

	<p style="text-align: center;">Highways Committee 20 October 2005</p> <p style="text-align: center;">Report from the Director of Transportation</p>
For Action	Wards Affected: All
<p style="text-align: center;">Report Title: WEMBLEY STADIUM EVENT DAY PARKING CONTROLS</p>	

Forward Plan Ref: E&C-05/-6-022

1.0 Summary

- 1.1 This report informs members on the outcome of re-consultations on options for the Wembley Stadium Event Day Protective Parking Scheme in the Tokyngton, Oakington and Clarendon Garden areas of Wembley.
- 1.2 The re-consultation was carried out following a request received from representatives of residents associations in these areas for a permit and 'signs only' parking control scheme for their respective areas.
- 1.3 The responses indicate that there is majority support from the areas consulted for the 'signs only' scheme.

2.0 Recommendations

- 2.1 That Committee notes the results of the consultation at Appendix C, summarised at Item 3.8 of this report, and in light of the consultation instructs officers to proceed with a 'signs only' scheme in the Tokyngton, Oakington and Clarendon Gardens areas, as detailed at Item 3.9.
- 2.2 That Committee resolves that officers review the scheme after the initial major events (for 6 months) at the Stadium, and that if in the opinion of the Director of Transportation (following consultation with the Chair of this Committee) the signs only scheme proves to be ineffective, road marking be introduced for parking places to consolidate the PPS in the Tokyngton, Oakington (north) and Clarendon Gardens areas.

3.0 Detail

Background

- 3.1 The 28 October 2004 Highways Committee noted the results of the public consultation carried out in Summer 2004 on the Wembley Stadium 'Protective Parking Scheme' (PPS), and resolved to advance the scheme to detailed design, statutory consultation and implementation in areas where majority support had been identified.
- 3.2 The Summer 2004 consultation included public exhibitions of the Protective Parking Scheme design proposals, which incorporated signs, as well as road markings ('signs and lines' scheme), to denote parking places where only residents and their visitors, as well as businesses, would be permitted to park with 'Event Day' parking permits.
- 3.3 In designing the scheme officers had been mindful that a wide usage of road markings and traffic signs would have a detrimental visual impact on the local environment, particularly as the PPS would only operate for up to 37 days a year. However, it was also the view of officers that a robust parking scheme design was necessary, and one that should be easily recognisable and understood by visitors; hence a scheme combining road markings and strategically located signs indicating permit holder only parking, was designed for consultation. Yellow lines were omitted from the scheme, other than where necessary to maintain access and road safety, to minimise the visual impact of the PPS. As the scheme design represented a departure from 'conventional' parking control scheme designs (such as Controlled Parking Zones), approval was sought, and obtained, from the Department for Transport (DfT) to relax the regulations which cover the usage of signs and lines for parking control schemes.
- 3.4 Members also agreed at the October 2004 meeting to a 'signs only' scheme for Conservation areas, i.e. a scheme whereby parking would be controlled through approved signage only, without the need for road markings to denote parking places. This was requested during the consultation by residents in the Barnhill area on the grounds that road markings associated with the event day scheme would be intrusive and out of character with the conservation status of their area. Once again approval was obtained from the DfT for relaxation of traffic signs and road markings regulations.
- 3.5 The original consultation showed support for barriers to be retained in the former 'environmental' areas, i.e. where these were previously used as a means of traffic management and parking control during major events at Wembley Stadium. Committee agreed to retain the barriers although members were informed of the concerns raised by the emergency services at the potential for delays to response times if roads were to be closed by barriers. If an objection is raised by the emergency services to the barriers in response to the statutory consultation, it would be substantive and would require resolution by members of this Committee.

3.6 Following Committee's approval of the Protective Parking Scheme (PPS) the scheme designs were finalised for the 32 areas covered by the PPS, and copies forwarded to Ward Councillors, and stakeholder groups who attended meetings with officers at the pre-consultation stage in summer 2004. A request was subsequently received from representatives of the Tokyngton, Oakington and Clarendon Gardens areas residents' associations for a signs only scheme for their areas. The Chair of this Committee agreed to re-consult residents in these areas (areas 3, 4, 9, 10 and 11 on the map at Appendix A) on the options of a 'signs & lines' or 'signs only' scheme.

Re-consultation – September 2005

3.7 Residents and businesses in the Tokyngton, Oakington and Clarendon Gardens areas were re-consulted on the options at 3.6 above. The consultation document was prepared by consultants 'Camargue', and sent by mail to approximately 5,670 households and businesses in the area. A copy of the consultation is attached at Appendix B.

