



**Healthy Streets and Parking  
Projects Development  
Delegated Approval Report**

Report for Head of Healthy Streets  
and Parking

**Wards Affected: Wembley Hill and Preston.**

**Wembley Hill Road / Park Lane / Clarendon Gardens &  
Wembley Park Drive – Junction Improvement Scheme**

**Approved by:**

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## **1.0 PURPOSE OF REPORT**

- 1.1 This report summarises the outcome of the public consultation for the Wembley Hill Road, Park Lane, Clarendon Gardens and Wembley Park Drive Junction improvement scheme. The scheme aims to improve road safety for all road users including pedestrians and cyclists and reduce peak-time congestion.
- 1.2 The Head of Healthy Streets and Parking is recommended to progress with implementation of the scheme and the advertising of the Traffic Management Orders and Notices necessary for implantation.

## **2.0 BACKGROUND**

### **2.1 Overview**

- 2.1.1 Each year the Council identifies roads which have the highest numbers of recorded Personal Injury Accidents (PIA's). We then consider the introduction of road safety measures to help reduce the number of accidents. The Council have previously received several enquiries from residents and Councillors regarding pedestrian safety and a lack of pedestrian crossing facilities at the Wembley Hill Road / Wembley Park Drive / Park Lane signalised junction.
- 2.1.2 The junction sits in a residential area, on the borough road network, approximately 700m northwest of Wembley Stadium. It falls on a route that links Wembley High Road to the south, with Wembley Park to the northeast, and Preston to the northwest. There are currently no signalised crossing facilities for pedestrians

2.1.3 The lack of controlled crossing facilities forms a barrier to pedestrian movements in the local area and in the wider Wembley regeneration area. A review of the accident data for the junction over the latest three-year period also shows that a total of eight personal accidents have occurred.

2.1.4 Due to a high number of recorded accidents, the junction was identified as a priority for a collision reduction and junction improvement scheme, specifically focused on improving pedestrian safety peak-time congestion

2.1.5 Figure 1 below shows the extent of the study area for the proposed scheme.

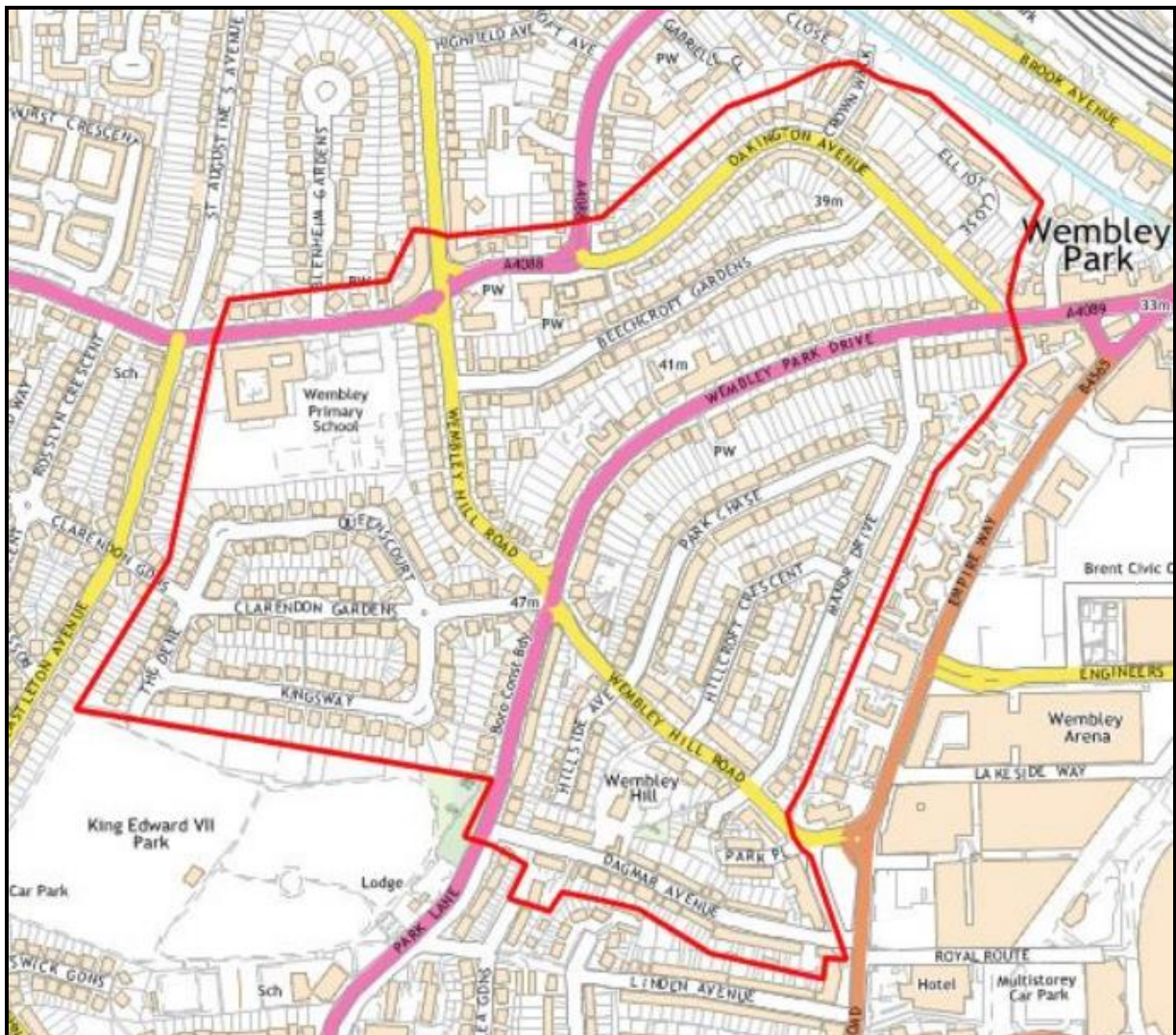


Figure 1 – Location Plan

## **3.0 PROJECT DEVELOPMENT**

### **3.1 Overview**

3.1.1 The junction improvement scheme was developed following a study which involved reviewing the existing junction data; accident statistics and causes, traffic flows, and existing site layout in the context of potential physical features that would influence any potential amendments to the road layout. The junction was also observed in the morning and evening peaks to understand current user behaviour, with an aim of identifying areas for improvement. These are described in further detail in the following section

### **3.2 Existing Conditions**

3.2.1 Site visits were undertaken in May/June 2020 to collect highway inventory data and observe the behaviour of vehicle traffic, pedestrians and cyclists using local roads.

3.2.2 The junction is located on the Boroughs Road Network to the northwest of Wembley Stadium. The junction itself sits in a low-density residential area that falls between the commercial areas of North Wembley, Wembley High Road, and Wembley Stadium. There are no local amenities or facilities in the immediate area around the junction that would draw high numbers of pedestrians.

