
Decision Maker: Environment and Community Services Policy Development and Scrutiny Committee:

Date: 17th November 2021

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

Title: REVIEW OF TEMPORARY SCHOOL STREETS

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Chief Officer: Colin Brand, Executive Director of Environment & Community Services

Ward: All Wards

1. Reason for report

- 1.1 To provide a summary of the issues and feedback raised during the operation of six Temporary School Streets that were implemented in the Autumn Term of 2020.
- 1.2 To ask Members to note that two remaining Temporary School Streets want to continue beyond March 2022 through to the end of the Summer Term 2022. This will allow Committee to create a Borough School Street policy at the June PDS meeting, following the evaluation of the Hayes Pilot School Street which ends in March 2022, and in light of further feedback from Temporary School Street venues.
- 1.3 If School Streets are taken forward in the Borough, to ask Members if they are willing to consider a report at the June 2022 PDS Committee regarding the use of ANPR cameras to enforce School Streets at some locations.
- 1.4 To ask Members to note the addition of two new schools to the Temporary School Street scheme ahead of the June 2022 policy decision, as set out in 2.3, namely St Mary's RC Primary and Stewart Flemming Primary (subject to consultation).

2. **RECOMMENDATION(S)**

- 2.1 That Members note that two existing Temporary School Streets (at Clare House Primary and Poverest Primary) aim to continue until the end of the Summer term 2022 after the June PDS Committee has reviewed the pilot scheme at Hayes and made a Borough policy.

- 2.2 That Members note that if School Streets are to continue beyond July 2022, the use of ANPR cameras for some School Street schemes will be necessary and that a costed report on the use of ANPR will be brought to the June PDS Committee meeting.
- 2.3 That Members note that new Temporary School Streets will be introduced at Stewart Fleming Primary School and St Mary's RC Primary School, subject to consultation.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Beneficial in respect to air quality and sustainable transport choices. Special arrangements are made to allow disabled drivers/passengers to access School Streets.
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Corporate Policy

1. Policy Status: This report is intended to help Bromley to develop a policy for School Streets
 2. BBB Priority: Quality Environment Safe Bromley Healthy Bromley
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Financial

1. Cost of proposal: £7,000 for new TMOs, surveys, signs and barriers
 2. Ongoing costs: Any future maintenance costs for signage and barriers will be funded from the existing highway maintenance budgets
 3. Budget head/performance centre: Capital Programme - TfL LIP budget for "Review of LSP schemes" 2021/22
 4. Total current budget for this head: £50,000
 5. Source of funding: TfL LIP Grant
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Personnel

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

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Not Applicable
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Procurement

1. Summary of Procurement Implications: Signage and barriers are procured through the Council's term contract with Riney.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): local residents and visitors
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments is below:

Cllr Chris Pierce Re St Mary Cray Primary School

Personally, I have received no feedback, comments or complaints about this temporary School Street, positive or otherwise.

Cllr Yvonne Bear Re St Mary Cray Primary School

Like Cllr Pierce, I have received no contact from residents about the school street other than about the signage when it was first set up. I have however had some feedback from the head of SMCPA which is below

Phillipa Bild - Head of St Mary Cray Primary School Parents Association

I like the street closure however we are only able to man it a few mornings a week. Parents are generally happy to abide by it on the days when a school adult is not available. To be honest, we will only be able to continue to operate it using school staff for a few more months. My suggestion is that they install electronic barriers such as those seen across Lewisham or help us with wardens as our families are not willing to help man the barrier. The main drawback is traffic on the main road, especially as the days get darker and colder. I feel this may bring more accidents and incidents. The double yellow lines are still not visible and signage poor. I'm not happy that the onus to get traffic wardens to visit was placed on the school. If the borough wish to continue with these schemes then they need to take greater responsibility in ensuring the surrounding streets are safe for pedestrians and other drivers.

St Mary Cray Primary have notified us that they are currently only able to run the scheme with marshals on Mondays, Wednesdays and Fridays and will only continue with the scheme until March 2022 due to problems resourcing marshals.

