

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 27TH OCTOBER, 2021**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
14.	AERODROME ROAD REFUGE ISLAND - FEASIBILITY STUDY	3 - 14

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## Hendon Area Committee

27 October 2021

<b>Title</b>	<b>Aerodrome Road refuge island – Feasibility Study</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Colindale
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no. BC001965-09_FS_100-01 of 02 Drawing no. BC001965-09_FS_100-02 of 02
<b>Officer Contact Details</b>	Geoff Mee – Executive Director - Environment <a href="mailto:geoff.mee@barnet.gov.uk">geoff.mee@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study to inform on the installation of a set of traffic islands on Aerodrome Road between Rowan Drive and Propeller Way, NW9 near the rail overbridge.

### Officers Recommendations

1. That the Hendon Area Committee notes the details of the feasibility study as outlined in this report.
2. That the Hendon Area Committee notes the Executive Director's decision to proceed with Option 2 as set out in the report as the preferred option.

<p><b>3. That the Hendon Area Committee instructs the Executive Director, Environment to carry out a statutory consultation on the preferred Option 2 as shown on Drawing No. BC001965-09_FS_100-02 of 02. If any objections are received as a result of the statutory consultation, the Executive Director, Environment will consider and determine whether the agreed Options should be implemented or not and if so, with or without modification, subject to funding being made available</b></p>
<p><b>4. That the Hendon Area Committee notes that the total cost to implement will be £35,750 to consult, design and introduce the approved proposals. Executive Director, Environment allocates funding of £17,875 from the Road Safety &amp; Parking Budget with the remaining £17,875 to be allocated from the Area Committee NCIL budget</b></p>
<p><b>5. That the Hendon Area Committee approve funding of £17,875 as stated in recommendation 4 Area Committee Neighbourhood CIL Budget.</b></p>

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 A Member's Item was raised by Councillor Nagus Narenthira at the Hendon Area Committee on 1<sup>st</sup> February 2021 for a viable location for a crossing point between the A41 and Rowan Drive due to the large number of pedestrians using Aerodrome Road as a result of the Beaufort Park and Colindale Gardens developments.
- 1.2 Following discussion of the item, the Hendon Area Committee unanimously agreed the requested sum of £5,000 to conduct a feasibility study on Aerodrome Road for the installation of a refuge island crossing.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The feasibility study is informed by:
- a) Site investigation
  - b) Personal Injury Accident data
  - c) Traffic Surveys
  - d) Pedestrian survey data

### **2.2 Site Investigation**

- 2.2.1 Aerodrome Road runs east west and is situated between Graham Park Way roundabout in the east and the A41 Watford Way in the west. It is a single lane two-way road stretching 1km in length. The eastbound lane widens to two lanes for approximately 250m from a point just west of Lismore Boulevard.
- 2.2.2 The existing carriageway lane widths are approximately 3.5m and footway widths are approximately 2.5m. This road has a speed limit of 30mph, the standard speed limit in urban areas. Two refuge islands and a Zebra crossing are located on Aerodrome Road.
- 2.2.3 The road geometry is fairly straight with good forward visibility. Double yellow line restrictions are present to prevent parking on both sides of the road. Street lighting provisions under along this road are good.

- 2.2.4 Bus routes 125 and 186 serve Aerodrome Road, with 3 bus stops in each direction between the A41 and the Graham Park Way roundabout. The frequency of bus arrivals times is between 6-7 minutes during peak times on both sides of the road.
- 2.2.5 From site observations, at peak times it was noted the difficulties pedestrians faced when crossing Aerodrome Road. Pedestrians would edge forward between stationary vehicles queued in traffic in the nearside eastbound traffic lane and wait for gaps in free-flowing traffic in the eastbound offside traffic lane and the westbound traffic lane before crossing.
- 2.2.7 Aerodrome Road is both commercial and residential in character and has been subject to large scale development over the last 15 years. The Peel Centre (Hendon Police College) is also along Aerodrome Road.