3.2.3 The junction of Wembley Hill Road with Wembley Park Drive, Park Lane and Clarendon Garden is shown below in Figure 2.



*Figure 2. Aerial Photograph of Junction*

- 3.2.4 The junction is spread over a large footprint which is a function of the way in which the two main roads, that form it, intersect at 45° angles rather than more conventional 90°. There is currently a local perception that the junction is difficult to navigate for pedestrians.
- 3.2.5 The nearest schools are both Primary schools. Park Lane Primary School is located 450m to the south on Park Lane, and Wembley Primary School 400m to the northwest.
- 3.2.6 The junction provides one of the main access routes in and out of a housing area to west via its Clarendon Gardens arm. This housing area is bound on its west by the Bakerloo Line and its exit to the south is restricted by a left turn ban on its egress onto Wembley High Road. This means Clarendon Gardens is a key route out and into the housing area, particularly for traffic traveling east and south.
- 3.2.7 Four bus routes run through the junction. Bus stops are present on Park Lane, Wembley Hill Road and Wembley Park Drive. The bus stops in all three cases are set back approximately 40-55m and the bus routes are as follows: -
- 483 – Wembley Hill Road
  - 204 and 79 – Park Lane to Wembley Hill Road north and back
  - 297 – Park Lane to Wembley Park Drive and back

### **3.3 Existing Facilities - Traffic Signals**

- 3.3.1 The junction is currently controlled by a set of traffic signals. It operates as a single stream and has no formal pedestrian crossing facilities.
- 3.3.2 All approach arms consist of one lane. The Wembley Hill Road arms also have left turn slip lanes that allow vehicles to by-pass the traffic signals and give way to any oncoming traffic from conflicting approaches. The traffic signal operation currently cycles round in three stages. These stages are described below and are shown graphically in figure 3: -
- Stage 1 runs Park Lane and Wembley Park Drive approaches together, all turns allowed, right turners give way in middle of junction, left turners give way to opposing right turners.
  - Stage 2 runs both Wembley Hill Road approaches together, all turns allowed, right turners give way in centre of the junction.
  - Stage 3 runs Clarendon Gardens approach on its own, all movements allowed, and right turners un-opposed.

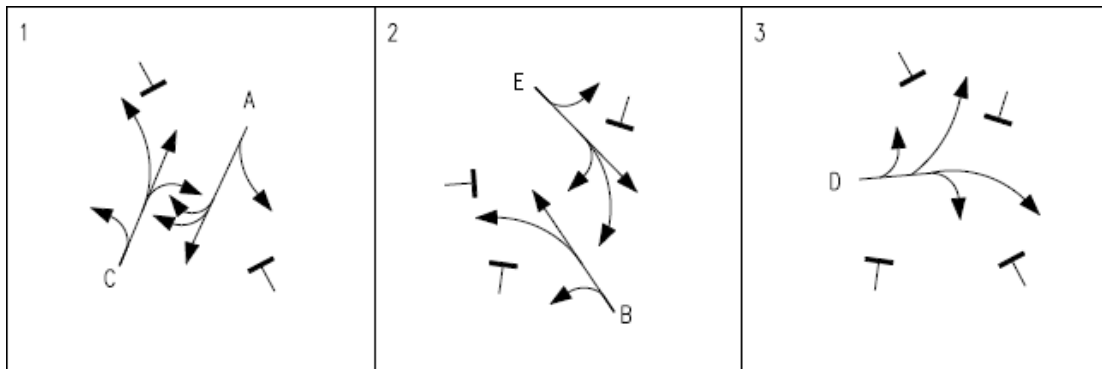


Figure 3. - Existing traffic signal method of control

- 3.3.3 The junction is controlled by vehicular activation (VA). Above ground, detection ensures the signals for an individual phase remain on green if vehicles are detected to be approaching all the way up to the maximum time set. The traffic signal stages 2, and 3 are demand dependent and only operate if called by a vehicular demand.
- 3.3.5 The existing pedestrian crossing facilities are all un-controlled crossing points. In respect to the four crossing points over the Wembley Hill Road, Park Lane, and Wembley Park Drive arms of the junction, they currently cross onto triangular islands. Once on this triangular island, pedestrians are required to join the footway via crossing points over the left turn slip lanes.
- 3.3.6 The current uncontrolled crossing point over Wembley Hill Road southeast intercepts with the footway at a point where a driveway exits onto the carriageway.

#### 4.0 Personal Injury Accident Data

- 4.1 Personal injury accident data for the study area has been sourced from the Metropolitan Police for the recommended 3-year period.
- 4.2 Over the three-year period from January 2017 to August 2020, there were eight collisions resulting in nine personal injury accidents. Out of these, eight of the injuries were recorded as slight and one as serious. Six of the collisions involved cars, one involved a pedestrian, one involved a cyclist, and one involved a powered two-wheel vehicle.
- 4.3 A fatal pedestrian accident also occurred in January 2017. The fatal collision appears to have occurred when a pedestrian stepped out in front of a vehicle clearing the junction heading southbound. It is not obvious from the statistics whether this happened at a crossing point or elsewhere within the junction.

#### 5.0 Traffic and Pedestrian Surveys

##### 5.1 Classified Traffic Counts

- 5.1.1 Traffic and pedestrian surveys were undertaken in February 2019 and June 2021. This was to determine if any significant changes in traffic volumes or distribution had occurred before and after the pandemic.

5.1.2 The traffic counts and turning movement surveys were conducted on a typical weekday for the morning and evening peak hours periods and on Saturday for the inter-peak period.

5.1.3 On a weekday, data was collected between 07:00-10:00, 12:00-14:00 and 16:00-19:00. At the weekend the counts were collected between 11:00-16:00.

5.1.4 The peak hours and total number of vehicle movements through this junction are shown in Vehicles per Hour (Vehs./Hr) are as follows:

- AM Weekday Peak: 07:45 to 08:45 – 1,674 Vehs./Hr.
- PM Weekday Peak: 16:45 to 17:45 – 1,613 Vehs./Hr.
- Saturday Peak: 14:45 to 15:45 – 1,610 Vehs./Hr.

5.1.5 The Saturday flow does not display any tidal trends when compared to the weekday flows. All arms have a significant flow, with again similarly to the AM peak, Wembley Hill northwest being the busiest arm with a heavy ahead and right turn flow.

5.1.6 The results from both the traffic and pedestrian surveys conducted in 2019 and 2021 are comparatively very similar and showed that traffic and pedestrian flows have not changed significantly in two years.

5.1.7 Figure 4 below shows a summary results of traffic flow data of all turning traffic from Wembley Hill Road (southbound) approach.

