diversity Implications

- 7.1 All public consultation material distributed included a section written in the most common languages used in the Borough with an explanation of how more information about proposals could be obtained.

7.0 Staffing / Accommodation Implications (if appropriate)

- 7.1 The Council's Transportation Service Unit will deal with all issues related to the scheme detailed in this report.

8.0 Environmental Implications

8.1 The implementation of event day parking 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 visitors and encouraging the use of public transport.

Background Papers

Traffic Management Project File TP 272
Road Traffic Regulation Act 1984.
Highways Act 1980
Petition Received
Committee Report – October 2004

Contact Officers

Any person wishing to inspect the above papers should contact Amir Hosseini, Acting Team Leader, Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 0208 937 5188

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