### **2.3 Personal Injury Collision Data**

- 2.3.1 Personal Injury Collision Data for Aerodrome Road was collected for five years preceding May 2021 (the most recent data available from TFL). In this period 40 collisions were recorded on Aerodrome Rd. The main collision clusters were in the vicinity of the A41 junction and between Hermitage Avenue and East Drive. No collisions were recorded within a 100m radius of the proposed pedestrian island location (see Section 2.5).

### **2.4 Traffic surveys**

- 2.4.1 A traffic queue length survey was carried out on Thursday 22<sup>nd</sup> and Saturday 24<sup>th</sup> April 2021 during the hours of 7am to 8pm to review the existing queues on Aerodrome Road in the eastbound direction towards the A41. The results show that during 8:10am – 8:50am on Thursday 22<sup>nd</sup> April a traffic queue was observed extending from the A41 to beyond the existing refuge island near Regal Drive (over 260m in length). A similar traffic queue was observed during the evening peak between 16:30pm - 17:30pm. At all other times traffic queues were minimal. The data therefore suggests that traffic queues build up on the eastbound A41 approach during Monday – Friday peak hours only.

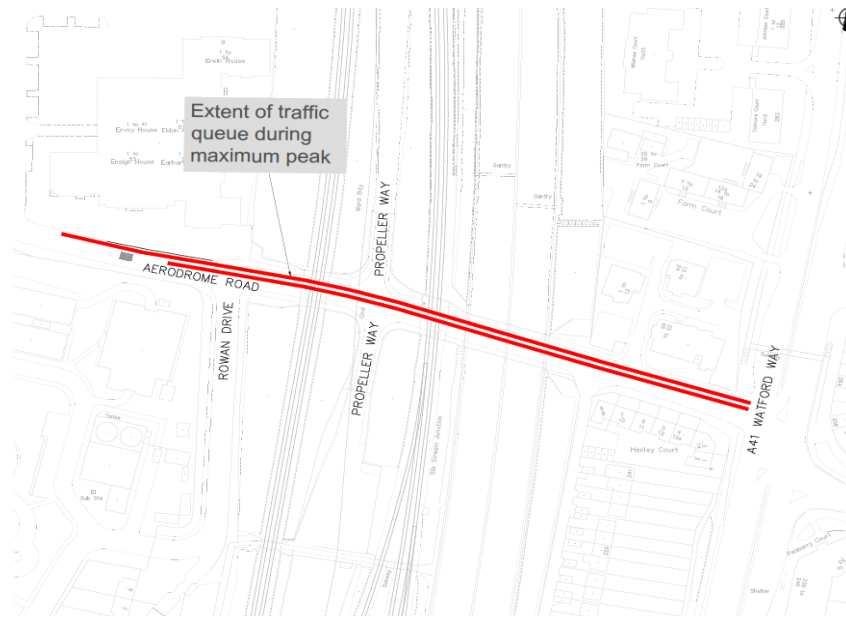


Figure 1 Traffic queue length illustration during peak times (weekday)

2.4.1 A pedestrian survey was also conducted in the same period as the traffic queue survey to determine the number of pedestrians crossing the road at peak times. The survey area was split into 2 zones and the results shown in Table 1. The data suggests that a greater amount of pedestrians cross Aerodrome Road on weekday peak times than on weekend peak times, and the majority of pedestrians cross in zone 1. Officers' observations of pedestrians crossing zone 1 are detailed in par 2.2.5

