



Highways Committee

12th October 06

Report from the Director of Transportation

For Action

Wards Affected:
All

Report Title: WEMBLEY STADIUM EVENT DAY PARKING CONTROLS

Forward Plan Ref: E&C-06/07-075

1.0 Summary

- 1.1 This report informs Members on progress with the implementation of the Wembley Stadium Protective Parking Scheme (PPS).
- 1.2 The report also informs Members on the receipt of a petition from residents of Dollis Hill Lane objecting to the implementation of the scheme, and on requests received from the Metropolitan Police Service and Royal Mail for event day permits.

2.0 Recommendations

- 2.1 That Committee notes the progress made on the implementation of the scheme in terms of signage and carriageway marking as detailed at Items 3.1, 3.2 and 3.3 of this report.
- 2.2 That Committee notes the petition received from residents of Dollis Hill Lane objecting to the scheme but agrees Officers' suggested course of action in response to the petition as detailed at Item 3.5.
- 2.3 That Committee instructs Officers to investigate further the option of allocating event day permits to service providers, such as the emergency services and Royal Mail, to establish the criteria and guidelines for permit issue and to report these to the next meeting of this Committee for consideration and approval.

3.0 Detail

- 3.1 The Event Day Zone, within which the Protective Parking Scheme will operate, was originally divided into 33 areas (Appendix A) to manage the initial preliminary public consultation. The scheme implementation has also been progressed on the basis of individual areas. The carriageway lining works ('parking bays') were substantially complete at the time of writing this report, and full implementation was scheduled for the end of May 2006.
- 3.2 The implementation of the Variable Message Signs (VMS) on the perimeter of the Event Day Zone was substantially complete at the time of writing this report. It is expected that the signs will be fully operational by August 2006. The VMS will serve as advance warning signs by displaying the date of the next event at the stadium, and on the actual day of the event switching to "TODAY". Appendix B provides an illustration of a VMS and an example of the message to be displayed.
- 3.3 The signs associated with the event day parking bays, and in the former environmental areas where a 'signs only' scheme will operate, were being manufactured at the time of writing this report. Installation of these signs will commence in mid June and implementation is scheduled for completion in September/October 2006.

Petition

- 3.4 A petition was received in March 2006 from residents of Dollis Hill Lane objecting to the implementation of the Wembley Stadium Protective Parking Scheme. The wording of the petition suggests that residents of Dollis Hill Lane did not support the scheme when they were consulted in June 2004. The petition reads:

*Petition to Brent Council, Transportation Service Unit **not** to implement parking in Dollis Hill Lane NW2 under Wembley Stadium Protective Parking Scheme as the local residents have already voted no to any parking scheme.*

- 3.5 Dollis Hill Lane falls within area 22 of the Event Day Zone. The consultation results reported to the 28 October 2004 Highways Committee indicated that the majority of the respondents (83.6%) from area 22 were in support of some sort of protective parking scheme. The area is in close proximity to Neasden Station which provides a direct rail link to Wembley Park Station, and the potential exists therefore to attract event day visitor parking if the area is 'uncontrolled'. In view of this and the high response in favour of parking controls identified in the consultation it is suggested that the petition is noted, but nevertheless the scheme be advanced to implementation.

Permits for service providers

- 3.6 Officers have received requests from the Royal Mail offices in Wembley, and the Metropolitan Police Service (at Wembley) for concessions for their staff to

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park in the event day zone on event days. Royal Mail stated that their postman/post women use private cars to carry mail to their first point of delivery where they park and leave their vehicles whilst they complete their deliveries within a local area. They then proceed by car to an adjacent area where they complete their deliveries, and this is repeated for successive areas. It is both for security and health & safety reasons that Royal Mail delivery staff need to use their vehicles on a daily basis whilst carrying out their duties.

3.7 The Metropolitan Police Service (MPS) has requested event day parking concessions for staff who work early or late shifts, and for whom the use of public transport is not a viable option. The Council's Transport Operations service has also raised concerns at the impact the PPS will have on their ability to operate the 'meals on wheels' service, as well as the transport of special needs children and adults to schools and day centres in the borough.

3.8 The above issues have highlighted the need for consideration to be given to the allocation of permits to service providers which may be considered 'essential'. Members may be aware that within Brent's current policy in respect of the operation of CPZs, there is the option of allocating 'Essential User Permits' to health care workers, special needs teachers, etc. who need to use their cars to visit residents in their homes which are in CPZs. Officers' views are that a similar scheme could operate for event days, adopting guidelines similar to the Essential User Permit allocation. However the guidelines will need to be amended as currently neither the MPS nor Royal Mail are eligible for Essential User Permits. It is suggested therefore that Officers draft guidelines and eligibility criteria for permits in line with Brent's current parking strategy, similar to the Essential User Permit, to address the concerns raised by the above mentioned services, and to report these to the next meeting of this Committee.

4.0 Financial Implications

4.1 Details of the £2.5 million (plus interest) Section 106 funding for the off-site parking and traffic management schemes have been reported previously to Members. It is anticipated that £1.2 million will be claimed to fully implement the scheme. A breakdown of the projected claims is given below:

Item	Projected Claim (estimated)
Scheme design and consultation to completion	£150,000
Printing & issuing of permits	£7,500
Standard traffic signs	£350,000
Variable message signs	£145,000
Lining	£550,000
Printing & distribution of forms & and notifications (publicity)	£20,000
Total	£1,202,500

4.2 The balance of the funding will remain available after the opening of the stadium to meet the costs of administering the scheme and to extend the traffic management and parking scheme where appropriate.

5.0 Legal Implications

5.1 To ensure that the Wembley Event Scheme is legally enforceable, Traffic Management Orders will need to be made under sections 6, 35 45, 46 and 49 of the Road Traffic Regulation Act 1984. The procedure for making the orders is contained in The Local Authorities' Traffic Orders (Procedure) Regulations 1996. The validity of the Orders or any of its provisions can be challenged in the High Court if the Act or the procedures in the regulations have not been complied with.

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 There are no changes to the Environmental Implications reported to the previous meeting of this Committee.

Background Papers

Highways Committee reports – July 2003, October 2003, June 2004, October 2004, October 2005

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)

Petition received

Correspondence received from the Metropolitan Police Service and Royal Mail

Contact Officers

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APPENDIX A



Appendix B

