

Medium Term Plan

Wembley Park

Brent Council Capital Scheme Proposals 2018 to 2022

Capital Schemes

- Wembley Transport Corridor
- Wembley Two-way working
- 'Bull horn' junction
- North End Road Connection
- Ped/Cycle bridge
- Western Corridor Study

Wembley Transport Corridor



1:3000

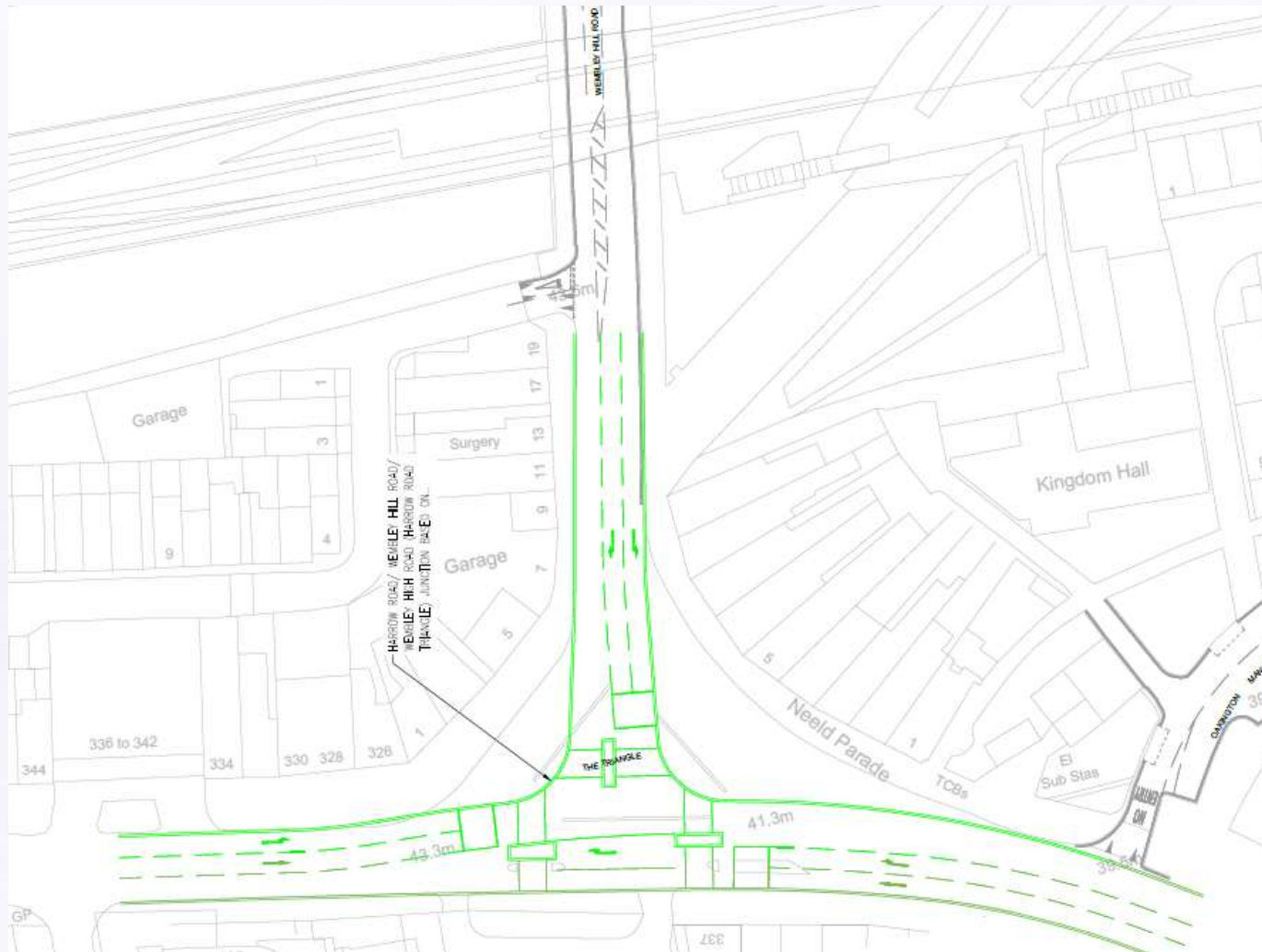
0 0.025 0.075 0.1 kilometres



Wembley Transport Corridor

- Tendered closed for detail design (RIBA 4)
- Submission clarifications by 16 April 2018
- Award after local elections
- Priority junctions: Wembley Triangle & South Way