3.8 The results of the consultation, which was carried out from 15 – 30 September, are tabulated at Appendix C and summarised below:

AREA	No. of Questionnaires sent	Nos. Returned	Nos. in favour	
			Option 1	Option 2
3	1015	276	71	200
4	1994	630	99	528
9	695	159	51	107
10	920	180	92	88
11	1044	243	93	147

3.9 Committee will note there is clear support for the signs only scheme in areas 3, 4, 9 and 11. In light of the support indicated members may be minded to instruct officers to proceed with the signs only scheme in these areas. The response from area 10 is marginally in favour of the signs and lines scheme, however there is an inclusive area of support for the signs only scheme from streets which were previously under 'barrier control'. It is suggested therefore that the signs only scheme be implemented in Hillcroft Crescent, Hillside Avenue, Manor Drive and Park Chase. Officers however remain concerned at the workability of a signs only scheme in areas in close proximity to the Stadium, and suggest therefore that, as with the Barnhill area, the scheme be reviewed(after 6 months) following the initial major events at the Stadium. Should the signs only measures prove to be ineffective it is recommended that the parking places be marked to consolidate the scheme, and that a decision on this be taken by the Director of Transportation following consultation with the Chair.

4.0 Financial Implications

- 4.1 The Wembley National Stadium section 106 agreement provides £2,500,000 for 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.

Approximately £250,000 has been claimed to date from the Section 106 allocation for design fees, and for consultants' fees for the consultation carried out in summer 2004. It is anticipated that a further £150,000 will be claimed in the current financial year for finalising the scheme design and progressing the statutory consultation. The costs incurred with the re-consultation reported herein, as well as amendments to the scheme design if approved by Committee, will be covered within these allocations. The cost for the signage and marking for the permit parking control scheme is estimated at £1.6m, and for the printing and issuing of permits the estimated costs are £7,500.00. The £2.5m (plus interest accrued) Section 106 allocation will therefore be sufficient to deliver the parking control scheme. The balance of this amount will be used to extend the scheme or to introduce event day controls where necessary.

- 4.3 If the signs only scheme in the Barnhill, Tokyngton, Oakington, and Clarendon Gardens areas proves to be ineffective and it becomes necessary therefore to introduce road markings (and amended signage) the costs for doing so are estimated at £200,000. It may be necessary to seek approval from Wembley National Stadium Limited (WNSL) to utilise any outstanding balance of the Section 106 funding for this purpose; if approval is not granted the amount will need to be identified from the Environment and Culture budget.

5.0 Legal Implications

- 5.1 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 residential parking areas 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 and use reasonable endeavours to implement these by one month prior to completion of the Stadium.
- 5.2 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. Such Orders will permit the Council to take the appropriate enforcement in the protective parking areas, issuing penalty charge notices, and tow-aways as necessary.

5.3 The legal implications relating to the barrier method of road closure were reported to this Committee in October 2003. Barriers may only be lowered if in support of a traffic management Order authorising a road closure at these particular locations. Such an Order would be required to be drafted and advertised annually with all the possible dates for the anticipated events at Wembley. The Order will be subject to statutory consultation and the views of the emergency services must be considered.

6.0 Diversity Implications

6.1 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 Transportation Service Unit will be undertaking the scheme design, statutory consultation and implementation work on all the event day parking schemes.

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.

8.2 Wembley National Stadium will be promoted as a public transport destination. Use of the private car will be limited to those with prepaid parking tickets and it is the Council's policy to discourage other vehicles from entering the area. This will have the effect of minimising traffic on the road links, and junctions, around the stadium, thereby reducing congestion. All stadium traffic will enter the parking facilities from the North Circular Road, again having the effect of reducing traffic on the local highway network.

8.3 Air Quality. The former national stadium was served by three road routes into and out of the stadium. These were heavily congested before and after major events. The proposal to serve the stadium by only one route, the Stadium Access Corridor, will improve the traffic congestion, and hence air quality, on the other two former routes. Using the Stadium Access Corridor under tidal flow management will minimise congestion and queuing.

Background Papers

Highways Committee report – July 2003, October 2003, June 2004, October 2004

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)
September 2005 Re-consultation document

Contact Officers:

Satnam S Sahota, Transportation Service Unit, 2nd Floor East, Brent House,
349-357 High Road, Wembley, Middlesex, HA2 8TT. Telephone: 020 8937
5140

Richard Saunders, Director of Environment & Culture

APPENDIX B



Event days at Wembley National Stadium:

getting parking right for the people of Brent

Fine-tuning the solutions: we want your views

Deadline for return of consultation questionnaires:
Friday 30 September at 5pm.