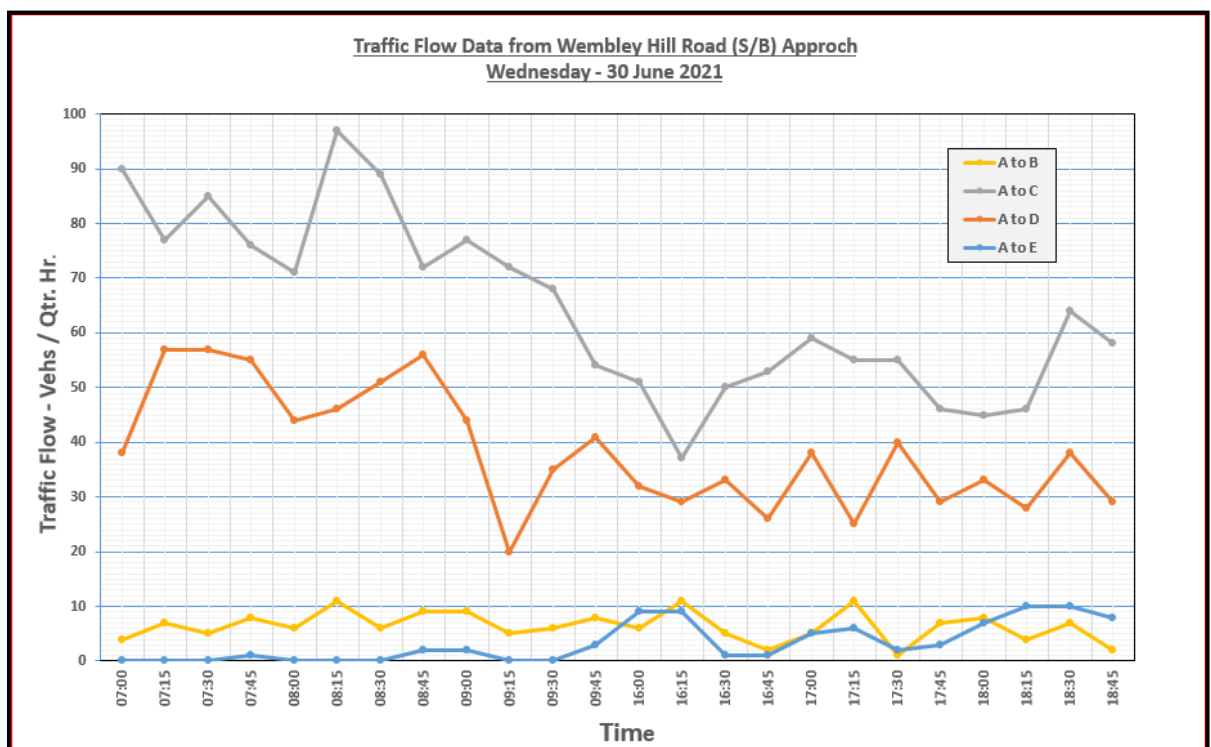




Figure 4. Traffic Flow Data (Source: Traffic Survey June 2021)

5.1.8 Figure 5 below shows a summary results of traffic flow data of all traffic turning left from Wembley Hill Road (South) into Wembley Park Drive.

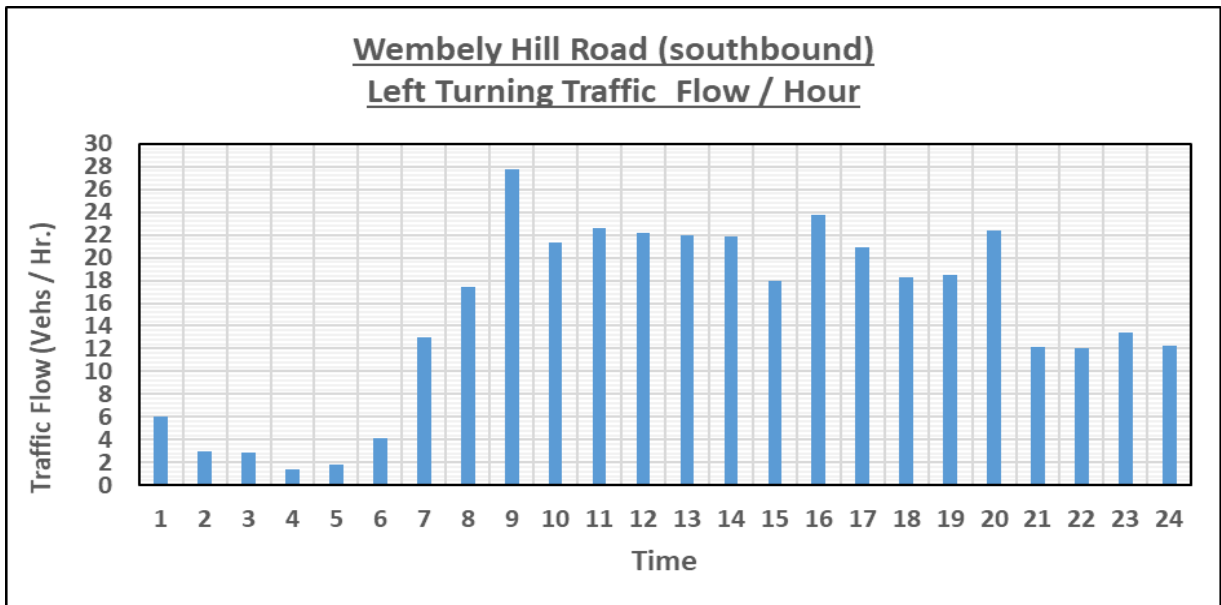


Figure 5. Left-Turning Traffic from Wembley Hill Road (Southbound)

5.1.9 The table above shows that a maximum of 31 vehicles per hour, during the morning peak hour turn-left into Wembley Park Drive from Wembley Hill Road (southbound).

5.1.10 Figure 6. show a daily total number of cycles turning left from Wembely Hill Road (southbound) into Wembely Park Drive.