Wembley Transport Corridor



'Bull horn' Junction



'Bull horn' Junction

- Currently a pinch point for event day traffic under current traffic volumes, particularly on egress
- Temporary traffic management solution devised to assist movement on event days recently implemented.
- Permanent solution needs to be designed into the streetscape

Wembley Two-way Working



Wembley Two-way working

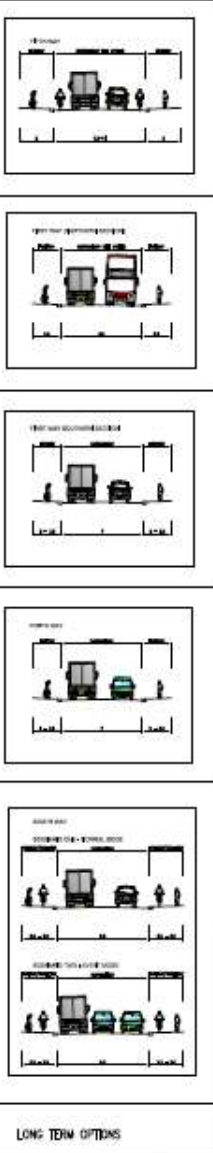
WEM 12

Road and Junction Improvements to Stadium Access Corridor and Western Access Corridor

The council will develop improved highway access for car travel from the North Circular Road by improving the Stadium Access Corridor (Great Central Way/South Way) and the Western Access Corridor (Atlas Way/Fifth Way/Fulton Road) with South Way being widened east of its junction with First Way, and two way working restored to both South Way and Fifth Way. The remaining parts of the gyratory system will be returned to two-way working as development comes forward on adjacent sites. A new road connection will be provided from North End Road to Bridge Road to provide an alternative route through Wembley Park.

- Policy CP7 of the core strategy and Wembley Area Action Plan WEM 12 recommended to reintroduce two way working to improve accessibility as development builds out.
- Will improve access and movement within the Masterplan area and to stadium car parks.
- Designed not to encourage traffic through the existing Wembley town centre.
- Small areas of land take are required.

File: W01 Area on City
 Date: 14 Jul 2011 - 13:00:00
 Drawn by: [unintelligible]
 Checked by: [unintelligible]
 Scale: 1:1000
 Project: 51089/10-100-003
 Sheet: P
 Title: DO NOT SCALE
 Drawing Code: A1



■ LAND TAKE (M2)

Rev	Description	Date	By	Check
1	ISSUED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
2	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
3	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
4	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
5	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
6	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
7	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
8	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
9	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]
10	REVISED FOR PERMIT	14/07/11	[unintelligible]	[unintelligible]



