

MINUTES OF THE HIGHWAYS COMMITTEE
Tuesday, 10th July 2007 at 7.00 pm

PRESENT: Councillor D Brown (Chair), Councillor Wharton (Vice Chair) and Councillors Colwill, Matthews and Van Colle.

Councillors Allie, Blackman, V Brown, Butt, Dunwell, Farrell, Hashmi, Hirani and Moloney also attended.

1. **Apologies for Absence**

None.

2. **Declarations of Interest**

Councillor Van Colle declared a personal interest in the Progress Report on Controlled Parking Zones Programme, Item 8 as he was a resident in one of the areas mentioned in the report, however he did not feel this was a prejudicial interest so was present and voted on this item.

3. **Minutes of the Previous Meeting Held on 30th May 2007**

RESOLVED:-

that the minutes of the meeting of the Highways Committee held on 30th May 2007 be received and approved as an accurate record.

4. **Matters Arising**

None.

5. **Deputations**

None.

6. **Petitions**

The Committee noted that the following petitions had been received containing in excess of 50 signatures:-

(a) **Against Gated Closure in Clarendon Gardens**

This petition, submitted by residents, requested that the gated closure in Clarendon Gardens be removed at the earliest opportunity.

Tony Royden, representing the petitioners, referred to the consultation results in the report which had identified majority support to remove the gated closure in Clarendon Gardens. In addition, Mr Royden stated that he had collected in excess of 700 signatures for the petition that had requested the gated closure's

removal. Mr Royden explained that since the gated closure had been introduced, there had been a large increase in traffic volume in St Johns Road and East Lane and he estimated that journey times had increased by around 15 minutes as a result of this, with congestion being particularly acute during peak periods. In addition, vehicles had also been hit by passing traffic. Residents of Castleton Avenue had also expressed concern about the increase in traffic along their road. Mr Royden stated that another issue to consider was that there was little off street parking available along roads such as St Johns Road which exacerbated traffic flow problems, whereas Clarendon Gardens had plentiful off street parking. He urged Members to be mindful of the recommendation in the report to remove the gated closure.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 7.

(b) **In Support of Traffic Calming Measure and Gated Closure in Clarendon Gardens**

This petition submitted by residents stated the following:

“We, the undersigned, having experienced the new traffic calming measures, and the installation of the gate on the intersection of Clarendon Gardens and Castleton Avenue, affirm that we are pleased with the new arrangement, and would like it to be permanent.”

With the agreement of the Chair, David Miller, representing the petitioners, circulated additional information to support his petition. Mr Miller begun by stating that the gated closure had successfully achieved the objectives that the scheme had intended, with Clarendon Gardens experiencing far less traffic and increased safety, where previously there had been a number of road accidents. Members heard that the street was now safe enough for children to play in. Mr Miller stated that as the scheme had been effective in reducing traffic and increasing safety, as well as reducing pollution, that the scheme be given an additional 6 months whilst the issue was given further consideration.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 7.

(c) **Requesting Operational Hours on Certain Days for the Controlled Parking Zone Scheme in Holland Road**

This petition submitted by Councillor Dunwell on behalf of local residents stated the following:-

“We the undersigned would like the proposed days and times as follows:-

Monday to Friday, 10.00 am to 4.00 pm.”

Councillor Dunwell stated that the petition had been submitted by the Queensbury Area Residents' Association Group of Associations. Councillor Dunwell stated that a request in the petition to reduce double yellow lines at corners had been agreed with officers. Members heard that residents were requesting a change in the operational hours of the CPZ to 10.00am to 4.00pm Monday to Friday, of which the hours had been identified to help residents find parking spaces after returning from work. Councillor Dunwell added that the petition had also indicated majority opposition to any kind of CPZ scheme. Councillor Dunwell requested that the CPZ scheme in Holland Road be reviewed at the earliest opportunity.

In reply, Hossein Amir-Hosseini (Team Leader, Transportation Unit) advised Members that the CPZ scheme introduced in Holland Road in June 2007 would be reviewed within 6 to 12 months from now. Irfan Malik added that there was a schedule of CPZ reviews within the CPZ programme.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 8.

(d) **Requesting Reduction in Number of Buses Travelling Down Staverton Road**

This petition submitted by residents stated the following:-

“We the undersigned residents of Staverton Road, urge Brent Council and London Buses to reduce the number of buses on our residential road as a matter of priority.”