The new Wembley National Stadium will be officially opened in May 2006 with the hosting of the FA Cup Final. Before then, however, there will be a handful of 'ramp up' events with smaller crowds attending events designed to test and trial the new facilities – making sure that everything is ready for a sell-out crowd for the Cup Final in May. Whichever way you look at this, it means the opening of the stadium is not far way. To be ready, we need to act now to put in place a new system to manage traffic and parking in and around the stadium.

APPENDIX B Continued

The proposed scheme

In summer 2004, you may remember, we consulted with you on a 'Protective Parking Scheme' for your area which would operate only on days when major events were taking place at the new stadium. Brent Council received support from a majority of respondents in your area for its proposals and the Council's Highways Committee agreed, in October 2004, to proceed with the statutory consultation as part of the legal process required to implement the scheme.

The approved scheme is based on a permit system for residents and their legitimate visitors. Vehicles with entitlement to park in the protective parking areas on event days would simply display a permit in their windscreen authorising them to do so.

It is proposed that these protective parking areas include clearly marked parking bays and signs to show exactly where permit holders are allowed to park. These will be easily recognisable and understood by visitors and will ensure that local residents benefit from effective event day protective parking. To minimise the use of linemarkings on the road, there will be no yellow lines across driveways (but we will be able to remove vehicles causing obstruction).

We want to avoid people driving into residential areas and attempting to park in the streets close to the stadium. Our view is that the most effective scheme – and the one best able to meet the objective of reducing disruption for local people – is the option based on a combination of signs and lines to show clearly where people can park on event days.

The only exception to this is in the Barnhill 'Conservation Area', where it is proposed not to use road markings to designate parking places. Instead, parking restrictions will be enforced through the use of signs only with no specific event day parking bays marked on the road. This option was requested specifically by Barnhill residents during the summer 2004 consultation, who felt that the use of road markings would be out of character with Barnhill's status as a Conservation Area.

Our previous consultation also revealed support from your area for retaining barriers as part of the traffic management solution. Again, the Council's Highways Committee agreed to include this option in the statutory consultation process. The position with

barriers, however, remains the same today as it was at the time of the summer 2004 consultation – namely, that the emergency services have indicated that they will object to the use of barriers on the basis that they would be likely to adversely affect emergency response times.

It is also the Council's view that the use of barriers on their own would be ineffective and that the proposed scheme, using clearly marked bays and signs, would be the most effective way of deterring parking in residential areas, such as yours, by visitors attending major events at the stadium.

Changes requested to the scheme for your area

The Council has received a request from representatives of residents associations in your area to implement a scheme based on the 'Conservation Area' option (i.e. without any road markings to indicate parking bays). The suggestion made to the Council is that this type of scheme, together with the barriers, will be sufficient to deter visitors from parking in your area.

While this is feasible, the Council's view remains that, given the proximity of your area to the stadium, it is vital to have a scheme which immediately indicates to visitors that parking controls are in operation. Should barriers not be used, the Council's concern is that a scheme relying on signs alone will be ineffective and open to abuse, ultimately providing local residents with no protection or benefits.

What choice is being proposed?

Having stated its preference, however, the Council's Highways Committee is mindful of the concerns and requests received from residents associations in your area and Council officers have been asked to re-consult with you. Although we are quite clear in our understanding that a sign/line combination is the only genuinely effective option, we are looking for your personal preference on the following options:

To retain the previously-supported scheme of signs and lines (with parking bays marked on the road)

OR

To implement an alternative option which relies on signs only.

APPENDIX B Continued

To help us put in place the right scheme for your area, we would be grateful if you could complete this questionnaire and send it back to us using the freepost envelope enclosed.

We will need your response by no later than 30 September 2005. As before, the majority response from your area will determine which scheme is implemented.

Questionnaire

We would welcome your views on which of these **two options** you would like to see in your local area.

How would the event day protective parking scheme work? – the options:

Option 1: Permit and sign/line-based scheme

Authorised residents and their legitimate visitors display permits in their vehicle windscreens.

Vehicles displaying permits can park in the designated parking bays, as marked by signs and lines which provide clearly identified areas for legal parking.

Vehicles not displaying a valid permit or parked outside the designated parking bays – and potentially obstructing driveways/access – will be issued with Penalty Charge Notices (ie parking tickets) and can be legally removed.