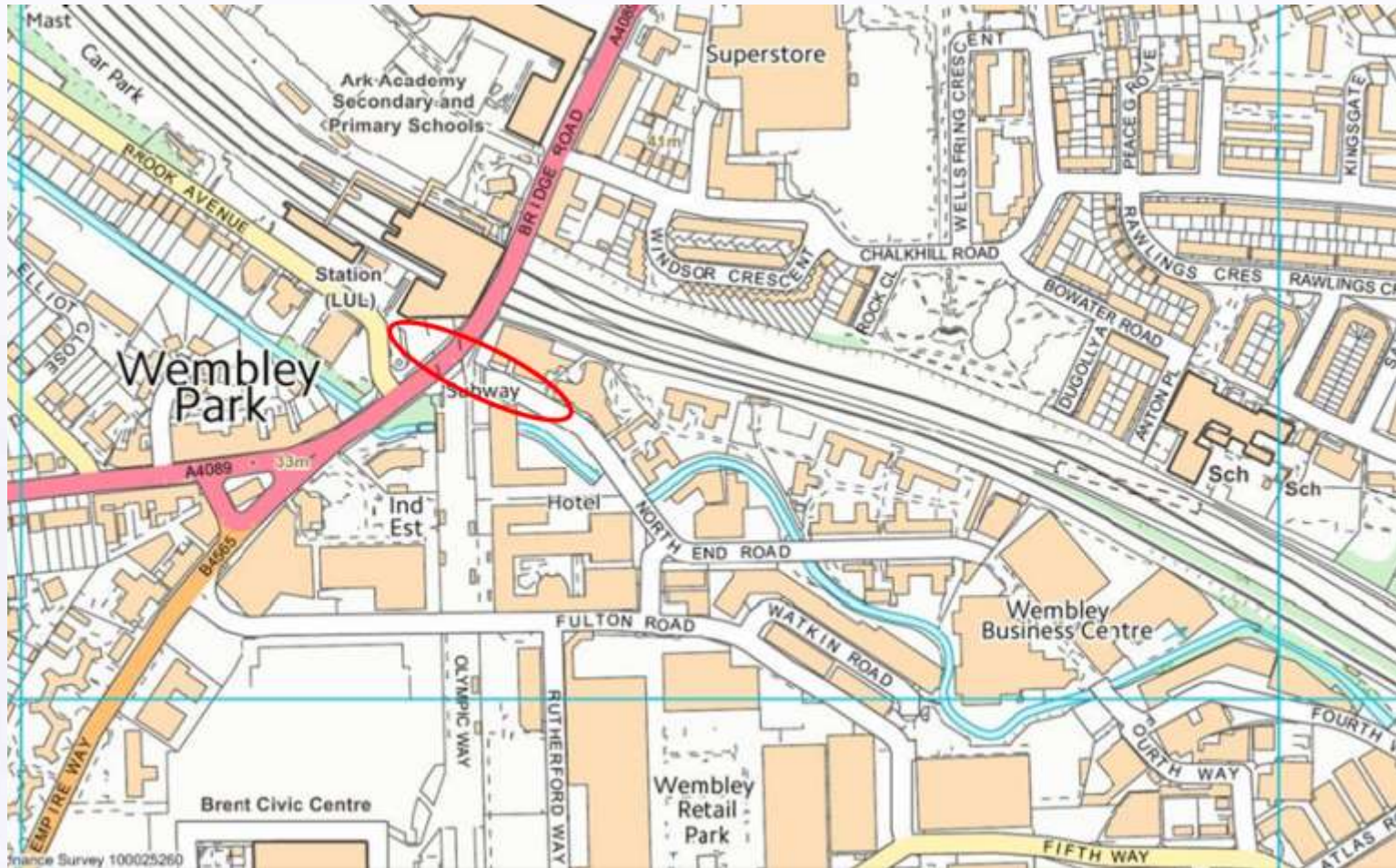
Atkins Limited
 Consulting Engineers,
 Highways & Transportation
 Design Team
 200 Cannon Road
 London W81 3AF

Tel: 020 7121 2500
 Fax: 020 7121 2555
 www.atkinsplc.com

LONDON BOROUGH OF BRENT
 WEIMLEY AREA
 ACTION PLAN
 TRANSPORT

Sheet No.	Scale	Sheet Area	Total Area	Sheet No.	Total Area
A1	1:1000	1089/10,100,003	1089/10,100,003	C	