Eva Robertson, representing the petitioners, stated that this was the fourth petition submitted by residents regarding concerns about buses in Staverton Road in 5 years, and the sixth overall. Ms Robertson recorded her appreciation of efforts by officers to date in trying to persuade London Buses to consider this issue, however

buses still continued to cause problems, including damage to vehicles. She expressed her dissatisfaction in the lack of action from London Buses on this matter to date and urged them to pay due regard to residents' views. Ms Robertson asked that the Council continue to pursue this matter, including consideration of all legal options, with London Buses and Transport for London (TfL).

Councillor Blackman informed Members that he had raised this issue with the Mayor of London in his capacity as Brent and Harrow's London Assembly representative, however the Mayor had indicated support for London Buses. Councillor Blackman expressed his sympathy and support for the petitioners and agreed that there were too many buses using Staverton Road. He expressed his willingness to continue to pursue this matter.

The Chair stated that councillors shared their support for Staverton Road residents on this matter, commenting that there would continue to be liaison meetings with London Buses and TfL, and efforts would continue to persuade the Mayor of London to re-consider this issue. The Chair reminded residents that they could also contact the Mayor of London, London Buses and TfL directly on this matter.

Councillor Van Colle stated that he would be willing to raise this issue with TfL as a member of the London Councils Technical Committee and suggested that officers draft a document that he could present to these bodies.

The Chair then invited a London Buses representative to comment. The London Buses representative stated that this issue had been raised at senior level management within London Buses and that information was being gathered at this stage. She stated that identifying a suitable alternative route for buses to avoid Staverton Road had been considered, but so far a viable option had not been found. She confirmed that she would pass on the issues raised at this meeting to London Buses.

Phil Rankmore (Head of Special Projects, Transportation Unit) stated that a good relationship existed with London Buses at operational level and that the issue of Staverton Road and alternative options would continue to be discussed at senior level.

The Chair thanked the London Buses representative and commented that it would have been desirable if a senior official had been present at the meeting.

RESOLVED:-

that the contents of the petition be noted.

(e) **Against Controlled Parking Zone Scheme Zone MP**

This petition submitted by residents expressed opposition to the introduction of Controlled Parking Zone Scheme Zone MP.

Hossein Amir-Hosseini (Team Leader, Transportation Unit) drew Members' attention to the recommendation in the supplementary information circulated at the meeting of the Progress Report on Controlled Parking Zones (CPZ) Programme, stating that CPZ proposals for the roads included in the petition were being withdrawn as a result of informal consultation showing majority opposition to the scheme.

RESOLVED:-

that the contents of the petition be noted.

Further decisions relating to this petition were made under Item 8.

(f) **Wembley Event Day Parking, St Andrew's Road and Wells Drive
(taken at the meeting at the discretion of the Committee)**

This petition submitted by Councillor Farrell on behalf of local residents stated the following:-

"A petition by residents of (St Andrew's Road and Wells Drive, both cul-de-sacs), Kingsbury, NW9 to request that Brent Council do not implement the compulsory use of the 'parking bays' in (these roads) on Wembley Stadium Event Days because as (these roads) are comprised of maisonettes, which do not, in the main, have driveways or forecourts, the parking of vehicles is on the road. If the rule is enforced this will restrict the parking by at least one half and consequently, even though having a required 'permit' a number of residents will be forced to look elsewhere for free bays in other roads, but on the stroke of midnight, on event days, they will be able to resume their normal parking practise, which is acceptable on non event days."

Councillor Farrell, representing the petitioners, stated that the roads fell within St Andrew's Conservation area which was an additional reason why it was felt the road markings were inappropriate. Councillor Farrell advised Members that residents of Lee Close had also signed the petition.

RESOLVED:-

that the contents of the petition be noted.

7. Clarendon Gardens 20mph Zone and Experimental Gated Closure Review

Peter Boddy (Team Leader, Traffic Management, Transportation Unit) introduced the report and drew Members' details attention to the results of the review of the scheme. The Members noted the changes in traffic volume for the roads surveyed, which included a reduction in Clarendon Gardens and an increase in St Johns Road. Peter Boddy then turned to the results of the consultation, which showed 58% against the gated closure and 38% for. The Committee was advised that the scheme had been successful in reducing traffic flow for some roads and improving the overall environment, including Clarendon Gardens. However, Peter Boddy continued that amongst the issues raised during the consultation was displacement of traffic to adjoining roads and longer journey times. Members noted that if the gated closure in Clarendon Gardens was to be removed, officers recommended that the 20mph zone be extended to the section of Clarendon Gardens between Castleton Avenue and Wembley Hill Road to protect the road from rat running.