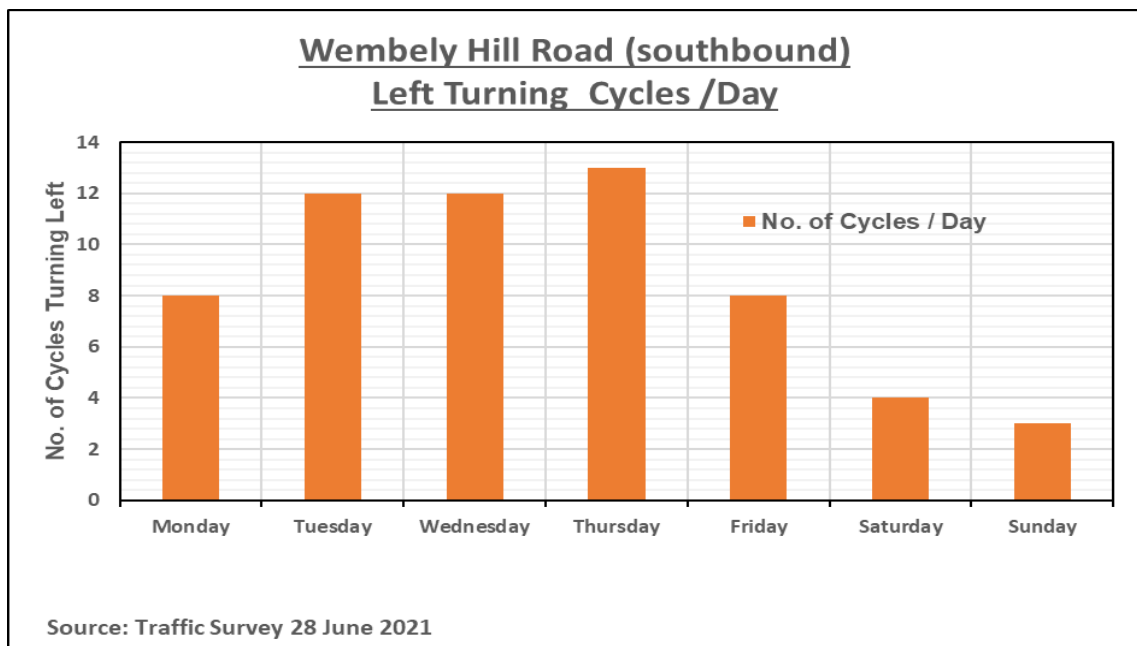


Figure 6. Number of Cycles Turning Left into Wembely Park Drive

5.1.11 Cyclists make up a relatively small proportion of traffic through the junction. In the AM weekday peak hour, 8 cyclists were recorded, and in the PM peak hour 12 cyclists used the junction.

5.1.12 A total maximum number of cyclists turning left into Wembely Park Drive from Wembely Hill Road is 13 in a whole day.

5.1.13 Additionally, traffic surveys were also undertaken on Oakington Road and Beechcroft Gardens for a duration of one whole week

5.1.14 The total duration of these traffic surveys was a one-week period for 24 hrs beginning from 28<sup>th</sup> June to 4<sup>th</sup> July 2021.

5.1.15 The Figure below shows the total average weekday traffic flow in Oakington Road

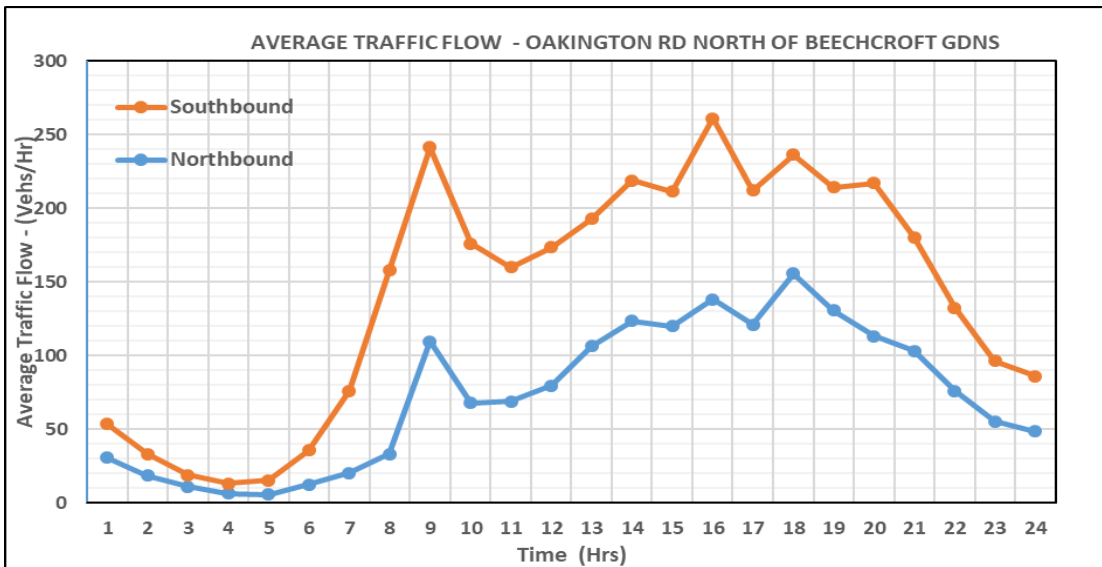


Figure 7. Average Traffic Flow in Oakington Road

5.1.16 The Figure 8. Below shows the total average weekday traffic flow in Beechcroft Gardens.

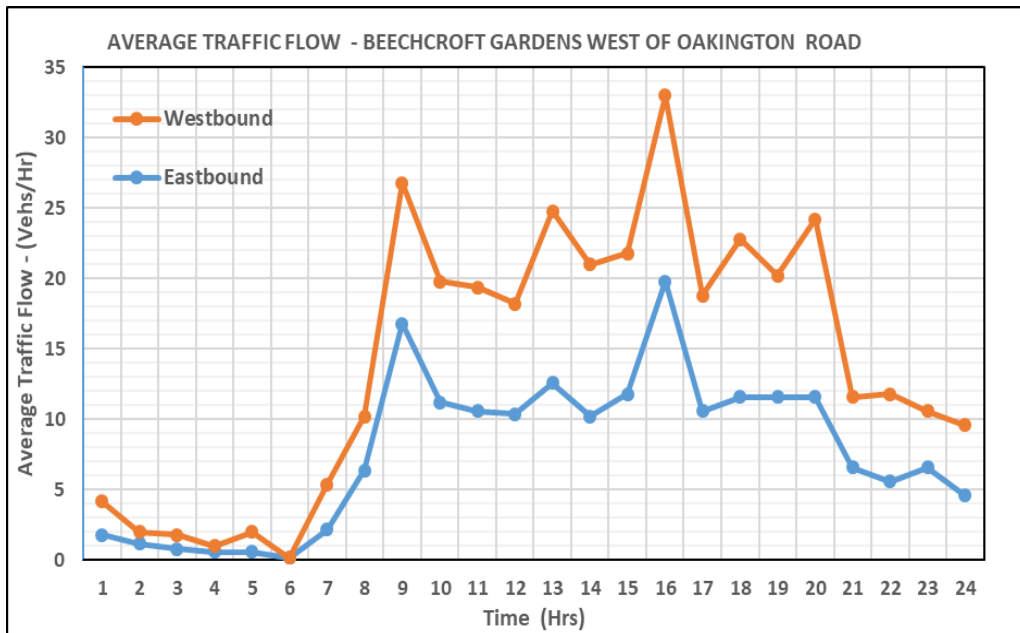


Figure 8. Average Traffic Flow in Beechcroft Gardens

5.1.17 Figure 8 above shows that a maximum number of vehicles traveling in eastbound direction on Beechcroft Gardens is only 20 vehicles per hour.