North End Road Connection



North End Road Connection

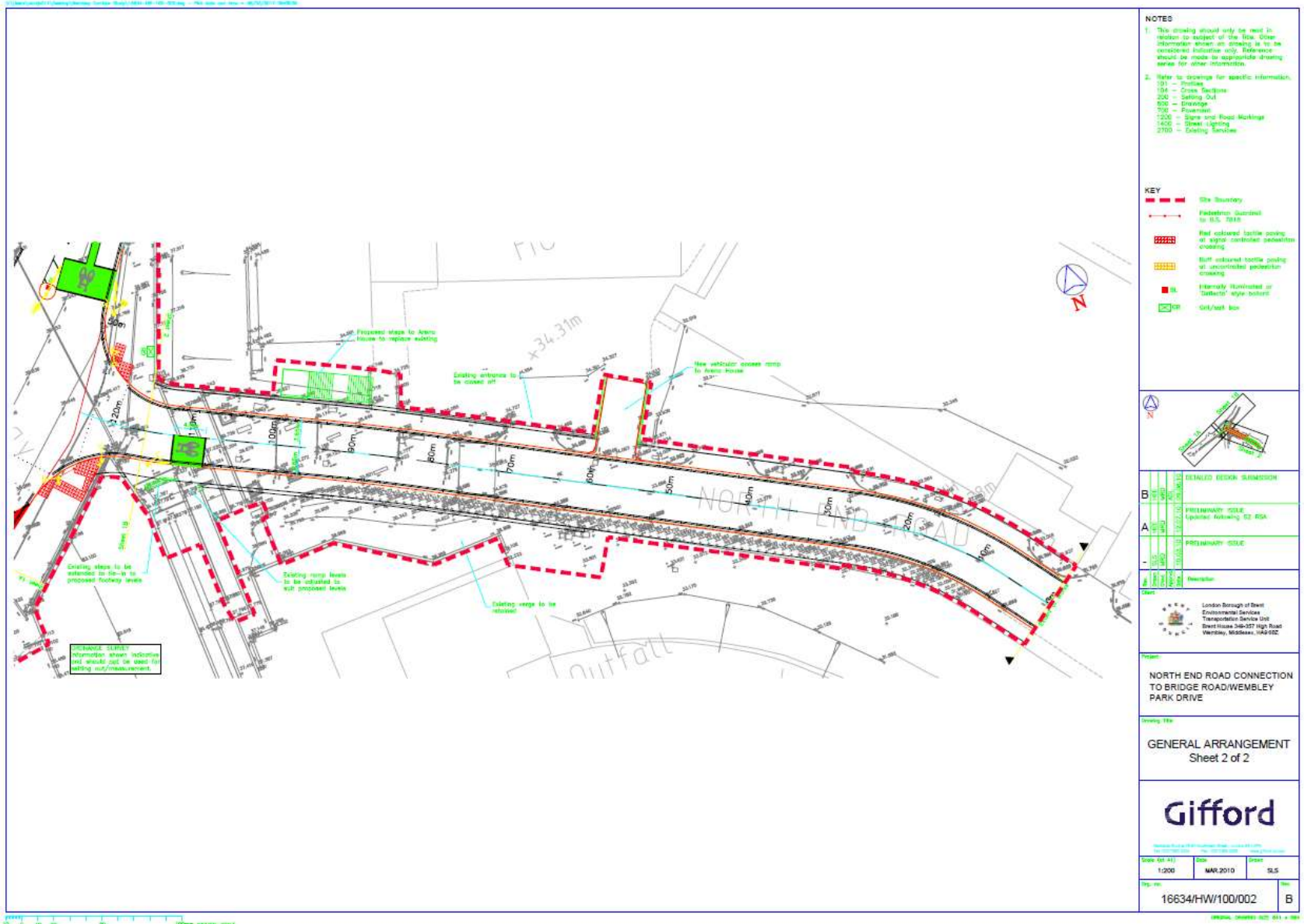
WEM 12

Road and Junction Improvements to Stadium Access Corridor and Western Access Corridor