Cynthia Ziman-Bright stressed the improvements that had been experienced in Clarendon Gardens since the introduction of the gated closure, including the reduction in traffic flow and in the increase in safety and improvement in the overall environment. She expressed concern that the removal of the gated closure would see a return to the congestion and all its associated problems and expressed reservation that the introduction of speed humps would address this issue. She requested that any decision to remove the gated closure be deferred for 6 months and suggested that introducing a one-way system be considered.

Councillor Blackman spoke in his capacity as a ward councillor for one of the wards affected by the scheme. Councillor Blackman commented on the problems experienced previous to the gated closure's introduction, including severe congestion, especially at peak times, on Clarendon Gardens which would sometimes result in vehicles using the pavement to pass. Although the introduction of the gated closure had addressed these problems, Councillor Blackman acknowledged that the scheme had led to longer journey times and inconvenience to other streets in the area. He felt removing the gated closure would not be an effective solution at this stage as it would result in rat running returning to Clarendon Gardens and Pembroke Road. Councillor Blackman felt that introducing the 20mph zone to the remainder of Clarendon Gardens would not address rat running as traffic speed would be affected by congestion in any case. Councillor Blackman asserted that the main issue was to solve the problem of rat running for a number of roads in the area and he suggested that the gated barrier remain until measures were in place to address this problem.

Councillor V Brown spoke in her capacity as a ward councillor for one of the wards affected by the scheme. Councillor V Brown asserted that the introduction of the gated closure had displaced traffic to St Johns' Road

and other roads, and noting that there was majority support to remove the gated closure from the consultation, urged Members to agree to the removal at the earliest opportunity.

Councillor Dunwell suggested introducing a barrier system that restricted vehicles over a certain width, such as buses and lorries, or road signs so indicating, to ease traffic flow.

Members discussed the issues that had been raised. Councillor Van Colle, in noting that rat running continued to be a problem in some roads, stressed the need to look at other measures to address the problem. He suggested that these could include investigating the possibility of introducing road closures such as one way gating or other measures to dissuade motorists from using the roads for this purpose, adding that residents should be consulted on all proposals being considered. Councillor Van Colle felt that it would be prudent to defer making a decision on the future of the gated closure in Clarendon Gardens until such options had been considered.

Councillor Colwill similarly acknowledged the problem of rat running and stressed the need to obtain the views of the residents of the entire area affected by undertaking a thorough consultation before considering any measures. He commented that there was a possibility that a one way system would allow traffic to move at excessive speed, whilst a 20mph scheme could increase pollution.

Councillor Wharton sought advice on what the likely impact of a 20mph zone with traffic humps would have on rat running. He felt that the main objective was to focus on a solution that was effective against rat running whilst still providing local residents with reasonable access.

Councillor Matthews also felt it was important that other measures be considered and that there be consultation with residents before any proposals were put forward.

In reply to the issues raised, Peter Boddy advised Members that there had been a number of discussions and meetings with residents and councillors with regard to the consultation on the gated closure in Clarendon Gardens prior to the production of the report. Peter Boddy advised Members that a width restriction in Clarendon Gardens would not prevent midi buses from using the road, and in addition the emergency services would object to such a measure, which would also create difficulties for refuse collection vehicles. The Committee also heard that once the lane development works had been completed in St Johns Road, consideration could be given to closing one end of this road.

Members considered further this item. The Chair reminded the Committee of the significance of the results of the consultation and invited Members to clarify any alternative suggestions. After further discussion, Members

agreed to amend recommendation (ii) as suggested by Councillor Blackman that the gated closure temporarily be retained until the implementation of proposals resulting from a re-consultation to investigate measures to prevent rat running in the area.

It was noted that the amendment to recommendation (ii) invalidated recommendations (iii) and (iv) of the report.

RESOLVED:-

- (i) that the outcome of the review of the Clarendon Gardens 20mph Zone be noted; and
- (ii) that the outcome of the consultation on, and objections to, the experimental gated closure order be noted and that the gated closure temporarily be retained until the implementation of proposals resulting from a re-consultation to investigate measures to prevent rat running in the area.

8. Progress Report on Controlled Parking Zones Programme

Hossein Amir-Hosseini introduced the Progress Report on the CPZ Programme and drew Members' attention to the additional recommendations in the supplementary information circulated at the meeting.