5.1.18 Table 1 below shows the daily AM and PM peak hour traffic flows in Beechcroft Gardens.

BEEHCROFT GARDENS (Eastbound)									
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	28/06/21	29/06/21	30/06/21	01/07/21	02/07/21	03/07/21	04/07/21	Av	Av
AM	08:00	08:00	09:00	08:00	08:00	09:00	10:00	-	-
Peak	17	17	16	22	14	10	9	17	15
PM	15:00	15:00	15:00	15:00	15:00	14:00	16:00	-	-
Peak	15	22	22	20	20	15	13	20	18

BEEHCROFT GARDENS (Westbound)									
TIME PERIOD	Mon	Tue	Wed	Thu	Fri	Sat	Sun	5-Day	7-Day
	28/06/21	29/06/21	30/06/21	01/07/21	02/07/21	03/07/21	04/07/21	Av	Av
AM	08:00	08:00	10:00	08:00	09:00	08:00	00:00	-	-
Peak	11	10	10	10	12	12	9	11	11
PM	12:00	19:00	19:00	15:00	12:00	16:00	14:00	-	-
Peak	13	17	18	17	16	13	16	16	16

Table 1. Peak Hour Traffic Flows in Beechcroft Gardens.

5.1.19 The table below shows the summary results of traffic speeds survey conducted in June 2021 on Oakington Road and Beechcroft Gardens.

Location	Direction	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
BEEHCROFT GARDENS WEST OF OAKINGTON ROAD	Channel: Eastbound	30	1237	186	177	26.5	20.8
	Channel: Westbound		1052	155	150	26.7	20.6
OAKINGTON ROAD NORTH OF BEEHCROFT GARDENS	Channel: Northbound	30	12269	1759	1753	24.2	19.8
	Channel: Southbound		11439	1657	1634	24.2	19.6

Table 2. Average Traffic Speeds on Oakington Road and Beechcroft Gardens.

5.1.20 The traffic surveys shows that overall traffic speeds on both Oakington Road and Beechcroft Gardens are well under the prescribed 30mph speed limit for these roads.

## 5.2 Pedestrian Flows

5.2.1 Pedestrian flows around the junction are significantly higher in the AM peak than during other times of day. During the period between 08:00 and 9:00, 413 crossings were made in total over the existing crossing points.

- 5.2.2 This number reduced by over a quarter during the busiest PM weekday peak hour and Saturday peak hour. The PM peak hour for pedestrians was between 17:00 and 18:00 at 281 uses of the crossing points, and the Saturday peak hour was between 14:30 and 15:30 where there were 290 uses of the crossing points.
- 5.2.3 Interestingly during the entire period where pedestrians were surveyed during the AM peak there was a significant spike in flow which occurred during the peak pedestrian flow hour of 08:00 to 09:00.
- 5.2.4 Between 07:00 and 08:00 the flow was much lower at 199 uses, the same could be said for the hour between 09:00 and 10:00 where the flow was 203 uses.
- 5.2.5 We can only assume that this is due to the fact that either the junction falls on a route to school, or that pedestrian commuters leave at very similar times in the morning and vary their return to home time in the evening.
- 5.2.6 Figure 9 below maps the pedestrian movements in the AM and PM weekday peak period, providing information on the locations where pedestrians are currently crossing.

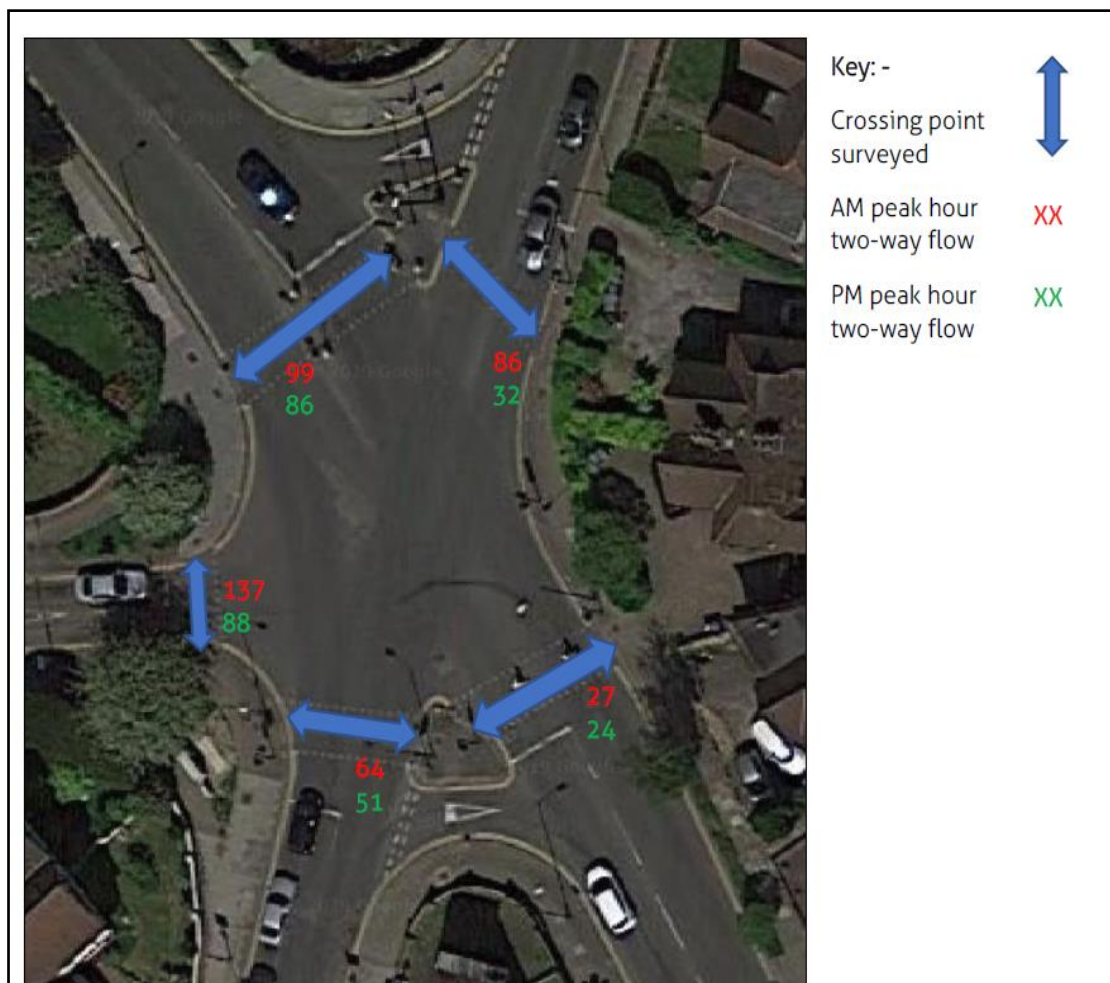


Figure 9. Pedestrian Flow at crossing points during AM & PM weekday peak hours.

