



Highways Committee
6TH DECEMBER 2005

**Report from the Director of
Transportation**

For Action

Wards Affected:
Wembley Central

Report Title: Wembley High Road , Road Safety Scheme

Forward Plan Ref: **E&C-05/06 -042**

1.0 Summary

- 1.1 This report informs Members of the recent public consultation results for the proposed Road Safety and Bus Priority scheme for Wembley High Road which includes St Johns Road and Elm Road and requests approval of officer's recommendations.

2.0 Recommendations

- 2.1 That Committee notes the outcome of the consultation results as detailed at Appendix A
- 2.2 The Committee notes the contents of the petition received from the local businesses and the issues raised, and the actions taken by the Officers to resolve the issues raised.
- 2.3 The Committee agrees that Officers proceed with the partial closure of St Johns Road and authorises the Director of Transportation to proceed with the necessary statutory consultation, to consider any objections or representations and either to report these back to this committee or to implement the orders for the proposed scheme if there are no objections or representations or he considers these to be groundless or insignificant

- 2.4 That officers submit a subsequent report to Highways Committee when twelve months have elapsed (or such alternative period as officers think appropriate) following the partial or full completion of the Octavia New Housing and Care Development and car park arrangements on Elm Road. .

3.0 Detail

- 3.1 This report informs Members about proposals to improve road safety and the movement of public transport along High Road, Wembley. Following a report to Highways Committee on 22nd March 2005, Officers were given approval to consult local residents/ businesses on two different scheme options. These options concentrated around the High Road/ St Johns Road junction and either to partially close St Johns Road to traffic from the High Road (with left turn exit only on to the High Road) or to implement a full closure of St Johns Road. An existing right turn ban is in place on to the High Road from St Johns Road, and from St Johns Road into High Road.
- 3.2 The consultation has now been completed and is detailed in Appendix A which when summarised produced the following results. The consultation involved 391 addresses of which 77 responses were received (19.7%). Of those responding 50.7% were in favour of a full closure (which consisted of 31.5% residents, 19.5% businesses). With the partial closure 35% were in favour (which consisted of 24.7% residents, 10.4% businesses). Those responding supporting neither proposal totalled 19.5%. The total number therefore responding to all the questions exceeds 100% but this is due to the fact that respondents answered 'No' to proposal but stated 'Yes' to supporting an option.
- 3.3 The Transportation Unit recognises the impact of a full closure of St Johns Road on the Elm Road /Park Lane and Park Lane / High Road junctions. The new housing development will take about two years to complete and in the meantime there is likely to be an increase in the traffic in Elm Road and Park Lane, due to the closure of the current car park, plus extra construction traffic generated by the development. In order to reduce the sudden impact on traffic in Elm Road, the Transportation Unit suggests that the council promotes a Partial Closure for the time being. It is also advised that we should keep two accesses to the area available during the construction. Once the development is partially or fully complete, it is suggested that officers bring back a further report to the committee on the feasibility of a Full Closure of St Johns Road. Officers should be able to report back in twelve months (or possibly longer depending on progress with the new development).
- 3.4 Subsequent to the completion of the consultation, the Transportation Unit received a signed petition from eight local businesses on St Johns Road objecting to a full road closure. Following verification, it did not meet the required number of signatures for including on the agenda of Highways Committee, in accordance with the Council's Standing Orders. However Officers are in the process of organising a meeting with those businesses who signed the petition to hear their concerns and should this meeting occur prior

to Highways Committee officers will give a verbal update to members at committee.

4.0 Financial Implications

- 4.1 All costs associated with the current proposals within this financial year will be financed by Transport for London (TfL) through the Borough Spending Plan (BSP) from the Bus Priority Budgets for WLTS. Any subsequent costs incurred for further proposals after March 31st 2006 will require a further submission to TfL for funds. A bid for additional funding for the construction of these proposals in the 2006/ 2007 BSP has already been submitted and a decision is expected in early December.

5.0 Legal Implications

- 5.1 Any proposal to undertake a Partial road closure or Full road closure, waiting restrictions or alterations to existing Controlled Parking Bays (CPZ) will require road traffic orders, under the Road Traffic Regulation Act 1984.

6.0 Diversity Implications

- 6.1 None at this stage

7.0 Staffing/Accommodation Implications (if appropriate)

- 7.1 The Council's Transportation Service Unit will deal with all issues related to any of the proposal detailed in this report.

Background Papers

Road Traffic Regulation Act 1997.

Highways Act 1980

File Ref: TP 311

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