Rachel Segers stated that although the consultation had shown majority opposition to a CPZ scheme, this masked the fact that lack of parking was an issue in this road. Ms Segers explained that this was because most properties in the road had ample off street parking provision and therefore those residents would not be unduly concerned about parking spaces on the road. However, the block of flats she resided in only had 50 off street parking spaces for 100 dwellings and residents of this block were having problems securing a parking space on the street. Ms Segers asked that this issue be reconsidered.

The Chair requested that officers contact Ms Segers with regard to this issue.

During Members' discussion of this item, Councillor Matthews enquired what happened to funds allocated to a CPZ scheme that was subsequently not implemented. Councillor Wharton sought information on extensions to CPZ schemes zones SH and ST.

In reply, Hossein Amir-Hosseini confirmed that parallel reviews of CPZ schemes zone SH and ST would shortly be conducted as a result of concerns raised by residents and results of the reviews' consultations would be reported to a future meeting of this Committee.

RESOLVED:-

- (i) that the outcome of the consultation with residents of St Mary's Road as detailed in paragraphs 3.2 to 3.3 be noted and that the inclusion of St Mary's Road in HW Zone be approved, subject to satisfactory consultation;
- (ii) that the outcome of the consultation with residents of the proposed WG Zone (Greenhill Area), as detailed in paragraphs 3.5 to 3.6 be noted and it be agreed that officers not proceed with the CPZ proposals for these streets;
- (iii)
 - (a) that the outcome of the informal consultation with residents and businesses of the proposed Church Road area (zone HY) CPZ be noted and that it be approved to proceed with the CPZ in Cobbold Road, Franklyn Road, Ilex Road and in Roundwood Road between Church Road and Franklyn Road, subject to satisfactory statutory consultation (operational times of the CPZ be Monday to Friday, 8.30 am to 6.30 pm as demonstrated by majority);
 - (b) that Church Road and Yewfield Road be re- consulted and the results of the consultation be reported to the next Highways Committee;
 - (c) that Committee the implementation of "At Any Time" (double yellow line) waiting restrictions on all road junctions within the consulted HY boundary area be approved;
 - (d) the outcome of the informal consultation with residents and businesses of the proposed Mount Pleasant Road area (Zone MP) CPZ be noted and that the CPZ proposals for their area to be withdrawn;
 - (e) that the petitions received from residents and businesses of the proposed Mount Pleasant area be noted and that the implementation of "At Any Time" (double yellow line) waiting restrictions on all road junctions within the consulted area boundary zone MP (items 3.8 - 3.9 and Appendix D of the main report) be approved;
- (iv) that the outcome of Zone KR review consultation, as detailed in paragraphs 3.12 to 3.16 be noted and the extension of operational times for Napier Road and Victor Road only, subject to statutory consultation, be agreed; and
- (v) that the Director of Transportation be authorised to consider objections and representations to the statutory consultation mentioned within the Detail section of the report and that he report

back to Members if there are substantial objections or concerns raised, otherwise he be authorised to implement the schemes.

9. **Wembley Stadium Event Day Parking Controls**

Hossein Amir-Hosseini introduced the report on Wembley Stadium Event Day Parking Controls and referred to the results of the parking surveys carried out on the 16th and 17th June 2007 in areas 5, 6, 7, 24 and 28 of the parking control scheme. Members noted the number of penalty notice charges that were issued in all areas of the scheme from 17th March to 17 June 2007 inclusive. Hossein Amir-Hosseini reported that the scheme was experiencing a good level of compliance overall. He commented that a survey of Dunster Road undertaken in response to a petition received had indicated that the road was not experiencing a shortage of spaces although officers would continue to monitor this road. Hossein Amir-Hosseini suggested that a review of all issues concerning the scheme, including that of residents' visitors, be considered during the consultation review that would be undertaken after the first season of events. He then drew Members' attention to a supplementary paper circulated at the meeting which included an additional recommendation that officers investigate the suitability of introducing a prepaid visitor scratch card system.

Jerome Cohen, a resident, stated that he was representing the Wembley Stadium Residents' Advisory Committee which had held a number of meetings with Wembley Stadium officials. Mr Cohen stated that although the scheme had been effective in reducing traffic in the area it had also brought about certain disadvantages to residents and local businesses. He felt that the parking controls were in effect too early on event days, citing the example of the England/Brazil international football match where enforcement had begun 6 hours before kick-off. He felt that marked parking bays should be withdrawn as there was no need for them and that their removal would add consistency to the scheme across the whole area covered. He also felt that the penalty notice charges were unfair as they were 20% higher than other parking control schemes in Brent. He commented that the Council should provide more information to residents on upcoming events.