Option 2: Permit and sign only-based scheme

Authorised residents and their legitimate visitors display permits in their vehicle windscreens.

Signs are placed on pavements and junctions indicating that event day parking measures apply – there are no parking bays marked on the roads.

Vehicles displaying permits can be parked anywhere within local areas other than on existing parking restrictions and designated parking bays, such as yellow lines and 'Disabled' parking bays.

Vehicles not displaying a valid permit will be issued with Penalty Charge Notices and can be legally removed. ***The Council will not be able to enforce obstructive parking across driveways because anyone with a valid permit will be allowed to park anywhere in the local area (other than on existing restrictions).***

Let us have YOUR views - please tick ONE of the boxes below

I/we support **Option 1:**
Permit and sign/line-based scheme

I/we support **Option 2:**
Permit and sign only-based scheme

Don't know / no preference

Now please turn to the back page...

APPENDIX B Continued

Do we have your correct address details?

Yes No

If No, please complete your address details here:

Name: _____

Address: _____

Telephone: _____

Email: _____

What happens next?

As soon as we have your views, we will determine the preferred scheme and work to put it in place, ready for when the stadium opens.

To do this, we need your response by **Friday 30 September (no later than 5pm)**. To help us, please complete and return this questionnaire as soon as possible. We regret we will not be able to consider responses which arrive after 30 September.

Please use the envelope provided – postage is free and you do not need to use a stamp. Simply fold this form and insert it into the freepost envelope.

If you would like any further information, contact the Event Day Protective Parking team on **020 8937 5132** between 9am and 5pm, Monday to Friday, or by e-mail at: transportation@brent.gov.uk

Thank you for taking the time to read this leaflet. We look forward to hearing from you and to considering your views.

Photocopied questionnaires will not be accepted. If you damage or mislay your questionnaire, you can obtain a replacement by calling 020 8937 5132.

If you have difficulty understanding this in English, please contact the One-Stop Shop at the Town Hall, Forty Lane, Wembley Monday to Friday 9am to 5pm. Telephone 020 8937 1200

اگر آپ کو اسے انگریزی میں سمجھنے میں دشواری ہو تو براہ کرم ہمرائی ٹاؤن ہال واقع فورٹی لین، ویمبلی میں ون اسٹاپ شاپ سے براہ کرم 9 بجے سے شام 5 بجے تک ٹیلیفون نمبر پر رابطہ کریں۔ 020 8937 1200

જો તમને અંગ્રેજી ભાષામાં આ સમજવાની મુશ્કેલી પડતી હોય તો, મહેરબાની કરીને વન-સ્ટોપ શોપનો સંપર્ક સાધશો. તે વેબસાઇટ ખાતે, ફોર્ટી લેઇનમાં, ટાઉન હોલમાં છે. સમય: સવારના ૯ થી સાંજના ૫ સુધી, સોમવારથી શુક્રવાર. ટેલિફોન: ૦૨૦૬-૮૩૭-૧૨૦૦

English

Urdu

Gujarati

यदि आपको इसे अंग्रेजी में समझने में मुश्किल आती है तो आप कृपया इनके साथ सोमवार से शुक्रवार तक सुबह 9 बजे से शाम 5 बजे तक संपर्क करें - वन-सटॉप शॉप, टाऊन हाल, फोर्टी लेन, वेंबली टेलीफोन 020 8937 1200

Haddii aad dhib kala kulanto in aad tani ku fahamto luqada ingiriisida, fadlan la xidhiidh xafiiska One-Stop Shop ee ku yaala Town Hall, Forty Lane, Wembley Isniinta ilaa Jimcaha 9ka subaxnimo ilaa Sta galabnimo. Telefoon 020 8937 1200

જો તુમને ઈંદ અંગરેજી વિષ સમજાઈ વિષ મુશ્કાઈ આઈ-સી છે તો કૃપા કરવે ઈંદનાં નામ સોમદાં ડે શુકરવાર તક સુબહ 9 બજે ડે શામ 5 બજે ડે રાષ્ટાં બરે: વૅન સટૅપ શોપ, ડાઉન હાલ, વેંબલી ટેલીફોન 020 8937 1200