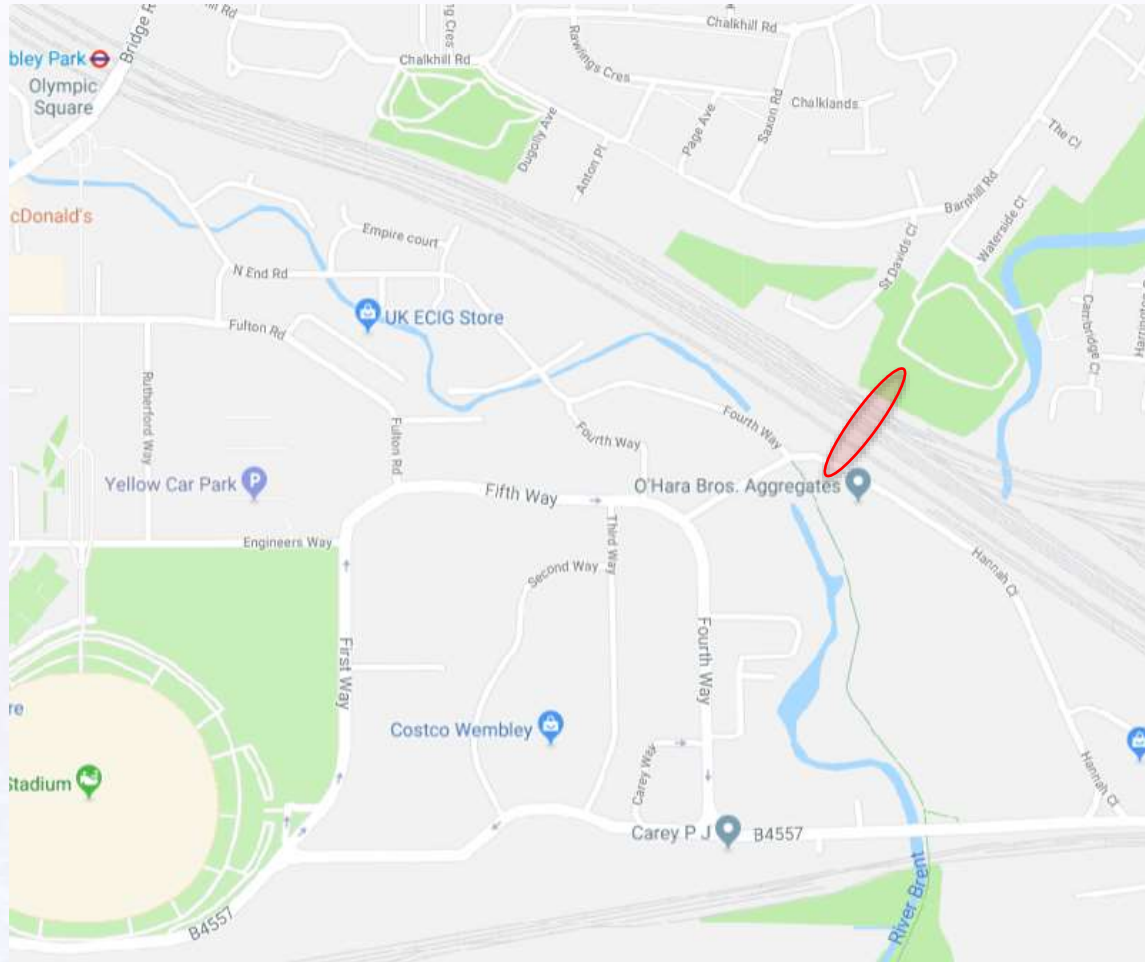
The council will develop improved highway access for car travel from the North Circular Road by improving the Stadium Access Corridor (Great Central Way/South Way) and the Western Access Corridor (Atlas Way/Fifth Way/Fulton Road) with South Way being widened east of its junction with First Way, and two way working restored to both South Way and Fifth Way. The remaining parts of the gyratory system will be returned to two-way working as development comes forward on adjacent sites. A new road connection will be provided from North End Road to Bridge Road to provide an alternative route through Wembley Park.

- Policy CP7 of the core strategy identified a need to connect North End Road to Bridge Road to assist in managing the existing levels of traffic in the area as well as accommodating the new growth in the area and improving the effectiveness of the road network.
- This policy aligns with our legal duty and commitment to improving the Wembley Park area for our residents and congestion levels to date show the need for this connection has increased and not diminished.
- The connection is not a requirement for the operation of Wembley Stadium. A strategy for parking and dispersing vehicles has been centred on expeditious movement along Great Central Way to access the strategic road network (A406) to the east of the stadium and therefore is not needed for event traffic, but could assist in aiding the Local Authority in its duty for event days
- Further work is needed to ascertain whether the road connection should be an all traffic route or whether restrictions on vehicle types and times of access should be implemented.