Simon Alexander, representing Barnhill Residents Association ©, stressed the importance that the scheme in place was enforceable and commented on the effectiveness of marked parking bays to achieve this. Mr Alexander felt that a review should be undertaken imminently to ensure that the scheme had clear, transparent regulations that should be reviewed annually. He felt that permitting residents to print their own temporary permits or a scratch card system would need to be considered carefully with full consultation with residents as such measures could be open to misuse. He also echoed Mr Cohen's views that some local businesses had been affected by the scheme.

In reply to the issues raised by residents, Phil Rankmore stated that a number of events of varying size and scale had been held to date which had provided officers with information on how the scheme was progressing. Work continued with Wembley Stadium officials and the police and Phil Rankmore felt that it was appropriate to review the scheme after a season of events, which was to be in the period from November 2007 to February 2008. The review would be thorough and transparent and would seek to improve the scheme. He stated that the timing and nature of enforcement on event days would be looked at, stressing the importance that the scheme was enforceable. Phil Rankmore advised Members that enforcement tended to be concentrated at peak times, usually from about 3 hours before the event when visitors begun to arrive. Members heard that discussions had taken place with a number of organisations including groups such as the Barnhill Residents' Association © prior to the scheme being introduced and Phil Rankmore stressed that other parking control schemes, such as the one around Manchester City football stadium was much smaller in scale, hence there being no need for road markings. The Committee noted that the scheme had the approval of the Department for Transport.

Phil Rankmore advised Members that there were 2 pay bands for penalty notice charges in Brent and that Band A, the higher charge, had already been in force prior to the Event Day scheme in the Wembley Central/Hill areas. With regard to information on forthcoming events, Phil Rankmore commented that officers had been requesting more information from Wembley Stadium and that efforts would be made to provide additional information to residents on events, whilst such information was also available on both the Council's and Wembley Stadium's websites. Members were reminded that permits for particular events such as weddings and funerals that took place on event days were already available, with residents able to request up to 10 temporary permits could be requested for weddings and were available from parking shops. In addition, some shopping areas had a 2 hour pay and display parking scheme in place to facilitate visitors.

Councillor Blackman felt that one of the main issues of the scheme to date was the inconsistency in the enforcement of penalty notices. As a result of this he had observed a number of motorists had chosen to risk not displaying a parking permit on event days. Other issues raised by Councillor Blackman included motorists using other spaces available where all the parking bays had been used, visitor permits only being valid for a particular area and the long hours of operation on event days, in particular on the day of the England/Brazil international football match. He stated that residents were being dissuaded from shopping locally on event days. He also suggested that night time events such as concerts needed greater enforcement as such events created more problems than, for example, sporting events. He also sought clarification on the following:-

1. The length of time it would take to affect changes to the scheme through Traffic Management Orders (TMOs).
2. The number of permits issued
3. What surveys had been undertaken during each event for each area to reveal the extent of the problems being experienced.
4. The degree of congestion on event days at stations on the Jubilee and Metropolitan London Underground lines, what liaison had taken place with other London boroughs.

In reply to the issues raised by Councillor Blackman, Irfan Malik (Assistant Director, Environment & Culture) advised Members that any changes to TMOs would have to be identified shortly in order that the TMOs were in place in time for next season's events and any changes would be discussed with local residents' associations. Members noted that the number of permits issued was approximately in the region of 24,000 to 26,000 and Irfan Malik added that some residents had not obtained permits either because they were not vehicle owners or because they had driveways or garages on their property.

Phil Rankmore advised the Committee that TMOs took approximately 4 months to be in place and changes would be subject to the usual consultation. He stated that surveys had been undertaken by patrolling areas on event days and that the Parking Control team had been requested to carry out more extensive surveys. Members heard that a number of liaison meetings had taken place with other service areas and TfL and Section 106 funds from Wembley Stadium would be used to facilitate remedial works to Stanmore tube station. Phil Rankmore stated that attempts to persuade visitors to use public transport for the last stage of their journey to events had been successful and had relieved traffic on local roads, whilst the effects of the scheme lessened the further the location was from Wembley Stadium. Phil Rankmore added that a focal point of the review would be to balance the needs of all interested parties before deciding upon what measures to undertake.