5.2.7 Traffic and pedestrian surveys were undertaken again at this junction for this scheme during June-July 2021.

5.2.8 Figure 10 below shows the pedestrian movements in the AM and PM weekday peak period, from the recent traffic and pedestrian surveys.



Figure 10. Pedestrian Flow at crossing points during AM & PM weekday peak hours.

5.2.9 The summary results from the Automatic Traffic Counts & Classified Turning Counts Traffic Surveys results are provided in Appendix C.

## 6.0 Proposed Improvements

6.1 A specialist transport consultant was commissioned to investigate the options and potential improvements to the junction including adding new controlled pedestrian facilities. The feasibility study involved reviewing existing junction data; accident statistics and themes, traffic flows and the existing physical site layout to determine options.

6.2 The junction was also observed in the morning and evening peak periods to understand the current behaviour of all road users and identify potential improvements. Following a review and modelling of three different options, the feasibility study recommended proceeding with the option to introduce full pedestrian facilities around the junction and remove the triangular islands and left turn slip roads.

6.3 The proposed improvements are shown in Appendix A and are outlined as follows: -

- *Pedestrian crossing signals on all five arms of the junction* - Straight over, direct, signalised pedestrian crossings will be provided across both arms of Wembley Hill Road, Wembley Park Drive, Park Lane, and Clarendon Gardens. An all-red pedestrian stage will be introduced to the signals.
- *Banning the left turn from Wembley Hill Road into Wembley Park Drive* – The existing left turn slip road will be changed to footway. This will reduce crossing distances for pedestrians and provide more space for pedestrians waiting to cross the road.
- *New pedestrian refuge islands on Wembley Hill Road (northern arm)* – The new refuge islands will replace the existing sub-standard islands and provide greater protection for pedestrians.
- *Advanced Stop Lines for Cyclists* - Advanced stop lines will be provided on all approaches to the junction except for Clarendon Gardens where there is insufficient space.
- *Anti-skid surfacing* – New anti-skid road surfacing will be provided on all approaches to the junction to reduce stopping distances for traffic and improve road safety.
- *Tactile paving* – Tactile paving will be provided at all crossing points to assist blind and partially sighted pedestrians.

## 6.4 Stage 1 and 2 Road Safety Audit (RSA)

6.4.1 An independent Stage 1/2 Road Safety Audit (RSA) of the proposed design was commissioned and the report is provided in Appendix D. The scheme design has been amended considering the design issues highlighted in the RSA report.

## 7.0 CONSULTATION AND RESULTS

### 7.1 Consultation Procedure

7.1.1 The public consultation was undertaken in September 2021 for a revised design which allows the left-turning traffic movement into Park Lane from Wembley Hill Road. Additional letters were also sent out in June 2022 to properties within an extended study area boundary. This included properties on Crown Walk, Dagmar Avenue, Forty Avenue, East Lane, Elliot Close, Oakington Avenue, Manor Drive, The Broadway and Wembley Hill Road.

7.1.2 In total, the consultation document, a drawing of the proposed road safety scheme and a questionnaire were distributed to 1417 addresses in the local area. Copies of the consultation documents are included in Appendix B.

7.1.3 The consultation documents were also posted to the local Ward Councillors, interested groups and statutory authorities including the emergency services.

### 7.2 Consultation Results

7.2.1 Table 3. below shows the number and percentage of questionnaire responses received from the consultation and Table 4 shows the numbers and percentage of respondents who supported or objected to the proposed improvements.

September 2021 Consultation	Number	Percentage
Questionnaires Sent Out	988	100%
Questionnaires Returned	120	12%

June 2022 Consultation	Number	Percentage
Questionnaires Sent Out	429	100%
Questionnaires Returned	46	11%

Consultation - Total	Number	Percentage
Questionnaires Sent Out	1417	100%
Questionnaires Returned	166	12%

Table 3. Questionnaire Response Rate from Consultations

	Number	Percentage
Yes	91	55%
No	61	37%
No Opinion	14	8%

Table 4. – Responses to “Do you agree with the proposed local safety scheme for revised proposals for the Wembley Park Drive/ Wembley Hill Rd/ Park Lane & Clarendon Gardens: Junction Improvement Scheme”?

7.2.2 Table 3 shows that a total of 166 questionnaires were returned which is a response rate of 12%. This is within the normal range that has been experienced by the Healthy Streets and Parking Service when undertaking public consultations of a similar nature.

7.2.3 Table 4 shows that out of the total questionnaires returned, 91 were supportive of the proposal, 61 objected and 14 did not express an opinion. This shows that most respondents (55%) were supportive of the scheme.

7.2.4 Section 8 below, considers comments, and objections received in more detail.

## **8.0 CONSULTATION ANALYSIS**

### **8.1 Responses from Statutory Consultees**

8.1.1 ***Tokington & Monks Park Resident Association*** – *agreed with the revised proposal*

8.1.2 ***Officer Response:*** It is noted that Tokington and Monks Park Resident Association agreed with the proposal.

8.1.3 ***Hillcroft Crescent Residents Association*** – *Agree with the revised proposals, always in favour of anything the council do to make it easier for pedestrians.*

8.1.4 ***Officer Response:*** It is noted that Hillcroft Crescent Resident Association agreed with the proposal.

8.1.5 ***Black Disabled Peoples Association*** – *agree with the proposed scheme*

8.1.6 ***Officer Response:*** It is noted that the Black Disabled Peoples Association agreed with the proposal.

8.1.7 ***Brent Cycling Campaign (BCC)*** - objected the proposed scheme. BCC considered that the scheme's proposed improvements for walking are counterbalanced additional danger and a considerably more unpleasant experience for cycling.

8.1.8 The scheme claims the measures will “create a safer environment for all road users”. But Brent Council has forgotten that people cycling, including mobility cycling, are also road users, who have been neglected. The scheme does nothing whatsoever to shift people's travel mode towards cycling. Instead, it does the reverse, making cycling considerably more inconvenient and dangerous.

8.1.9 The scheme will increase driving capacity through the centre of the junction, leading to a significant increase in hazardous scenarios, for all road users.

8.1.10 The scheme ignores and makes no steps towards achieving Brent Council's own desire for a Low Traffic Neighbourhood (LTN) designated as PM28 to be implemented in the Clarendon Gardens area.