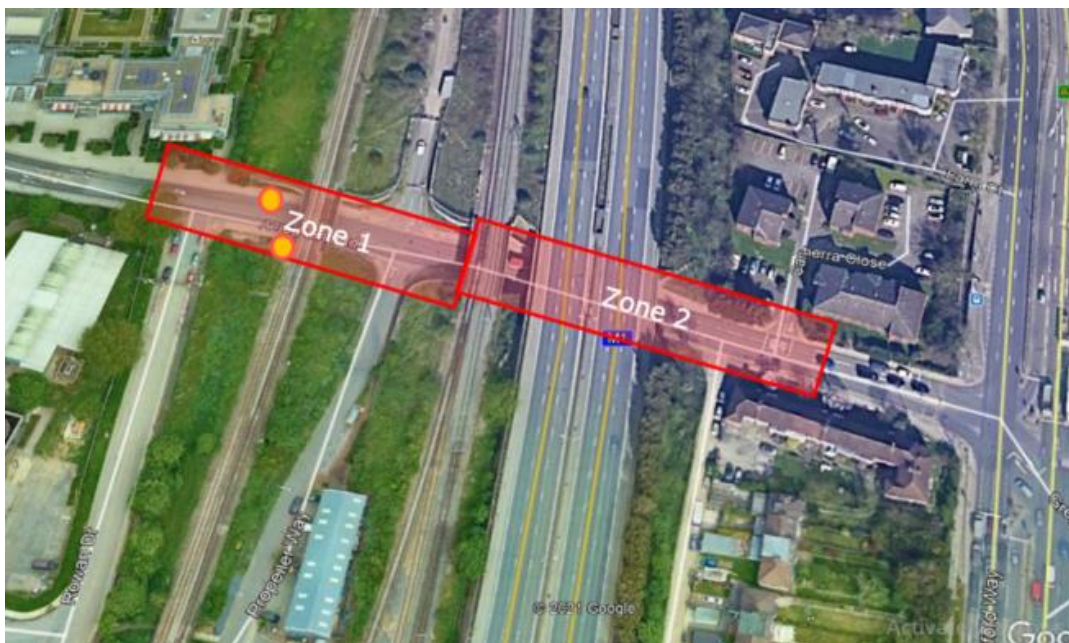


Figure 2 Illustration of pedestrian survey data

**Table 1 Pedestrian Crossing survey results**

<b>SURVEY</b>	<b>ZONE</b>	<b>No. Crossings</b>
22/04/2021 7-10am	1	42
	2	10
22/04/2021 3:30-6:30pm	1	52
	2	11
24/04/2021 7-10am	1	23
	2	29
24/04/2021 3:30-6:30pm	1	36
	2	20

**2.5 Feasibility and Proposals**

2.5.1 Two viable options were developed to improve the safety of pedestrians crossing at Aerodrome Road in the vicinity of the rail bridge. The proposed options are shown on the plans in Appendix A and set out below.

2.5.2 A pedestrian refuge island is proposed 15m west of Propeller Way, sitting partially under the rail bridge including associated tactile paving and dropped kerbs on the opposing footways. Traffic lane widths at the crossing are widened from 3.5m to 4m to allowing for vehicles to travel alongside a cyclist comfortably. Hatch markings will be proposed between the existing near Rowan Drive and the proposed pedestrian refuge islands for a distance of approximately 70m. The two proposals presented differ in the relocated bus stops locations.

2.5.3 **Option 1** – The exiting eastbound bus stop will be relocated 7m west of its existing location and the westbound bus stop 4m west from its existing location. Bus cages are staggered to a 6.5m gap to allow emergency services to manoeuvre through. A 12m bus cage is also proposed at both bus stops at the request of TfL Buses.

Advantage: The two bus stops remain in the same area of their original locations and in close proximity of the proposed pedestrian island, which benefit pedestrians as well as bus passengers to use these bus stops.

Disadvantage: The distance between the westbound bus stop and the pedestrian island is 1.5m which an emergency vehicle may not be able to bypass a stationary bus through this gap.

2.5.4 **Option 2** – The eastbound bus stop will be relocated 45m west of its existing location and the westbound stop 7m west from its existing location. A 12m bus cage is also proposed at both bus stops at the request of TfL Buses.

Advantage: The westbound bus stop is 7m from the pedestrian island which enables emergency vehicles to manoeuvre past a stationary bus. In addition, this bus stop is closer to Beaufort Park development which may be more convenient to local residents.

Disadvantage: The wide gap between the pedestrian island and the westbound bus stop will also allow other motor vehicles to overtake a stationary bus which can potentially cause conflicts between westbound vehicles and vehicles turning into Rowan Drive.