APPENDIX C Continued

Road Name	RECONSULTATION RESULTS: EVENT DAY PPS - AREA 3						
	No. of questionnaires sent	No. returned (%)		Question1			
		Support Option 1 (%)	Support Option 2 (%)				
Aldbury Avenue	41	18 (44)	8 (44)	8 (44)	8 (44)		
Agentia Way	3	0 (00)	0	0	0		
Berkhamsted Avenue	77	19 (25)	5 (26)	14 (74)			
Bovington Avenue	29	9 (31)	2 (22)	7 (78)			
Clifton Avenue	75	17 (23)	8 (47)	9 (53)			
Derek Avenue	24	5 (21)	2 (40)	3 (60)			
Flamsted Avenue	36	6 (17)	2 (33)	4 (67)			
Gaddesden Avenue	15	7 (47)	0 (00)	7 (100)			
Harrow Road	172	70 (41)	16 (23)	52 (74)			
Jesmond Avenue	92	18 (20)	4 (22)	14 (78)			
Nettleden Avenue	56	9 (16)	0 (00)	9 (100)			
Northchurch Road	19	4 (21)	2 (50)	2 (50)			
Sylvia Court	32	3 (09)	1 (33)	2 (67)			
Sylvia Gardens	41	11 (27)	2 (18)	9 (82)			
Tokyngton Avenue	251	60 (24)	14 (23)	45 (75)			
Tring Avenue	12	5 (42)	2 (40)	3 (60)			
Wigginton Avenue	40	15 (38)	3 (20)	12 (80)			
TOTAL	1015	276 (27)	71 (26)	200 (72)			

EVENT DAY PROTECTIVE PARKING SCHEME

- (Q1.) - OPTION 1 - I/We support option 1: Permit and sign/line-based scheme
(Q1.) - OPTION 2 - I/We support option 2: Permit and sign only - based scheme
(Q2.) - Do we have your correct address details?

NOTE:

(1) Answers to Question no.2 is not included in the above summary of results.

APPENDIX C Continued

Road Name	RECONSULTATION RESULTS: EVENT DAY PPS - AREA 4						
	No. of questionnaires sent	Question1		Question1			
		No. returned	(%)	Support Option 1	(%)	Support Option 2	(%)
Babington Rise	38	3	(08)	3	(100)	0	(00)
Brent Way	42	12	(29)	1	(08)	11	(92)
Chalfont Avenue	85	31	(36)	2	(06)	29	(94)
Chippenham Avenue	40	11	(28)	4	(36)	7	(64)
Georgian Court	37	14	(38)	2	(14)	12	(86)
Grand Avenue	24	9	(38)	2	(22)	6	(67)
Grittleton Avenue	40	11	(28)	0	(00)	11	(100)
Grove Way	68	23	(34)	2	(09)	21	(91)
Harrow Road	170	68	(40)	16	(24)	52	(76)
Juniper Close	14	0	(00)	0		0	
Monks Park	204	57	(28)	8	(14)	49	(86)
Monks Park Gardens	26	11	(42)	2	(18)	8	(73)
Neeld Crescent	44	11	(25)	0	(00)	11	(100)
Oakington Manor Drive	201	61	(30)	9	(15)	51	(84)
Park View	121	32	(26)	7	(22)	25	(78)
St Michaels Avenue	87	29	(33)	3	(10)	26	(90)
Stonebridge Way	18	8	(44)	1	(13)	7	(88)
Tudor Court North	75	24	(32)	3	(13)	21	(88)
Tudor Court South	73	27	(37)	5	(19)	22	(81)
Victoria Avenue	144	43	(30)	8	(19)	35	(81)
Victoria Court	56	6	(11)	4	(67)	2	(33)
Vivian Avenue	177	76	(43)	11	(14)	65	(86)
Vivian Gardens	17	3	(18)	0	(00)	3	(100)
Wembley Way	35	9	(26)	1	(11)	8	(89)
Wylde Way	158	51	(32)	5	(10)	46	(90)
TOTAL	1994	630	(32)	99	(16)	528	(84)

EVENT DAY PROTECTIVE PARKING SCHEME

- (Q1.) - OPTION 1 - I/We support option 1: Permit and sign/line-based scheme
(Q1.) - OPTION 2 - I/We support option 2: Permit and sign only - based scheme
(Q2) Do we have your correct address details?

NOTE:

(1) Answers to Question no.2 is not included in the above summary of results.