Cllr Michael Tickner Re Clare House Primary

I have received nothing but favourable reports about this scheme. It is supported by most parents and School staff. I hope it can be made permanent.

Cllr Stephen Wells Re Clare House Primary

I am not aware of any adverse reaction to the scheme from residents across the year. It appears to have worked very well and unlike at some other schools has been well supported by residents locally. I very much hope the scheme can continue and indeed am actively seeking a similar scheme to be urgently put in place for St Mary's School on Westgate Road, Beckenham. The very apparent success of the Overbury Av. Scheme is firm evidence that such schemes can have a very positive child safety aspect which needs to be in place at several other schools in Beckenham.

Clare House Primary have notified us that they would like to continue to run their scheme beyond March 2022 if possible.

Cllr Judith Ellis Re Poverest Primary

I did speak to some families in the holidays and they are keen for the temporary closure to stay as they feel much safer walking to school. They have asked that the first turning on the right be looked at for yellow lines on the corners as this restricts sight lines and encourages 2 wheels on the pavement parking. I often pick up from Poverest and have seen a number of confrontations and very aggressive attitude to parking inspectors. Also a number of parents wait in their car with the engine on, causing pollution. This temporary closure should continue.

Cllr Colin Hitchins Re Poverest Primary

I concur with Cllr Ellis; this scheme should be established as permanent having had a successful period of temporary closure.

Poverest Primary have notified us that they would like to continue to run their scheme beyond March 2022 if possible.

Ward Cllrs Re Harris Primary Crystal Palace

No comments

Harris Crystal Palace notified us in September 2021 that they are no longer able to deliver their Temporary School Street due to a lack of resources.

Cllr Pauline Tunncliffe Re Harris Primary Orpington

"I have had no comments."

Harris Orpington notified us on 12.10.2021 that they are no longer able to deliver their Temporary School Street due to a lack of resources.

Cllr Mike Botting Re Pratts Bottom Primary School

"Quite simply I have heard absolutely nothing, in fact when Cllr. Page and I recently attended the Pratts Bottom residents AGM no reference was made to me about anything to do with the school which geographically was just across the village green from where the meeting was taking place so I am assuming that the residents were content with the cessation of the school Street"

Pratts Bottom primary notified us in July 2021 that they would no longer be able to deliver their Temporary School Street from September 2021 due to a lack of resources.

Proposed School Streets

Cllr Ian Dunn Re Stewart Fleming Primary School

Firstly, I must declare that I am a Governor of Stewart Fleming School.

I fully support the proposed School Street, and am pleased that a proposal will be coming to the November PDS.

Cllr Vanessa Allen Re Stewart Fleming Primary School

I fully support this initiative and will look forward to hearing more in due course.

Cllr Stephen Wells RE St Mary's RC Primary School

We are very much in favour of the introduction of a School Street at St Marys RC Primary.

Cllr Michael Tickner RE St Mary's RC Primary School

Cllr Tickner has expressed support for a School Street at St Mary's RC Primary School.