- 2.5.5 Vehicle tracking has been undertaken for both options for a standard fire engine. TFL Buses and the emergency services (police, ambulance and fire brigade) were consulted. No comments were raised on either options. TFL has requested that bus cages are 12m lengths and that Bus stops are within 400m distance, which both designs are compliant with.
- 2.5.6 It should be noted that both options will have an impact on the queuing traffic during the weekday's peak hours. It is likely that the proposal will have an impact on the length of the traffic queue during peak times, this is due to the proposal reducing the length of the far side eastbound lane by 75m. Further traffic modelling assessment is required in Detailed Design Stage.
- 2.5.7 A street lighting review in the vicinity of the pedestrian island also is required in Detailed Design Stage.
- 2.5.8 Officers recommend to proceed with Option 2 as it is more considerate to emergency services. Siting the eastbound bus stop 45m west may inconvenience some passengers due to the additional distance and that the bridge provided shelter from the rain. The benefits of siting the bus stop a further 45m is that it will feel safer for pedestrians as the stop is away from the bridge. Both options move the bus stops away from under the rail bridge to some extent which is likely to improve the feeling of safety amongst bus commuters. A Road Safety Audit is required to be undertaken at Detailed Design stage.

### **3. POST DECISION IMPLEMENTATION**

- 3.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2022/23 financial year.

### **4. IMPLICATION OF THE DECISION**

#### **4.1 Corporate Priorities and Performance**

- 4.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion
- 4.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.
- 4.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.



## 4.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

4.2.1 Area Committee funding of £5,000 was agreed at the Hendon Area Committee in February 2021 for the feasibility study.

4.2.2 'London Highway Maintenance and Projects Framework North Area (LHMP)' schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 3 below, which will need to be refined upon completion of the detailed design:

4.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements.

**Table 3 –Cost Estimate**

Activity	Estimated costs
Detailed Design ((Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 9,500
Build Cost including Street Lighting	£23,000
<b>Sub-TOTAL</b>	£32,500
Implementation and post implementation Fees @ 10%	£ 3,250
<b>GRAND TOTAL</b>	<b>£35,750</b>

4.2.4 The estimated cost of installing the recommended proposals is **£35,750 with £17,875** and is requested from the Hendon Area Committee Neighbourhood CIL budget and £17,875 from the Road Safety & Parking Budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

## 4.3 Social Value

4.3.1 None in the context of this report.

## 4.4 Legal and Constitutional References

4.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

4.4.2. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

#### **4.5 Risk Management**

4.5.1 None in the context of this report. Risk management may be required for work resulting from this report In relation to this report.

#### **4.6 Equalities and Diversity**

4.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination. The Council has carried out an equalities impact assessment for this scheme.