- 8.1.11 Other than for walking and wheeling (wheelchair), the scheme makes no effort towards enabling active travel. It's as if Brent Council have designated it as a walking and driving scheme only, while at the back of the mind thinking at some indefinite future time they hope to win some cycling-specific funds, to then maybe revisit the same junction for cycling. This is incredibly wasteful of time, resources and local people's patience, requiring their consultation about the same junction again. Brent Council keeps failing to integrate cycling including mobility cycling into its transport schemes.
- 8.1.12 The scheme ignores Brent Council's own strategic aims of enabling cycling including mobility cycling.
- 8.1.13 The scheme ignores the Mayor of London's and TfL's Strategic Cycling Network aims for cycling including mobility cycling.
- 8.1.14 Brent Cycling Campaign has found it a painfully obvious judgment to oppose this Brent Council scheme.
- 8.1.15 **Officer Response:** The Council have previously received a number of enquiries from local residents and Councillors regarding a lack of pedestrian crossing facilities at the Wembley Hill Road/ Wembley Park Drive / Park Lane signalised junction. This lack of crossing facilities forms a barrier to pedestrian movements in the local area and in the close proximity of the Wembley regeneration area. A review of the accident data for the junction over the latest three-year period also shows that a total of eight personal accidents have occurred. Five of these accidents involved vulnerable road users such as pedestrians and cyclists, including a pedestrian fatality.
- 8.1.16 A specialist transport consultant was commissioned to investigate the options and potential impacts of adding new pedestrian facilities the existing signalised junction. The feasibility study involved reviewing existing junction data; accident statistics and themes, traffic flows and the existing physical site layout to determine options. The junction was also observed in the morning and evening peak periods to understand the current behaviour of all road users and identify potential improvements. Following a review and modelling of three different options, the feasibility study recommended proceeding with the option to introduce full pedestrian facilities around the junction and remove the triangular islands and left turn slip roads. This change maximises footway space and reduces the need for a complicated crossing arrangement over the left turn slips onto a traffic island and off it again for pedestrians. It did however require the banning of both left turns from Wembley Hill Road which in normal traffic conditions were shown to be lightly used. The option also had the added advantage of improving conditions for cyclists by reducing the potential for "left hook" type collisions which have caused a serious collision in the last three years.
- 8.1.17 A final report was produced in May 2019. Following completion of the feasibility study, discussions were held with Transport for London (TfL) regarding the traffic modelling and ensuring that there was no significant impact on overall network performance and bus journey times for the four bus routes traveling through the junction. A public consultation on the scheme was then held in April 2021.

- 8.1.18 During the consultation, concerns were raised with restricting turning movements and regarding traffic management plan for events at Wembley Stadium. This is due to the fact that the left turn from Wembley Hill Road south to Park Lane forms part of the route for traffic exiting car parks at the Stadium who then need to travel onto Wembley High Road. Points and concerns were also raised by local residents regarding the proposed banned turning movements and from Brent Cycling Campaign regarding the proposed cycling facilities.
- 8.1.19 Following the responses and comments received from the initial public consultation, the design was reviewed to respond to the concerns raised where possible. The revised design allows the left-turning traffic movement into Park Lane from Wembley Hill Road. The existing geometric layout of the junction does however prevent the retention of the left-turn slip road into Wembley Park Drive, as it would mean pushing the pedestrian crossing further away from the junction which would result in longer cycle times and delays to traffic and buses through this junction. In relation to cycling provision, an exemption for cyclists has been included with the left turn ban from Wembley Hill Road to Wembley Park Drive, both slip roads have been removed to minimise 'left hook' type collisions and advanced cycle stop lines have been provided. The suggestion put forward to retain the slip roads as cycle lanes is not possible due to geometric constraints and the impact on the signalised pedestrian crossings. The further suggestion of closing Clarendon Gardens would result in a significant diversion route for local residents to access their properties.
- 8.1.20 Due to the specific and limited aims of the scheme to improve pedestrian facilities, it is not possible to provide a protected cycle lane along Wembley Hill Road or Wembley Park Drive on approach to the junction ASL's as this would require a much wider study area and is outside of the scope of this scheme. This could be considered in the future should this be prioritised and funding made available.
- 8.1.21 In relation to the Council's policies and achieving Vision Zero, the improved amenity and safety at the junction will encourage more people to walk and cycle in the local area which supports the Council's Climate Change and Long-Term Transport Strategies. There will also not be a significant disbenefit to bus journey times which meets the TfL Healthy Streets approach by meaning residents will continue to use and return to public transport to reduce the chances of a car led recovery from the pandemic. Provision for cyclists has been included where possible but there are a number of competing factors at the junction including safer crossing for pedestrians, four frequent bus routes and Wembley Event Day Traffic Management which also need to be considered as part of the design process.

## 8.2 Responses from Local Residents

8.2.1 A number of comments from local residents were also received. The most frequent comments are summarised here below.

8.2.2 The consultation received a number of positive comments from the local residents. These included:

- *As a dog walker and parent, I often have to cross the road here - it is unsafe, proposed measures are welcomed.*
- *There are no pedestrian crossing or a traffic lights telling people when it is safe to cross. The four-way traffic is very dangerous.*
- *I live just down the road and I cross at this junction quite frequently. I find the vehicles are travelling too fast and frequently just miss me*
- *It's been a long time coming - pedestrians have had to play dodgems with drivers for many years. Great proposals. Seems like a good step forward if the cost is not prohibitive.*
- *Long overdue, it is a difficult junction for pedestrian and motorists due to the unpredictable behaviour of pedestrians not being able to easily cross.*
- *The main problem for pedestrian are that the crossings on Wembley Park Drive and Wembley Hill Road South are not covered by the traffic lights.*
- *We use this junction on a daily basis, it is not safe to cross. This proposal should have been done years ago.*
- *A very important safety plan for the locals, old and young people seems sensible, I hope it reduces the number of accidents*
- *Agree with the scheme, sooner the better!*
- *I agree the transformation and I think it will be wonderful if the junction there will have road markings.*
- *To reduce congestion at the junction and traffic flow into Wembley, the flow of traffic from Clarendon Gardens should be prohibited. We should have resident parking only*
- *As a partially sighted person I am delighted with the proposed improvements*
- *Good idea, make crossing safer for pedestrians*
- *Thanks for listening to my feedback in May to retrain left turn from Wembley Hill Rd to Park Lane*
- *Good to hear that some changes except not left turn from Wembley Hill Rd to Wembley Park Dr*
- *Lots of school children are using the junction, crossing at their peril hence the work is urgently needed*
- *I think that the changes make sense, although people will say that the scheme increases pollution*
- *Proposed plans looks good and the slip road from Wembley Hill Rd leading into Wembley Park Dr is not required*
- *I absolutely agree with theses proposed improvements*
- *This will make everything safer and simpler. Thank you from my nerves and the eyes at the back of my head.*
- *This junction improvement plan will definitely help pedestrians in crossing roads.*

- *We still need some sort of crossing midway between the new proposed work at the top of Wembley Park Drive / Park Lane and Clarendon Gardens and the crossing at the bottom of Wembley Park Drive where the shops and garage are.*
- *We need pedestrian crossing on Wembley Park Drive. There are 2 schools on this road & retirement flats where the elderly find it hard to cross*
- *This is a very important and busy junction which serves many busy arterial roads in Wembley. We agree that proposals to make the roads safer for all road users is always welcomed.*

8.2.3 **Officer Response:** The various positive responses received from within the consultation area are noted.