APPENDIX C Continued

Road Name	RECONSULTATION RESULTS: EVENT DAY PPS - AREA 9						
	No. of questionnaires sent	No. returned (%)		Question1			
		Support Option 1 (%)	Support Option 2 (%)				
Beechcroft Gardens	79	33	(42)	7	(21)	25	(76)
Brook Avenue	85	14	(16)	4	(29)	10	(71)
Crown Walk	54	11	(20)	3	(27)	8	(73)
Elliott Close	46	9	(20)	3	(33)	6	(67)
Elmside Road	17	6	(35)	6	(100)	0	(00)
Forty Avenue	74	17	(23)	10	(59)	7	(41)
Forty Close	15	5	(33)	3	(60)	2	(40)
Gabrielle Close	19	6	(32)	4	(67)	2	(33)
Kingswood Road	4	1	(25)	1	(100)	0	(00)
Oakington Avenue	96	25	(26)	8	(32)	17	(68)
Wembley Hill Road	22	12	(55)	1	(08)	11	(92)
Wembley Park Drive	184	20	(11)	1	(05)	19	(95)
TOTAL	695	159	(23)	51	(32)	107	(67)

EVENT DAY PROTECTIVE PARKING SCHEME

- (Q1.) - OPTION 1 - I/We support option 1: Permit and sign/line-based scheme
(Q1.) - OPTION 2 - I/We support option 2: Permit and sign only - based scheme
(Q2) Do we have your correct address details?

NOTE:

(1) Answers to Question no.2 is not included in the above summary of results.

APPENDIX C Continued

Road Name	RECONSULTATION RESULTS: EVENT DAY PPS - AREA 10						
	No. of questionnaires sent	No. returned (%)		Question1			
				Support Option 1 (%)		Support Option 2 (%)	
Empire Way	455	28	(06)	20	(71)	8	(29)
High Street	14	4		2		2	
Hillcroft Crescent	33	8	(24)	4	(50)	4	(50)
Hillside Avenue	30	7	(23)	2	(29)	5	(71)
Manor Drive	81	23	(28)	6	(26)	17	(74)
Park Chase	77	23	(30)	6	(26)	17	(74)
Park Lane	29	7	(24)	3	(43)	4	(57)
The Gables	30	4	(13)	3	(75)	1	(25)
Wembley Hill Road	58	21	(36)	10	(48)	11	(52)
Wembley Park drive	113	55	(49)	36	(65)	19	(35)
TOTAL	920	180	(20)	92	(51)	88	(49)

EVENT DAY PROTECTIVE PARKING SCHEME

- (Q1.) - OPTION 1 - I/We support option 1: Permit and sign/line-based scheme
(Q1.) - OPTION 2 - I/We support option 2: Permit and sign only - based scheme
(Q2) Do we have your correct address details?

NOTE:

(1) Answers to Question no.2 is not included in the above summary of results.

APPENDIX C Continued

Road Name	RECONSULTATION RESULTS: EVENT DAY PPS - AREA 11						
	No. of questionnaires sent	No. returned (%)		Question1			
				Support Option 1 (%)		Support Option 2 (%)	
Castleton Avenue	94	29	(31)	10	(34)	19	(66)
Castleton Gardens	9	1	(11)	0	(00)	1	(100)
Clarendon Gardens	117	35	(30)	18	(51)	16	(46)
East Lane	74	9	(12)	4	(44)	4	(44)
Hutchinson	6	0	(00)	0		0	
Kingsway	65	25	(38)	7	(28)	18	(72)
Lambert Walk	58	4	(07)	3		1	(25)
Llanover Road	170	18	(11)	6	(33)	12	(67)
Lockier Walk	54	10	(19)	6	(60)	4	(40)
Meadow Way	63	16	(25)	8	(50)	8	(50)
Park Lane	16	7	(44)	3	(43)	4	(57)
Pembroke Road	61	10	(16)	3	(30)	7	(70)
Queenscourt	49	13	(27)	3	(23)	10	(77)
Rossllyn Crescent	65	20	(31)	4	(20)	16	(80)
Rossllyn Gardens	3	0	(00)	0		0	
St Johns Road	34	8	(24)	4	(50)	4	(50)
The Dene	44	8	(18)	2	(25)	6	(75)
The Glen	19	3	(16)	2	(67)	1	(33)
Wembley Hill Road	27	22	(81)	10	(45)	11	(50)
Winthorp Walk	16	5	(31)	0	(00)	5	(100)
TOTAL	1044	243	(23)	93	(38)	147	(60)

EVENT DAY PROTECTIVE PARKING SCHEME

- (Q1.) - **OPTION 1** - I/We support option 1: Permit and **sign/line**-based scheme
(Q1.) - **OPTION 2** - I/We support option 2: Permit and **sign only** - based scheme
(Q2) Do we have your correct address details?

NOTE:

(1) Answers to Question no.2 is not included in the above summary of results.