4.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations

4.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community

#### **4.7. Corporate Parenting**

4.7.1. Not applicable in the context of this report

#### **4.8. Consultation and Engagement**

4.8.1. A statutory consultation will be undertaken as set out above.

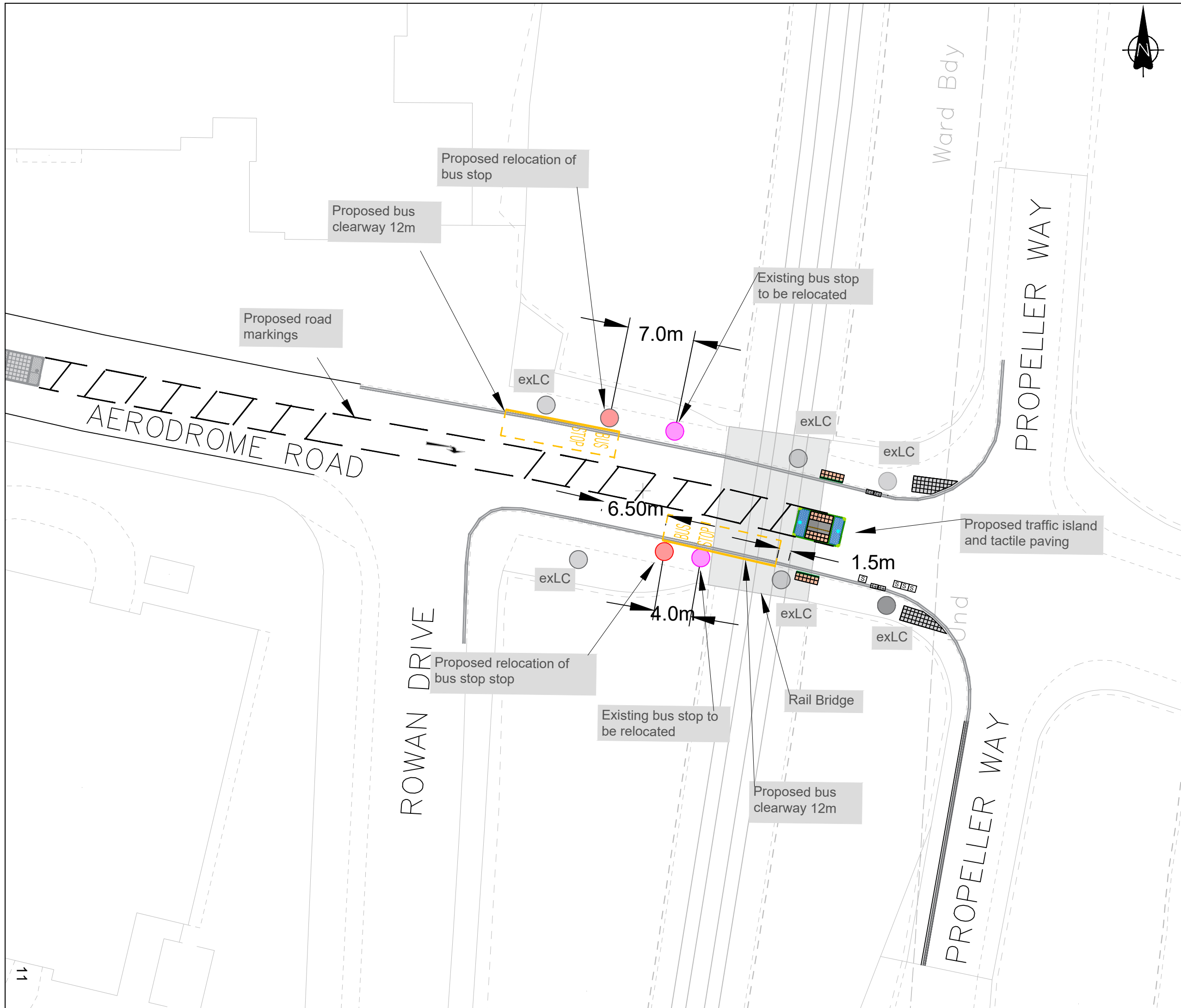
#### **4.9. Insight**

4.9.1. The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

### **5. BACKGROUND PAPERS**









5.1 Hendon Area Committee 1 February 2021, item 1

<https://barnet.moderngov.co.uk/documents/s63035/Members%20item%20CIL%20funding%20Feb%202021.pdf>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/002007-02. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

**NOTES:**  
 1. Drawing issued is overlaid on OS map. Therefore any measurements taken are subject to typical OS tolerances and also subject to date original survey captured, which may not reflect current site conditions.

- KEY:**
-  Proposed Tactile paving
  -  Existing road markings
  -  Proposed new location of bus stand (indicative)
  -  Existing Bus stop stand to be relocated
  -  Existing street lighting column
  -  Proposed lining
  -  Existing Service cover
  -  Existing Gully

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	EM / JC	JULY 21	0

Purpose of issue  
**FOR INFORMATION**

Client:  


Scheme Ref. BC/001965-09  
 Scheme title  
**Aerodrome Road Traffic Island - Option 1**

Drawing title  
**GENERAL ARRANGEMENT**

Scale @ A3:

Design	Drawn	Checked	Approved
EM	EM	JC	AG
Date: JULY 21	Date: JULY 21	Date: JULY 21	Date: JULY 21

