

APPENDIX A

DRAFT CONSULTATION MATERIALS

1.0 INTRODUCTION

Wembley Town Centre experiences very high levels of traffic flows during the working day, and the congestion caused through a combination of obstructive and indiscriminate parking, as well as the high volume of vehicular and pedestrian movements, affects the safety of all road users in the area, and reduces the attractiveness of the town centre.

London Borough of Brent's Transportation Service Unit is committed to improving traffic flows in the town centre whilst at the same time ensuring that the safety of all road users is maintained. The Unit's Engineers have carried out investigations to identify factors which impact on traffic congestion and road safety, and have drafted proposals which are designed to address these issues.

2.0 FINDINGS

Accidents

The analysis of accidents along the High Road over the last three years show that most have occurred in the section between the pelican crossing outside Woolworth's / Marks & Spencer, and Wembley Central Station's eastern exit. There had been a total of 26 accidents that occurred; four were of a serious and 22 of a slight nature, which is an unacceptable level. Details of the accidents are as follows:

	No. of Accidents	No. of casualties
Accidents involving pedestrians	19	21
Accidents involving Buses	4	4
Accidents in vicinity of St John's Road with High Road	17	18

Congestion

The sheer volume of traffic passing through Wembley will inevitably lead to congestion but this is exacerbated by motorists stopping and waiting on yellow lines, and making illegal right turns into and out of St John's Road.

There is also a high level of pedestrian movements at this location, with a number of pedestrians choosing to cross the High Road from near 'Primark', rather than using the nearby pelican crossing facilities. This activity leads to congestion but more importantly is the cause of the majority of accidents involving pedestrians.

3.0 PROPOSALS

The following proposals have resulted from investigations into accidents and congestion in High Road, Wembley:

- 1 Provision of a raised pedestrian platform at the pelican crossing outside Woolworths / Marks & Spencer. This was identified as an urgent requirement and has been programmed for implementation.
- 2 Possible relocation of the pelican crossing from opposite Wembley Central Station towards St John's Road, incorporating a raised pedestrian platform to give more direct pedestrian access to bus stops.
- 3 Partial or full closure of St. Johns Road to allow the extension of the existing bus stop outside 'Blands' and 'Primark' stores.

Detailed assessment for item 3 (St. Johns Road junction with Wembley High Road) has produced a number of options on which public feedback can now be invited. The extent to which it is possible to reduce accidents and improve Wembley High Road for all road users will vary depending on the response to this consultation. Two options, in addition to "Do nothing", have been identified for the St. John's Road / High Road junction:

Option 1: Do nothing

Option 2: Partial closure – One Way exit into the High Road only, no entry from High Road to St. Johns Road)

This proposal allows traffic to exit St Johns Road and turn left into Wembley High Road, thus diverting traffic which currently turns into St. John's Road from the High road into Park Lane and Elms Road.

Option 3: Full Closure – Ban All Traffic Movement

This proposal bans all traffic into and out of St. Johns Road, all of which would be diverted to Park Lane and Elms Road.

4.0 IMPACT OF PROPOSALS

Options 2 and 3 would have an impact on the surrounding road network, but each option involves different road changes and implications for Wembley High Road, St. Johns Road, Elm Road and Park Lane. The impacts of options 2 and 3 on the road network and Park Lane junction with Wembley High Road are as follows:

Option 2: Partial Closure of St Johns Road – One Way Exit Only into High Road)

- Improve conditions for pedestrians and bus passengers by providing additional footway space,
- Extend and / or relocate the bus stops outside Blands and Primark to improve road traffic flow and pedestrian movement,
- Prevent illegal right turns in and out of St. Johns Road,
- Reduce accidents by reducing the vehicle/pedestrian conflict at the junction,

- Relocate and increase number of disabled parking bays along St. John's Road,

Because of the additional traffic diverting to the Elm Road / Park Lane junction, there will be a need to consider the option of either traffic signals or a roundabout at this location to manage the traffic flows. There will also be a considerable loss of parking spaces in Elm Road.

