

Decision Maker: ENVIRONMENT & COMMUNITY SERVICES PORTFOLIO
HOLDER

For Pre-Decision Scrutiny by the Environment & Community Services
PDS Committee on:

Date: 13th November 2019

Decision Type: Non-Urgent Executive Non-Key

Title: HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS

Contact Officer: Muazzam Shahid, Senior Traffic Engineer
Tel: 020 84643333 E-mail: muazzam.shahid@bromley.gov.uk

Chief Officer: Colin Brand, Director of Environment and Public Protection

Ward: Hayes and Coney Hall

1. Reason for report

The purpose of this report is to seek approval to introduce a low cost version of a Liveable Neighbourhood scheme in Hayes Village. This proposal will enhance the public realm in this part of Hayes and reduce the dominance of traffic through the village, without simply displacing traffic into other roads, and improve the walking environment to help give parents, children, shoppers and local residents better access to local amenities.

2. **RECOMMENDATIONS**

- 2.1 That the Portfolio Holder approves the construction of measures as shown in attached 13099-01-Section1 and 13099-01-Section2 to improve the walking environment in Hayes Village and around the primary and secondary schools.
- 2.2 That the Portfolio Holder approves the installation of a 20mph limit, as shown in 13099-01-20mph, in the streets around both Hayes Primary and Hayes Secondary School.
- 2.3 That the Portfolio Holder gives approval to progress to detailed design and implementation, with the Director of Environment and Public Protection to be given delegated authority to approve final designs.
- 2.4 That authority be given by the Portfolio Holder to allocate £135k from the 2019/20 TfL LIP3 budget for this project.

Impact on Vulnerable Adults and Children

1. Summary of Impact: The proposals will make it easier for vulnerable road users in particular to walk and cross the road in Hayes Village.
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Corporate Policy

1. Policy Status: Existing Policy
 2. LBB Priority: Quality Environment Safe Bromley Supporting Independence Vibrant, Thriving Town Centres Healthy Bromley
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Financial

1. Cost of proposal: £135,000
 2. Ongoing cost Non-Recurring Cost
 3. Budget head/performance centre: 2019/20 TfL LIP Budget for Road Danger Reduction Implementation Budget
 4. Total current budget for this head: £574k to cover a number of schemes, with an uncommitted balance of £145k
 5. Source of funding: TfL Local Implementation Plan budget for 2019/20
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Personnel

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 250
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Legal

1. Legal Requirement: None
 2. Call-in: Applicable
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Procurement

1. Summary of Procurement Implications: Construction work will be completed by LBB's term Contractor for Highways, therefore there aren't thought to be any Procurement issues.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Residents of Hayes Village and those attending local schools or visiting local amenities.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

Summary of Ward Councillors comments: Ward Members have been supportive of the concepts of the scheme and Cllr Arthur has responded to the final concept design, saying that he feels it is an innovative and potentially very effective way of dealing with the problems and that the three Ward Councillors have spoken and agreed that they are supportive.

