

LONDON BOROUGH OF BRENT

EXECUTIVE - 8 MARCH 2004

FROM THE DIRECTOR OF ENVIRONMENT

FOR INFORMATION / ACTION

NAME OF WARD ALL

**REPORT TITLE : WEMBLEY STADIUM STATION HUB  
ADOPTION OF PEDESTRIAN BRIDGE**

FP REF: ES-03/04-200

**1.0 SUMMARY**

1.1 This report describes progress on the Hub scheme which includes the construction of a new pedestrian bridge at Wembley Stadium Station and seeks Members' approval to the principle of adopting the new bridge structure as public highway.

**2.0 RECOMMENDATION**

2.1 That Executive notes the progress of the current project.

2.2 That Executive approves the principle of adoption of the new bridge structure and route as a highway maintainable at public expense.

2.3 That Executive notes that the Highways Committee will be asked to approve the making of a Traffic Management Order, at the appropriate time, to restrict the use of the new route to pedestrians only, whilst allowing access for maintenance/cleansing and emergency vehicles.

**3.0 FINANCIAL IMPLICATIONS**

3.1 Costs associated with the scheme, including professional fees, land acquisition and construction are being met by the London Development Agency (LDA) through the Wembley Infrastructure Technical Team (WITT), including the use of SRB funding. It is proposed that costs relating to the Compulsory Purchase Order will be underwritten by Quintain.

3.2 The planning consent for the National Stadium included a s106 Agreement whereby a contribution of £100,000 was made towards the improvement of the environment, safety and capacity of the station. This funding will assist in the cost of the professional studies commissioned for the site and/or the proposed improvement works.

- 3.3 Upon completion of the project, the project will be passed to London Borough of Brent for future maintenance. The route will be a high specification pedestrian surface for which the Council will need to make provision for routine cleansing and scavenging, and responsive maintenance from its annual maintenance budgets. The route is some 0.3km in length and will be added to the highway network of some 450km borough wide. Cleansing is undertaken by Streetcare, whilst structural maintenance is undertaken by Transportation Service Unit.
- 3.4 The bridge structure will be added to the inventory of highway structures for routine inspection and maintenance. Such work is undertaken by the Civil Engineering team within Transportation, for which there is a small annual inspection budget.

#### **4.0 STAFFING IMPLICATIONS**

- 4.1 The Council's Transportation Service Unit will undertake all liaison work with WITT and its consultants/contractors to approve and receive the highway for adoption in time for the opening of the National Stadium.

#### **5.0 ENVIRONMENTAL IMPLICATIONS**

- 5.1 The scheme will provide a significant and prestigious gateway to the National Stadium from the High Road, Wembley. Its individual element will provide high class materials in the highway network and continue the upgrading of the infrastructure serving the area on event and non-event days.
- 5.2 The pedestrian route will encourage walking as a means of access to the Wembley Stadium area from the High Road, and is in accordance with the approved strategy to link the three stations; Wembley Central, Wembley Stadium and Wembley Park.
- 5.3 The new bridge structure will give direct access to the Chiltern Railway platforms on event days, and will provide for new non-event day ticketing access from the west side. This accords with the Council's wish to promote Wembley as a public transport venue.

#### **6.0 LEGAL IMPLICATIONS**

- 6.1 Under Section 38 of the Highways Act 1980, the Council can enter into an agreement for construction of public highway and its subsequent adoption by the Council as public highway. The agreement will provide for construction to the necessary standard to enable construction to take place. The project is to be constructed by the LDA under their own powers.

#### **7.0 DIVERSITY IMPLICATIONS**

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

## 8.0 DETAIL

8.1 The Wembley Stadium Station 'Hub' study was undertaken by Arup consultants under the direction of the WITT team. It was approved by Brent in December 2003. The LDA are currently pursuing a Compulsory Purchase Order (CPO) under their own powers to acquire all the necessary properties. The pedestrian route, and bridge structure, has been designed by Halcrow Consultants, and a preferred option is being developed to detailed design. A programme for implementation has been produced by WITT team in order to deliver the project in time for the Wembley National Stadium completion of September 2005.

8.2 The bridge structure comprises two twin asymmetrical steel arches spanning the Chiltern Railway lines. Steel cables connected to the arches support transverse steel beam, which in turn support a concrete slab forming the deck. Each twin arch has an external and internal arch which is tied together at the highest point.

The arches divide the bridge into three areas, the west side being part of the 'paid' area for the future stations, the central area is the main thoroughfare, and the east area allows event day visitors direct access to the platforms via staircases. Lifts are to be located in the paid area to provide disabled access.

The estimated cost of this structure is £5.5m.

8.3 Council officers and WITT members have had extensive discussions with Network Rail and Chiltern Railways with regard to the construction of the bridge and the 'owner' responsibility. It is your officers' view that the bridge is to be used for the public at large, 24 hours a day, 365 days a year and, as such, is properly considered as a public highway structure. Executive agreement is therefore sought for the adoption of the bridge such that the appropriate agreements and contracts may proceed.

8.4 The bridge structure will require periodic inspection as for other highway structures in the borough. The steel elements of the bridge will have a modern paint system applied which should not require repainting for some 25 years. It is anticipated that the structure will have a design life in excess of 100 years.

8.5 Any remedial work required to the bridge during its design life may be the subject of a funding bid through LOBEG (London Bridge Engineering Group) which directs funding resources on a route/needs basis across the London Boroughs. Usually such work is to maintain, or improve, the load bearing capability of the structure. Clearly the high profile location and use of this bridge would be taken into consideration.