Option 3: Full closure of St Johns Road – Ban all traffic Movement

- Improve conditions for pedestrians and bus passengers by providing additional footway space,
- provide a free standing bus shelter,
- Extend and/or relocate bus stops, make them closer to Barclays Bank, further increasing the benefits to traffic flow on the High Road,
- Remove obstructions to the free flow of traffic on the High Road by preventing illegal right turns in and out of St. Johns Road,
- Reduce accidents by removing the vehicle/pedestrian conflict at the junction,
- Improve the urban environment by introducing landscape area containing street furniture similar to that used along the High Road at the Café Quarter,
- Prevent the use of St. Johns Road as a rat run to avoid Park Lane junction with High Road,
- Relocate and increase number of disabled parking bays along St. John's Road.

As with option 2 above, the Elm Road / Park Lane junction will need to be redesigned and the existing parking arrangements amended. A 'turning area' will have to be provided at the 'closed' end of St John's Road and consideration given to improvements to pedestrian routes between Elm Road and St. John's Road car parks and the High Roads.

Options 2 & 3 will help to resolve the local traffic congestion and road safety issues at the junction of St. John's Road with Wembley High Road.

Preliminary traffic analysis at the junction of Park Lane with Wembley Hill Road, shows the followings:

- This junction would operate within capacity if option 3 (closure of St. John's Road junction with High Road) is implemented.
- This junction would NOT operate within capacity if option 2 (partial closure of St. John's Road junction with High Road) is implemented.

QUESTIONNAIRE

1 What do you consider the most important priorities; please tick the appropriate rating box:

	Very important	important	Don't know	Not important
Quality of the public realm – a place with attractive open space.				
Ease of movement – a place that is easy to get to and move through by bus or on foot.				
A safe and secure environment – a place that is safe to work, live and shop in.				
An enhanced shopping environment – a place that offers choice and variety of shopping opportunities.				
Driver convenience – easier car journeys to and through the town centre.				
Bus passengers convenience – better waiting areas and faster bus journeys.				
Other – please specify				

2 Which option do you support most for St. Johns Road junction with Wembley High Road (Please tick ONE box)

Option 1 Option 2 Option 3

Option 1: No change

Option 2: Partial closure of St. Johns Road – One Way out Only

Option 3: Full closure of St. Johns Road – Bans all in/out Traffic Movement

3 Are you a resident, a business occupier or a shopper / bus user (you may tick more than ONE box)

Resident Business occupier Shopper bus user

Option 2: Partial Closure of St. John's Road junction with Wembley High Road



Notes

Date	Rev.	Comments

Amendments

London Borough of Brent
 Transportation Services Unit
 Brent House, 340-357 High Road
 Wembley, Middlesex, HA9 8BZ

Job Title
 Wembley High Road Improvements
 Local Safety Scheme

Drawing Title
 Proposed option 2
 Partial closure of St. John's road junction
 with Wembley High Road

Scale	Designated A/H/A

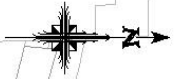
Date created	Checked	Approved	Rev.
JAN 2005			

Drawing No. TM 11805
 CAD Ref. V:\Transport\change & Drawings\TM 11805 St. John's Rd

Option 3: Full Closure of St. John's Road junction with Wembley High Road



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Notes

Date	Rev.	Comments
Amendments		



London Borough of Brent
 Metropolitan Services
 Transportation Services Unit
 Brent House, 348-357 High Road
 Wembley, Middlesex, EA8 9BZ

Job Title
 Wembley High Road
 Local Safety Scheme

Drawing Title
 Proposed option 3
 Full closure of St. John's road/junction
 with Wembley High Road

Date created	Checked	Rev.
JAN 2005	Approved	
Drawing No. TM 1810		
CAD Ref. V:\Transport\Scheme 3 Drawing\TM 1810 St Johns Rd		