North End Road Connection



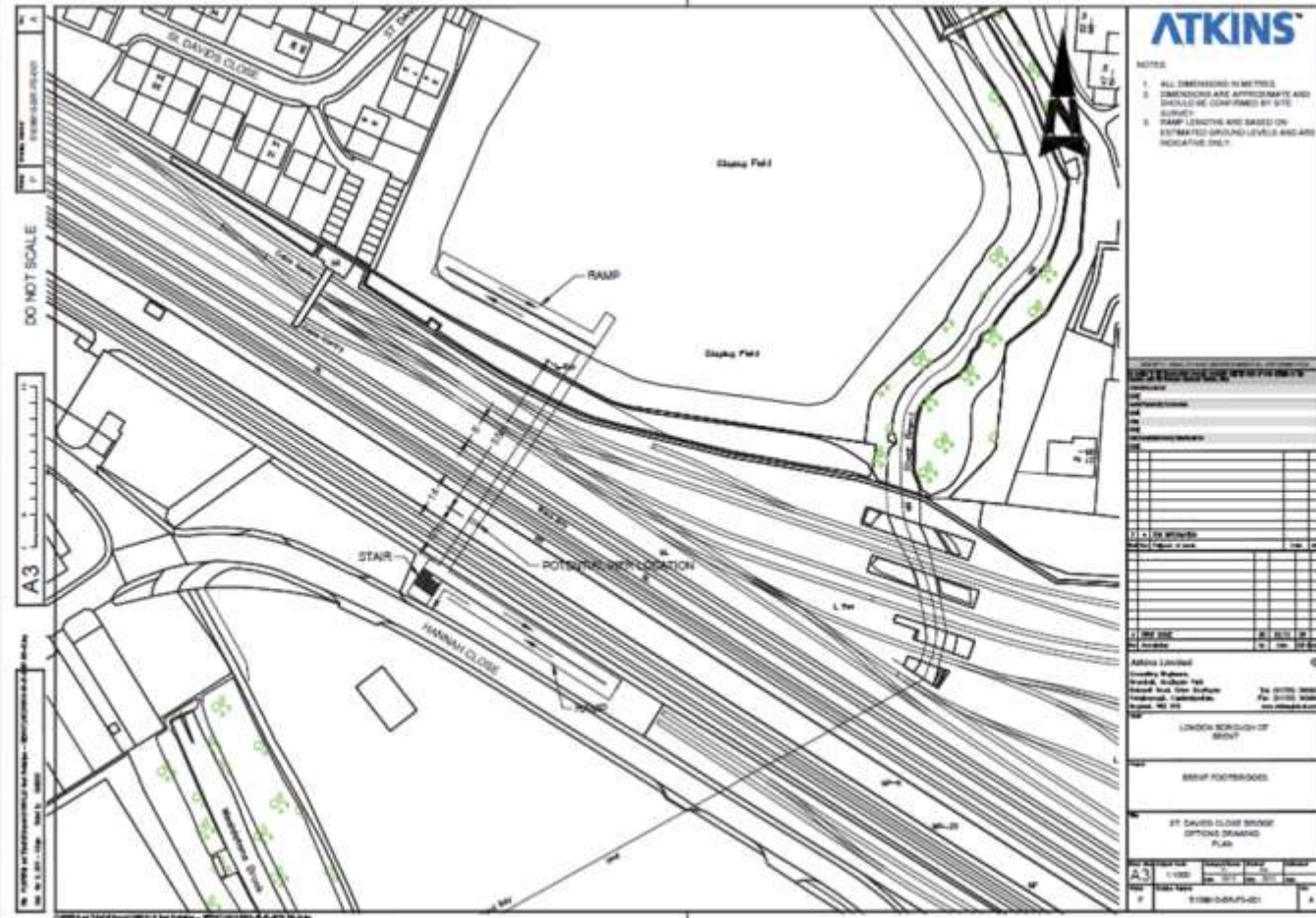
Ped/Cycle Bridge



Ped/Cycle Bridge

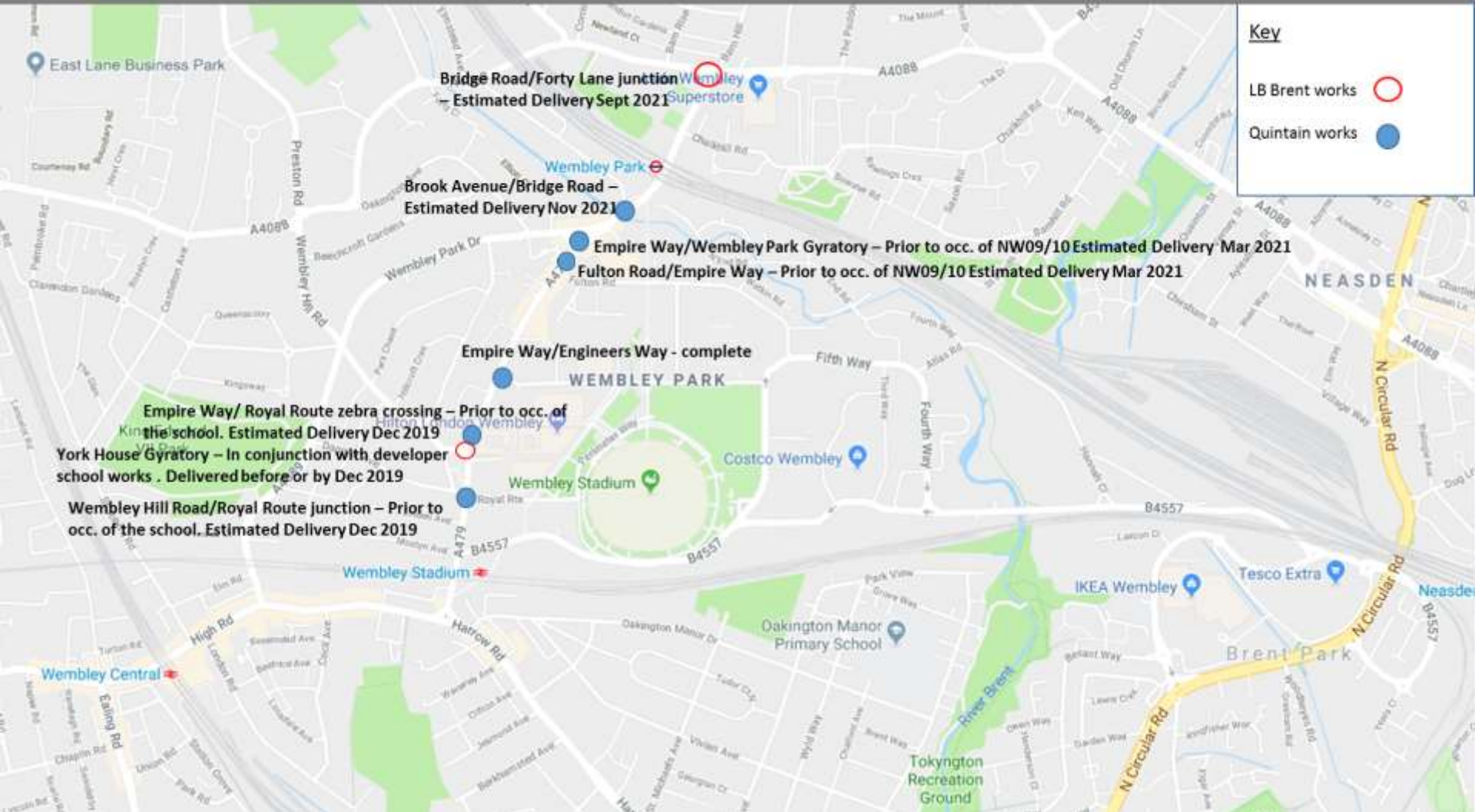
- Preliminary design no longer conforms to current design standards and will need to be reviewed.
- Desire to provide a Greenway running along the River Brent and linking to Brent reservoir, this provides a link from the masterplan area to St David's Close increasing the amount of green space accessible from the masterplan area.
- A review of the bridge options identified St David's Close to be the preferred option and the following drawing indicates a best position for the structure.

Ped/Cycle Bridge



Western Corridor Study

Indicative Capital Schemes Timeline

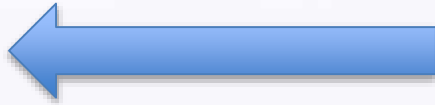


Western Corridor Study

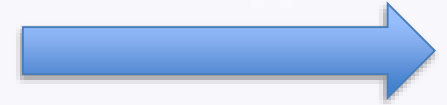
- Study is a planning obligation on Quintain.
- S106 outlines the triggers for the interventions Quintain is to provide
- Brent Council improvements are also required to this corridor and are to be delivered in a manner that supports the growth being delivered.

Priorities

Present



Future



2020

- 1 'Bull horn' junction
Considered a Quick Win scheme

- 2 Wembley Two-way Working
Minimum delivery: South Way between Pink Car Park and Great Central Way, Fifth Way and Fourth Way

- 3 Wembley Transport Corridor
Minimum delivery: South Way and Wembley Triangle junctions



Wembley Transport Corridor
Remaining scheme to support the emerging Housing Zone and Town Centre

Wembley Two-way Working
Remaining works to implement the Long Term Option including securing necessary land take

North End Road Connection

Ped/Cycle bridge

Western Corridor Study
Brent Council schemes aligned with development build-out



Next Steps

- Procure to design and build Brent Council's capital schemes, phased using the priorities identified .
- Cabinet report to secure funding and procurement strategy on with priorities identified to be delivered prior to 2020
- Align with the 2020 as the year for LB Brent as the Borough of Culture and Euro 2020s