

**Decision Maker:** Environment Portfolio Holder

**For any pre-decision scrutiny questions by the Environment PDS Committee on**

**Date:** 4<sup>th</sup> October 2011

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** PICKHURST LANE, HAYES - PROPOSED ZEBRA CROSSING

**Contact Officer:** Paul Nevard, Traffic Engineer  
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**Chief Officer:** Nigel Davies, Director of Environmental Services

**Ward:** Hayes and Coney Hall

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1. Reason for report

This report outlines proposals to make amendments to Pickhurst Lane, Hayes. Ward Members have requested consideration be given to installing measures to improve safety for pedestrians near Station Approach. The junction has experienced a number of personal injury collisions over the last five years. It is felt improvements to the crossing facilities would be of benefit to road safety, improve driver awareness and assist pedestrians crossing the road.

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2. **RECOMMENDATION(S)**

**That:**

2.1 **The Portfolio Holder agrees to the proposed scheme shown on drawing number ESD-10670-4 being implemented;**

2.4 **Authority to make any minor modifications which may arise as a result of any considerations be delegated to the Director of Environmental Services, in consultation with the Environmental Portfolio Holder.**

## Corporate Policy

1. Policy Status: Existing policy.
  2. BBB Priority: Quality Environment.
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## Financial

1. Cost of proposal: Estimated cost £20k
  2. Ongoing costs: N/A.
  3. Budget head/performance centre: Transport for London 2011/12 funding for pedestrian crossings and minor walking schemes.
  4. Total current budget for this head: £90k was set aside for this category, of which an uncommitted balance of £47k is available to fund this scheme.
  5. Source of funding: Transport for London LIP Funding.
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## Staff

1. Number of staff (current and additional): 1
  2. If from existing staff resources, number of staff hours: 40 staff hours to develop this scheme
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## Legal

1. Legal Requirement: Non-statutory - Government guidance.
  2. Call-in: Call-in is applicable
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Pickhurst Lane and Station Approach, Hayes are roads with high traffic flows. A proposed formal crossing will therefore be of benefit to many pedestrians using the route.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members have expressed support for this scheme and feel that a formal crossing is required in the area.

### 3. COMMENTARY

- 3.1 Pickhurst Lane is classified as a distributor road that adjoins Station Approach, Hayes. Station Approach has a number of retail units and a railway station. Subsequently the junction with Pickhurst Lane is busy with vehicles and pedestrians wishing to cross the road. A 30 mph speed limit is in force on Pickhurst Lane and Station Approach.
- 3.2 Collision data for a five year period has been used to review this site. A total of eight personal injury collisions have occurred from the junction of Bourne Vale to the junction of Station Approach during the study period, six classified as slight collisions and two involving serious injuries. One of the serious collisions involved a pedestrian being hit by a vehicle crossing Pickhurst Lane at the Junction with Station Approach. The remaining six collisions involved speeding vehicles on Pickhurst Lane, failure to give way at the Station Approach junction and a cyclist being struck whilst turning into Bourne Vale. Two of the collisions occurred during the hours of darkness and only one of the collisions occurred on a wet carriageway surface.
- 3.3 Due to the lack of formal crossing facilities, pedestrians generally cross at the central refuge on top of the Station Approach junction with Pickhurst Lane. Although this is located on the desire line, there is a conflict between drivers turning left and right from Station Approach. During the site investigations motorists are observed to be impatient as they emerged from Station Approach and edged out beyond the give way lines when turning left to pull out of the junction. Some drivers were observed to not give way, looking right to ensure there was no oncoming traffic and manoeuvring onto Pickhurst Lane. This can create difficulties for pedestrians, particularly vulnerable road users trying to cross the road. It was also observed that many motorists using Pickhurst Lane did not have advanced warning of Station Approach and were unaware of the pedestrian movements. As a result it is considered that an effective measure at this location would be to improve the crossing facilities. It has been proposed to install a zebra crossing that will assist those crossing Pickhurst Lane as shown on plan ESD-10670-4.
- 3.4 Nevertheless, the proposed scheme recommends that the existing refuge island on Pickhurst Lane junction with Station Approach remains in place. The island also separates vehicular traffic and is of benefit to some pedestrians crossing the road. The formal crossing will offer a new facility that hopefully the vast majority of pedestrians will use, especially vulnerable road users. However, at this current time the existing island would still remain in place at the junction to enable an assessment to be made to keep, alter or remove it after the crossing has been installed.
- 3.5 The directly affected residents and statutory consultees have been sent a plan for comments and the results are shown below.

<b>Do you support the proposed scheme?</b>	
Yes	10
No	3
Other	3

- 3.6 Some comments have been received from residents regarding concerns over the position of the crossing facilities and that the crossing should be located closer to Station Approach. However, the proposed crossing is located in the most suitable location with good visibility for drivers and pedestrians. It would not be possible to install a formal crossing at the junction and the new zebra crossing facility would be of benefit to pedestrians using the area. The crossing will also raise driver awareness ahead of the upcoming junction and Station Approach.
- 3.7 Local Ward Councillors have been consulted on the proposed changes and they are supportive of the scheme. The Ward Members have provided the following comments: "*It is something that*

*we, the local police and others have sought for some time and this design appears to be the best option. Although sited a little distance from the junction of Station Approach with Pickhurst Lane, it will be positioned in the line taken currently by the majority of the pedestrians who use the existing refuge. We are conscious, however, of the concerns of some residents in relation to speeding traffic, and its possible impact on the new crossing. We ask that consideration be given to the painting of appropriate markings on the carriageway, in addition to the installation of the usual pole signs.”*

Subsequently, the design engineer will take into consideration the need for additional road markings and signage as part of the detailed design of the scheme.

- 3.8 The local Police have also been consulted and the following comments have been made: *“I believe the crossing is in a safe place and would infinitely assist in the safe crossing of pedestrians in the local area, with no real negative effects on other road users.”*
- 3.9 The Hayes Village Association have been sent a copy of the plans and supports the proposal. The Hayes Community Council have raised concerns regarding the position of the crossing, which has been addressed in 3.6 and requested traffic signal control at the Station Approach junction instead. Traffic signal control with a pedestrian phase would have a number of implications on vehicular movements and it is not considered appropriate. However, it is agreed by the Hayes Community Council that something needs to be done to make life less hazardous at the junction.
- 3.10 The proposed changes will be of benefit to road safety and hopefully reduce the number of Personal Injury Collisions in the area. The scheme will help assist vulnerable road users cross the road. However, the junction will be monitored and further changes may need to be considered in the future.

**4. POLICY IMPLICATIONS**

- 4.1 In “Building a Better Bromley 2020 Vision – Quality Environment”, two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The estimated cost of the project is approximately £20k and will be funded from the Transport for London (TfL) budget for pedestrian crossings and minor walking schemes, which currently has an uncommitted balance of £47k available to fund this scheme.

**6. LEGAL IMPLICATIONS & PERSONNEL IMPLICATIONS**

- 6.1 Under the provisions of Section 23 of the Road Traffic Regulation Act 1984 the necessary Public Notice for the formal crossing will be promoted.

<b>Non-Applicable Sections:</b>	N/A
Background Documents: (Access via Contact Officer)	Consultation Replies – Pickhurst Lane – August 2011