

**Decision Maker:** Environment and Community Services Portfolio Holder  
For pre-decision scrutiny by Environment and Community  
Services PDS Committee

**Date:** 29/01/2020

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

**Title:** HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS

**Contact Officer:** Muazzam Shahid, Senior Traffic Engineer  
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**Chief Officer:** Colin Brand, Director of Environment and Public Protection

**Ward:** Hayes and Coney Hall

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1. Reason for report

This report is an update to report ES19077 presented to committee on the 13<sup>th</sup> November 2019 and incorporates an ammendment requested by Members.

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

2. RECOMMENDATIONS

- 2.1 That the Portfolio Holder approves the construction of measures as shown in attached 13099-03-Section1 and 13099-03-Section2 to improve the walking environment in Hayes around the primary and secondary schools.
- 2.2 That the Portfolio Holder approves the installation of term time 20mph advisory signs, as shown in 13099-03-20mph, in the streets outside both Hayes Primary and Hayes Secondary School.
- 2.3 That subject to the results of public consultation, the Portfolio Holder authorises the implementation of a trial School Street in George Lane

- 2.4 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.**
- 2.5 That authority be given by the Portfolio Holder to allocate £170k from the 2019/20 TfL LIP3 Capital Programme for this project.**

## Impact on Vulnerable Adults and Children

The proposals will make it safer 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 : 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"
  2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Healthy Bromley
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## Financial

1. Cost of proposal: £170,000
  2. Ongoing cost: Cost of programming the signs each year and maintaining them is minimal and can be covered from exiting budgets.
  3. Budget head/performance centre: 2019/20 Budget for Road Danger Reduction
  4. Total current budget for this head: £574k to cover a number of schemes, with an uncommitted balance of £185k
  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: Not 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 Pupils of Hayes Primary and Secondary Schools, plus drivers using the B265 who should experience fewer delays if there is less congestion around the schools.
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## Ward Councillor Views

### 1. Have Ward Councillors been asked for comments? Yes

Summary of Ward Councillors comments: Ward Members are supportive of the measures as a way of improving the walking environment around both Hayes Primary and Secondary Schools. Ward Councillors are interested to know the results of feedback regarding a School Street before endorsing that proposal.

### 3. COMMENTARY

- 3.1 Residents, the schools and businesses have expressed concerns about road danger in the Hayes area, including the lack of crossing facilities along Baston Road and around 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 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 this part of 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, especially on Hayes Street/Baston road. 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 (i.e. schools with a gold accredited travel plan).
- 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. Hayes Primary School wish to take part in a School Streets trial, as well as other initiatives such as the anti-idling campaign. They are already engaged with Bikeability and Scootsure, plus other initiatives to influence travel behaviour choices. The school has recently attained 'Top Team of South Region 2019' for their outstanding contribution in the STARS programme. The head teacher of Hayes Secondary School has approached Ward Members to ask for changes to be made to improve safety for their pupils in nearby streets, especially in respect to West Common Road. The school already promotes safe behaviour around the school to parents and pupils. The third school, Baston School, serves children with special educational needs and few, if any children, are able to walk to the school.
- 3.6 It is therefore thought that this locality 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 transport plan. These are intended to address a number of local transport issues such as road danger and opportunities to meet transport objectives in a more holistic way than individual interventions. The specific proposals are detailed below.
- 3.7 (1) Improved Crossing Facilities

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). These will be of great benefit in regard to changing the feel of the area and assisting pedestrians to

cross the roads, particularly near to the library, where the current refuges are somewhat small considering the number of pedestrians that cross here.

### 3.8 (2) Electronic Signs

Another proposed element of the scheme is a term-time and school-hours advisory 20mph speed limit past the schools, in line with Bromley Policy. See plan 13309-01-20mph (Enc. 4) for extents of the proposed advisory 20mph limit which considers the 3 schools in the area. Signs of this type are recommended as they are very visible and operate at the times when drivers may need alerting to the presence of a significant number of young pedestrians in the vicinity. The signs are likely to be particularly useful on Baston Road and West Common Road, where through-traffic is often present, particularly at school arrival time.

It is possible that the proposed electronic advisory 20mph sign for George Lane will not be required in the long term if a School Street is introduced, depending on the design of the School Street.

### 3.9 (3) School Street Trial

In response to the concerns raised by the primary school and of residents in George Lane near the school, 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 at all times. The measure would be enforced with either a manually operated barrier/gate/bollards or a barrier operated by ANPR. School streets are supported by Bromley's transport plan 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". The advantages of such a measure are to improve safety and the sense of safety outside the school gates, to encourage parents to walk their children to school rather than drive, reducing peak hours congestion. Hayes Primary School has a small catchment area, with the vast majority of pupils living less than one mile from the school.

Such schemes also reduce the risk of collisions outside school gates and prevent inconsiderate parking outside properties adjacent to a school, the cause of a considerable volume of complaints on residential streets such as George Lane. They also support improved air quality around schools by reducing the proximity of tailpipe emissions to the school gates at times when large volumes of children are most exposed.

The trial will be dependent on a feasibility study and very much upon the outcome of consultation with the school, with parents and with local residents. The detailed design and precise start point of any School Street taken forward will also depend on feedback received.

3.10 These three elements could be implemented independently of each other but are thought to be most likely at achieving the scheme objectives if they are all implemented. The first two proposals – the improved crossing points and the part-time advisory 20mph speed limits – would be likely to be implemented first and should have a marked impact on the confidence of residents to feel able to walk to both of the schools.

## 4. **IMPACT ON VULNERABLE ADULTS AND CHILDREN**

The proposals will make it safer 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 transport plan 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 IMPLICATIONS

The proposal is estimated to cost £170,000. The works will be funded from the Capital Programme for casualty reduction and road danger reduction allocation, within the 2019/20 LIP3 budget agreed by TfL. A sum of £185k has been set aside for this project.

## 7. PERSONNEL IMPLICATIONS

The design and project management of the scheme will be undertaken by existing LBB Traffic Engineering staff

## 8. LEGAL IMPLICATIONS

If, after consultation, a School Street is implemented, a Traffic Management Order will be needed to prevent non-authorized traffic from accessing the street.

## 9. PROCUREMENT IMPLICATIONS

Construction work will be completed by LBB's term Contractor for Highways, therefore there are no procurement issues.

<b>Non-Applicable Sections:</b>	
Background Documents: (Access via Contact Officer)	Bromley's Transport Plan - LIP3