

Meeting	Hendon Area Environment Sub-Committee
Date	16 October 2012
Subject	Aerodrome Road – Pedestrian and Traffic Improvements
Report of	Interim Director of Environment, Planning and Regeneration
Summary	The report outlines proposed pedestrian improvements and the introduction of a new bus stop on Aerodrome Road.
Officer Contributors	Mauricio Jardim
Status (public or exempt)	Public
Wards Affected	Colindale
For decision by	Hendon Area Environment Sub-committee
Reason for urgency / exemption from call-in	Not applicable
Function of	Executive
Enclosures	<ul style="list-style-type: none"> • <u>Appendix A</u> – ‘Beaufort Park (RAF Hendon) S106 Agreement – Pedestrian Improvements Scoping Report’ • <u>Appendix B</u> – ‘Aerodrome Road Pedestrian Facility and Bus Stop Introduction Feasibility Report’ • <u>Appendix C</u> – ‘Consultation Drawing no.60629_A_C_02. Revision A’
Contact for Further Information:	Mauricio Jardim, Project Engineer, 0208 359 7341

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the details of the proposed improvements, background and rationale presented in the report and comment where appropriate.
- 1.2 That the Interim Director of Environment, Planning and Regeneration be instructed to implement the proposed improvements identified in this report, subject to:
 - i. Appropriate consultation with local residents/occupiers directly affected by the proposals, public transport operators and the emergency services;
 - ii. Consultation with Ward Members; and
 - iii. Any unresolved objections from the consultation process being dealt with by the Interim Director of Environment, Planning and Regeneration under delegated powers in consultation with the Cabinet Member for Environment and the Chairman of this Sub-Committee

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Hendon Area Environment Sub-Committee 26 June 2012, Decision 7. The Chairman noted that he had received communication from Councillor Geoffrey Johnson of a matter which he wanted to bring to the Sub-Committee's attention. Councillor Geoffrey Johnson presented the Chairman with a petition of 109 signatures which outlined the demand for a pedestrian crossing on Aerodrome Road between Beaufort Park and the Peel Centre. Councillor Johnson noted that the crossing was needed in order for pedestrians to cross safely.
- 2.2 Councillor Geoffrey Johnson also added that an additional bus stop is needed to support residents.
- 2.3 The Sub-Committee resolved: (i) to note the information and (ii) that Ward Members be consulted during the process

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Introducing traffic management measures in the borough will contribute to the Sustainable Community Strategy and the Corporate Plan 2012-13 priority "A Successful London Suburb" by enhancing Barnet's reputation as a good place to work and live.
- 3.2 The Mayor of London's Transport Strategy also addresses these areas through:

"Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ...

to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users”

4. RISK MANAGEMENT ISSUES

- 4.1 The issues involved are not likely to give rise to policy considerations as the proposed measures would provide additional pedestrian and bus stop facilities without having a significant impact on traffic flow.
- 4.2 There would be some disruption during the construction stage but this would be minimised through traffic management in discussion with the contractor undertaking the work.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of tactile paving and the provision of new dropped crossing points at various locations along the length of Aerodrome Road would effectively increase pedestrian safety and accessibility particularly for users with extra mobility requirements such as wheel chair users or those with prams and pushchairs.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 **Finance**, the cost of the measures identified in this report is £295,000 which would be met entirely by S106 contributions under agreement references 271 (I, ii, & iii). Any financial implications will be contained within the Environment, Planning and Regeneration budgets.

Table 6.1 below details the costs associated with each group of measures. It should be noted that these costs include all fees associated with delivering these schemes.

Item	Description	Estimated Cost
1.	• Pedestrian accessibility improvements along Aerodrome Road.	£ 30,000
2.	• Three new Pedestrian islands on Aerodrome Road, which includes the provision of a new zebra crossing by Heritage Avenue.	£ 70,000
3.	• Provision of a new bus stop on Aerodrome Road opposite its junction with Chancellor Place	£ 40,000
4.	• Realigning the south western corner of the A41 into Aerodrome Road and install pedestrian island, including the diversion of Statutory Undertakers Plant	£ 155,000
	Total	£ 295,000

Table 6.1: Cost Breakdown by group of measure

6.2 **Procurement**, the highway works would be procured through the borough's highway term contracts.