3. COMMENTARY

- 3.1 Residents and businesses have expressed concerns about road danger in the old Hayes area, including the lack of crossing facilities along Baston Road and around by the mini-roundabout outside Hayes Library in particular. The residents are also concerned about relative speeds through the village and outside schools in the area, particularly in Baston Road and West Common Road, outside Hayes secondary School. A local campaign was launched in 2018 to bring pressure to bear on the Council to implement some changes. Ward Members and Officers met with the residents' representatives and agreed to look into a set of measures that would go some way to addressing their concerns, although not every request was considered to be appropriate to be pursued.
- 3.2 The council receives a large volume of requests for new infrastructure to enhance walking and reduce road danger; therefore it is important to prioritise on the basis of potential outcomes such as mode shift and strategic fit.
- 3.3 In the case of old Hayes it is felt that investment is warranted as high-level analysis using the London-wide City Planner tool shows that there is a medium to high level of severance around the old Hayes area especially on Hayes Street/Baston road (see Enc. 5). This backs up the view of residents who have identified this as a barrier to walking locally. This can be improved by addressing the barriers to walking, physical and perceived, through delivery of quality infrastructure.
- 3.4 Promoting walking to school is a key Council transport priority in order to reduce peak hours congestion, and to encourage and imbed active lifestyles from an early age. To support this, the Council works to implement infrastructure changes suggested by schools, prioritising STARS Gold schools.
- 3.5 There are three schools in the old Hayes area, one of them (Hayes Primary) being accredited at Gold level.. They are keen to reduce the number of children being driven to school by promoting walking, cycling and scooting. Notably there has been a yearly correspondence from residents relating to parking and turning issues associated with pick up and drop off at the primary school.
- 3.6 It is therefore thought that the old Hayes area is a suitable area to invest in improved walking facilities. The vehicle for doing so is a 'Local Neighbourhood scheme' as proposed in Bromley's LIP3. These are intended to address a number of local transport issues such as road danger and opportunities to meet LIP objectives in a more holistic way than individual interventions. The specific proposals are detailed below.
- 3.7 (1) As part of the scheme, it is proposed to install new and upgraded traffic islands, to provide safer more attractive crossing points on the streets alongside and on the routes to the schools in the area. It is also proposed to change the surface treatment to highlight the crossings, enhance the public realm and to provide a visual deterrent to excessive speeds (see Enc. 2 and 3).
- 3.8 (2) In response to the concerns of residents in George Lane by Hayes Primary, it is proposed to trial a 'School Street' in conjunction with the school, which would prevent parent vehicular access to the cul-de-sac section of George Lane at school drop-off and pick-up times, but still permit resident and emergency access. The measure could be either enforced with a removable bollard or ANPR. School streets are supported by Bromley's LIP which notes that the "Council will also consider implementing School Streets in areas where these can be shown to have a clear benefit to mode share and safety"
- 3.9 (3) Another element of the scheme is to propose a 20mph speed limit past the schools, in line with Bromley Policy. See plan 13309-01-20mph (Enc. 4) for extents of the proposed 20mph limit

which considers the 3 schools in the area and the need for enforceability of both the new 20mph limit and the 30mph limit.

3.10 These three elements could be implemented independently of each other but are thought to be most likely at achieving the LIP and scheme objectives if they are all implemented.

4. IMPACT ON VULNERABLE ADULTS AND CHILDREN

4.1 The proposals will make it easier for vulnerable road users in particular to walk and cross the road in Hayes Village

5. POLICY IMPLICATIONS

5.1 Outcome 1 of Bromley's LIP 3 proposes to "Deliver local neighbourhood schemes that respond to local concerns and unlock potential for walking and cycling"

5.2 The Proposals will help achieve our targets as highlighted in

Table 7 – Local Borough targets and objectives – L3LT 1.3 - 30% Daily trips originating in the borough made by foot

5.3 The Proposals will help achieve our targets as highlighted in

Table 7 – Local Borough targets and objectives – L3LT 2.1 - Reduce KSIs amongst vulnerable road user groups by 65% compared with the 2005-2009 baseline

5.4 The Proposals will help achieve our targets as highlighted in

Table 7 – Local Borough targets and objectives – L3LT 3.1 50% of travel to school trips to be by active modes and 20% by Public Transport

6. FINANCIAL INFORMATION

6.1 The proposal is estimated to cost £135k. The works will be funded from the Road Danger Reduction allocation, within the 2019/20 LIP3 budget agreed by TfL. A sum of £135k has been set aside for this project.

7. PROCUREMENT IMPLICATIONS

7.1 Construction work will be completed by LBB's term Contractor for Highways, therefore they aren't thought to be any Procurement issues.

8. LEGAL IMPLICATIONS

8.1 A Public Notice would need to be advertised and a 21-day statutory consultation period allowed for any objections to be considered.

Non-Applicable Sections:	Personnel implications.
Background Documents: (Access via Contact Officer)	