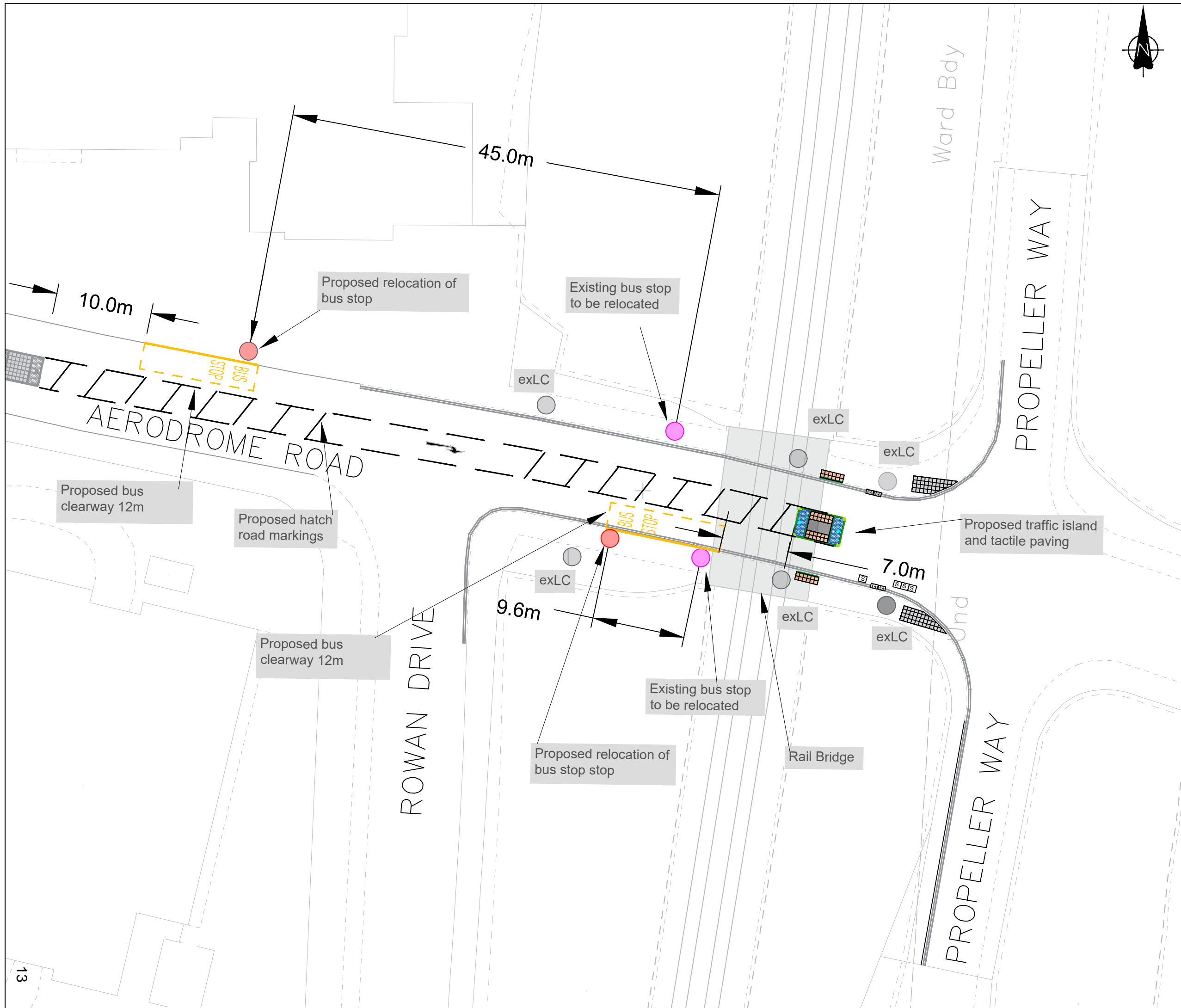


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 11th Floor Highways, 1255 High Road,  
 Whetstone, London N20 0EJ



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







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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	EM / JC	JULY 21	0

Purpose of issue  
**FOR INFORMATION**

Client:  


Scheme Ref. BC/001965-09  
 Scheme title  
**Aerodrome Road Traffic Island - Option 2**

Drawing title  
**GENERAL ARRANGEMENT**

Scale @ A3:

Design	Drawn	Checked	Approved
EM	EM	JC	AG
Date: JULY 21	Date: JULY 21	Date: JULY 21	Date: JULY 21



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