7. LEGAL ISSUES

7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.

7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council

9. BACKGROUND INFORMATION

9.1 10,000 residential units are in the process of being built in Colindale as part of the regeneration of the area. The steady increase of population across the Colindale area has resulted in the increase of vehicular traffic along Aerodrome Road. This has led to the introduction of 'no waiting at any time' restrictions (double yellow lines) along Aerodrome Road. The result is a wider carriageway space for passing traffic, where previously vehicles would have been parked. This has in turn resulted in increased vehicular speeds with the 85 percentile speed being 35mph in both directions. In addition to this Aerodrome Road is a busy local distributor road connecting the major A41 north to south supply road from the west with the other Colindale area distributor roads in the east.

9.2 The geometric alignment of Aerodrome Road is relatively straight and provides two single lanes in either direction. The total carriageway widths vary between 7.5 and 10 metres. There are wide footpaths on either side. Along the southern side outside the police training grounds, some stretches of footpath are 8 metres wide.

9.3 There are currently no formal pedestrian crossing points along the length of Aerodrome Road other than the uncontrolled pedestrian crossings at the Colindale Roundabout and Watford Way junctions. There are also numerous locations along both the southern and northern footways of Aerodrome Road where there are no dropped pedestrian kerbs at junctions or crossings for pedestrians with reduced mobility.

9.4 There is a temporary traffic island on the Aerodrome Road arm of the Watford Way junction. This was introduced when the bridge improvements were undertaken a few years ago. However, the existing temporary island is not considered appropriate for increased pedestrian and vehicular movements.

9.5 There are a total of three bus stops on Aerodrome Road for bus route 186. One is located on the northern footway at the Heritage Avenue junction and

the other two are located opposite one another at the Rowan Road junction. All the existing bus stops are fully accessible.

- 9.6 In 2010/11 the Traffic and Development Team prepared a report highlighting potential improvements to the pedestrian facilities along the length of Aerodrome Road. The report proposed the introduction of three pedestrian islands in Aerodrome Road to lower the vehicular speed, reduce severance, and allow the provision of dedicated right turn lanes at side road junctions. Dropped kerbs and localised footway improvements were also proposed in the report to increase the accessibility of the area. A copy of this report is attached as Appendix A.
- 9.7 In conjunction with the above, a study looking at short and long term ways to improve pedestrian facilities at the junction of Aerodrome Road with the A41 and Greyhound Hill was carried out. The short term scheme proposed to provide a permanent pedestrian island in Aerodrome Road to replace the temporary one. The south-western corner of the junction would need to be realigned as a result to allow large vehicles to turn into Aerodrome Road without conflicting with the new island. Underground services would also need to be relocated as part of these works. The long term scheme would require close co-operation with Transport for London as most of the works would be on the A41 itself and would see the provision of an at grade pedestrian crossing facility on the southern arm of the A41. The diversion of underground services required for the short term scheme will be planned so that no further diversion works would be required should the long term scheme be implemented in the future, hence the relatively high initial cost of construction. Local Councillors and Emergency Services have been consulted on the short term scheme and were amendable to the proposed improvements, however the proposals were placed on hold last February by the then Cabinet Member for Environment.
- 9.8 Finally, a petition with 109 signatures was presented to the Chairman at the Hendon Area Environment Sub-Committee meeting on the 26 June 2012, outlining the demand for a controlled pedestrian crossing on Aerodrome Road between the Beaufort Park and the Peel Centre. Councillor Geoffrey Johnson was supportive of this request and added that an additional bus stop is required to support residents. A feasibility study looking at the most appropriate form of crossing for the area concluded that a zebra crossing with a central refuge island would be the most appropriate form of crossing at this location as it would minimise delays to both pedestrians and vehicular traffic. The study also advised that the provision of an additional bus stop on Aerodrome Road opposite Chancellor Place junction was both feasible and desirable. For further details regarding these proposals refer to the Aerodrome Road Pedestrian Facility and Bus Stop Introduction Feasibility Report attached as Appendix B to this report.
- 9.9 All the proposed measures identified above are detailed in drawing number 60629_A_C_02 Revision A in attached Appendix C.

10. LIST OF BACKGROUND PAPERS

10.1 None

Legal: SS

Finance: JH