Members then considered this item. Councillor Wharton welcomed the recommendations in the report and supplementary information. However, he stated that the long hours of enforcement of the scheme could be disadvantageous to motorists and suggested that a visitor scratch card system could also be considered at weekends to assist those who wished to shop in the area. Councillor Wharton suggested an additional recommendation that any changes made to the TMOs as a result of the review be in place in time for the next season of events.

Councillor Van Colle acknowledged that the scheme had been effective in keeping traffic volumes down, but expressed concern on the impact of residents' social lives on event days. Whilst expressing support for parking arrangements available for funerals, he commented that because weddings were likely to be planned well in advance and involve a number of guests, event days could disrupt activities and he thought further consideration

should be given to the number of permits allocated. He felt that a scratch card system was worthy of further consideration and also suggested a system that allowed residents to print permits from e-mail. He stressed that such measures should be discussed with residents' associations to ensure a workable system. Councillor Van Colle stated that although signage was good along the scheme area's perimeter, there were areas within the area where clearer signage was required and he suggested that residents' associations be consulted with regard to this. He stressed the importance that all points raised at the meeting and during consultation be considered when reviewing the scheme in order that it had the broad support of local residents. Noting the timescale of implementation of TMOs, Councillor Van Colle sought clarification as to when the review needed to be undertaken.

Councillor Colwill stressed the importance of ensuring that any changes made to TMOs were in place before the new season of events. He commented on the impact event days had on local businesses, suggesting that the times of restriction should be reduced and other measures looked at to address this issue. He expressed concern that residents of Kenton were not given sufficient information on upcoming events and not able to obtain event day permits. He sought clarification with regard to approach that was taken with regard to towing away vehicles that were in breach of the scheme.

In reply to the issues raised by Members, Irfan Malik stated that the aim of the review was to address concerns that had been raised throughout the season of events, stressing the need for consistency for all aspects of the scheme. Irfan Malik advised the Committee that the review would also consider whether it would be beneficial to split the scheme into an inner and outer zone, as smaller events did not impact on so wide an area. Members noted that one of the scheme's priorities was to minimise disruption of residents' social lives on event days. Irfan Malik confirmed that vehicles were removed from outside driveways where requested by residents or if the vehicle was obstructing a corner, particularly if it was an approach to, or on, a main road. Only in a few instances had vehicles been given penalty notices or towed away where they had displayed the permits and this issue was being investigated. The Committee heard that local businesses were being approached with regard to the operation of the scheme. With regard to issuing penalty notices, Irfan Malik confirmed that in most cases this was due to the relevant permit not being displayed and he added that the scheme had been well publicised for over 8 months.

Phil Rankmore informed Members that using variable message signs to enhance signage visibility at key locations in Wembley was being considered to increase awareness of the scheme, although funding would need to be identified and secured to introduce this. Members were advised that TMOs were effective to include anticipated events, of which there was a capped limit of 37 events per year. Phil Rankmore stated that hours of operation was currently from 8.00am on event days in order that there were

powers to take enforcement action if necessary, however these hours could be changed. He confirmed that the hours of operation continued until midnight of the event day in order to facilitate clearing of traffic from the area.

Members then agreed to Councillor Wharton's motion that an additional recommendation be added that any changes to TMOs as a result of the review be in place in time for the next season of events.

NB Councillor Van Colle abstained from voting on this item.

RESOLVED:-

- (i) that the results of the parking surveys carried out in selected areas of the Protective Parking Scheme as detailed in paragraph 3.4 be noted;
- (ii) that the concerns raised by the residents/businesses of the area to date be noted and that it be agreed that these issues be considered and addressed as part of the review consultation to be carried out after the first season of Wembley Stadium Events as detailed in paragraph 3;
- (iii) that any changes made to the Traffic Management Orders as a result of the review be in place in time for the next season of events;
- (iv) that a petition received from residents of Dunster Drive and Dimsdale Drive, Kingsbury, NW9 in May 2007 objecting to the parking bays during Wembley Stadium Event Days (as detailed in paragraph 5, Area 24) be noted; and
- (v) that officers be instructed to investigate the suitability of a prepaid visitor scratch card system.

10. Date of Next Meeting

It was noted that the date of the next meeting of the Highways Committee would take place on Tuesday, 25th September 2007 at 7.00 pm.

11. Any Other Urgent Business

None

The meeting ended at 10.05 pm.

D BROWN
Chair