8.2.4 Thirty seven percent of respondents indicated that they did not support various components of the proposed scheme. Some of the common reasons and comments opposing the scheme are given below together with a corresponding officer response:

- *Pedestrian crossing signed good idea. Don't ban left turn as you will cause congestion. New island ok. Advanced stop lines ok but no more cycle lanes*
- *No left turn from Wembley Hill Rd to Wembley Park Drive will increase traffic in Beechcroft Gardens - residential area.*
- *Particularly the banning the left turn into Wembley Park Drive The flow of traffic will increase on Oakington Avenue*
- *think that it will force traffic to cut through Beechcroft Gardens & create unnecessary traffic there*
- *You will create traffic chaos during rush hours, cars will jam up further along Wembley Hill Road*
- *I believe there should be a safe way pedestrian to cross. I do not agree with the no left turn from WHR to Park Lane*
- *Don't agree with this. It will cause more traffic and pollution*
- *All that is needed is smart and nice simple traffic lights with road crossing sign*
- *These are all very narrow roads, in particular Beechcroft Gardens and Oakington Avenue. It will cause traffic chaos onto these roads*
- *I agree with most aspects of the proposal. I still feel that it should not be necessary to ban motor vehicles from turning left which is likely to result in extra traffic*

8.2.5 **Officer Response:** The various negative responses received from within the consultation area are noted.

8.2.6 The anticipated impact of the proposed banned left-turn into Wembley Park Drive will be relatively small. As the traffic data (from 2022) shows that currently the number of vehicles making this manoeuvre is 18 and 23 vehicles per hour during the AM and PM peak hours respectively. This equates to a maximum of approximately 1 additional car every 3-minutes using alternative routes to travel between

8.2.7 The proposed scheme aims to resolve existing pedestrian safety issues, as there was a serious cycle accident on this approach which involved a vehicle turning left into the path of a cyclists.

8.2.8 This banned left-turn into Wembley Park Drive will enable us to better place the crossing over Wembley Hill Road north on the desire line, this ensures the stop-lines are closer into the junction reducing clearance times through the junction.

8.2.9 Banning all heavy vehicles from these roads is not a practical solution to reducing traffic speeds as these vehicles need access to the area for deliveries and for various other services they provide to local residents.

### 8.3 Summary

8.3.1 In response to the consultation comments received, and taking into account the findings of the Stage 1/2 Road Safety Audit, the proposed scheme design was amended and is as shown in the detail drawings attached in Appendix A.

## 9.0 EQUALITIES ANALYSIS

9.1 One Hundred Sixty-Six respondents completed at least part of the equality monitoring questionnaire. A breakdown of the equality data is shown below along with a commentary on any significant variations to the average demographic profile for the affected wards.

Asian or Asian British	Black or Black British	White or White British	Mixed Background	Other Ethnic background	Prefer not to say
22	12	47	0	8	11

Table 5 – Number of Responses to “What is your ethnic group?”

Do you consider yourself to have a disability?			Gender			Sexual Orientation					
Yes	No	Prefer not to say	Male	Female	Prefer not to say	Heterosexual	Bisexual	Gay Man	Gay Woman	Other	Prefer not to say
13	79	9	49	49	4	75	3	2	0	1	16

Table 6 – Number of Responses to “Do you consider yourself to have a disability?”, “What is your gender?” and “What is your sexual orientation?”

Buddhist	Christian	Hindu	Sikh	Jewish	Muslim	No Religion	Other	Prefer not to say
2	37	12	5	6	17	11	1	11

*Table 7 – Number of Responses to “What is your religion?”*

Age group							
0~15	16~24	25~34	35~44	45~54	55~64	65+	Prefer Not to Say
0	0	9	15	15	23	37	4

*Table 8 – Number of Responses to “which age group do you belong?”*

- 9.2 Table 5 shows that 81% of respondents were from a British background compared to 64%, an average of Preston and Tokyngton ward profile.
- 9.3 Table 6 shows that both the number of male and female respondents are equal 50% compared to an average ward profile of 52% males to 48% females.
- 9.4 14% of respondents considered themselves to have a disability which is similar to the ward profile.
- 9.5 Table 7 shows that 37% of respondents are Christian, 12% Hindu and 14% Muslim. This is broadly similar to the overall ward profile except that Christians are slightly higher than the ward profiles.
- 9.6 Table 8 indicates the age group of 23% of respondents is under the age of 45 years broadly similar to the overall ward profile.
- 9.7 The equality analysis indicates that, with the exceptions of age and gender, the diversity profile of respondents to the consultation is broadly representative of Ward.

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			The scheme will improve safety for all road users alike.	N/A
Disability	X			The reduced traffic speeds will mean enhanced road safety for people with disability.	N/A
Gender reassignment		X		No reason to believe this group will be disproportionately affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionately affected	N/A
Race		X		No reason to believe this group will be disproportionately affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionately affected	N/A
Sex		X		No reason to believe this group will be disproportionately affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionately affected.	N/A

*Table 9 – Project Equality Analysis*

9.8 As shown in Table 9 the scheme will provide a positive benefit for elderly people and people with mobility difficulties.

## **10.0 FINANCIAL IMPLICATIONS**

10.1 The scheme will be funded from a combination of s106 developer contribution and the Transport for London 2022/23 Local Implementation Programme (LIP) funding. A total of £220,000 of funding has been allocated to the construction this scheme and the funding allocation is considered adequate for delivery.

## **11.0 RECOMMENDATION**

11.1 The Head of Healthy Streets and Parking is recommended to approve the Wembley Hill Road, Park Lane, Clarendon Gardens and Wembley Park Drive Junction improvement scheme and subject to the consideration of any representations received during the traffic order consultation, approve the subsequent implementation of the proposal.

## 12.0 APPENDICES

**Appendix A – Detailed Drawings**  
**Appendix B – Consultation Documents**  
**Appendix C – Traffic Survey Results**  
**Appendix D – Road Safety Audit (RSA) Stage 1/2 Report**

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### AGREED / REJECTED

Signed: 

Date: 23/12/2022

Sandor Fazekas

Head of Healthy Streets and Parking

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### Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

1. Consultation responses and analysis

The above documents may be inspected / copied by contacting:

Contact Officer: C.J. Dabhi, Senior Traffic Engineer, Highways and Infrastructure  
Service, Telephone: 0208 937 5600  
Email: [cj.dabhi@brent.gov.uk](mailto:cj.dabhi@brent.gov.uk)

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