3. COMMENTARY

Introduction

- 3.1 In the Borough Transport Plan (LIP 3, published in January 2019) Bromley has set out an objective to encourage and support walking and cycling. One tool that has been used in other London boroughs is School Streets. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. Some boroughs use lockable barriers, some use manned barriers, some use ANPR enforcement cameras.
- 3.2 Following support from the Environment PDS at the meeting in March 2020 and approval by Executive, it was agreed that Bromley would undertake consultation with residents in the vicinity of the school and pilot a School Street at Hayes Primary School. Unfortunately due to Covid and Purdah there was a delay.
- 3.3 In May 2020 TfL suspended the Council's expected LIP funding for 2020/21 and introduced an opportunity for boroughs to bid for emergency LSP (London Streetspace Plan) funding to assist with social distancing schemes ahead of the schools reopening. The timescale was only six weeks and funding had to be spent by October 2020. Officers approached all schools in the summer of 2020 to ask what the Council could do to help them to reopen safely in respect to changes on the highway. A small number of schools came forward with requests within the very tight deadline.
- 3.4 After reviewing the social distance requests from the schools we bid for funding to implement 11 Temporary School Streets which would affect 13 schools. A number of other measures were introduced to assist safe walking and cycling to schools, including social distancing barriers and zebra crossings. Due to the timeframes, the bid had to be agreed in principal by an emergency PDS meeting in June 2020 then submitted to TfL before Officers were able to thoroughly investigate each site or receive a firm commitment from each school in terms of providing marshalling.
- 3.5 As stated previously, some London boroughs use lockable barriers which are not ideal as they can impede the progress of the Emergency Services. Other boroughs use ANPR cameras, but Bromley had not started using ANPR technology for Moving Traffic Offences at that point. It was decided that we should use manned barriers which meant that the school would be required to provide marshals each morning and each afternoon which had a resource implication. To implement the Temporary schemes within the tight timeframe the Borough used Experimental 18 month Traffic Orders which will expire in March 2022. If these schemes are extended until after the June 2022 Committee, when PDS will review the Borough's pilot scheme at Hayes Primary School, each school continuing with their Temporary School Street would need a new Traffic Order.
- 3.6 Despite Officer's best efforts in the Summer of 2020, only 5 of the 11 sites that they hoped to deliver were able to proceed in September 2020 either due to the unsuitability of the site or the lack of school resources to marshal the barriers. In terms of resourcing the set up of these Temporary School Streets, even with the 5 remaining sites, this was a challenge. This scheme was being evolved from scratch while many of the schools were operating with a skeleton staff and with bubbles in operation, and the schools were closed for the Summer holidays through much of the set up period.
- 3.7 Clare House School came on board in November 2020 to replace Hawes Down School which had withdrawn. Clare House had applied just after the deadline and Officers were able to incorporate them in the Temporary School Streets scheme within budget. Other schools (Stewart Fleming and St Mary's RC) later approached the Council, but unfortunately by that point we would have been unable to deliver more schemes within that tight timeframe.

- 3.8 In addition to the ongoing Temporary School Streets, since the start of this term, the School Street Trial at Hayes Primary School has commenced. This was further to consultation with local residents that showed a majority support for the trial, although a significant minority were against, with concerns about displacement of traffic to nearby streets.

Evaluation of the Temporary School Streets

- 3.9 Of the six Temporary School Streets that started in the Autumn Term of 2020, only three are still running. This is because three of the schools were unable to commit to a second year of marshalling. This is likely to be an ongoing problem and a fourth school has suggested that they are struggling to maintain their resource consistently and will withdraw from the scheme at the end of March. This leaves two schools (Clare House and Poverest) who would like to continue after the Temporary Traffic Order expires in March 2022.
- 3.10 Resourcing marshals for the barriers was an obstacle to other schools engaging in the Council's Temporary School Streets programme as it is very labour intensive. If ANPR camera enforcement was available it is possible that a number of other schools would want to join the scheme but the use of ANPR for enforcing Moving Traffic Contraventions at School Streets is not a Bromley policy at this time.
- 3.11 Ideally the Pilot School Street at Hayes would have been running for over six months already, so both the Temporary School Streets and the Pilot School Street could have been reviewed together at this PDS but unfortunately the delays in the Hayes Scheme has made the whole process more challenging. Also of note is that the Head of Hayes Primary School has recently informed the Council that unless ANPR enforcement is introduced, the school will withdraw from the School Street scheme at the end of the Summer Term 2022, due to resource implications.
- 3.12 If the Temporary and School Street Trial schemes are extended until the June 2022 PDS Committee, the two remaining (gold accredited) schools which requested to have a Temporary School Street could, with Committee's approval, also trial a brief scheme to see if the scheme works for them. These two schools are, as mentioned above, St Mary's RC Primary and Stewart Fleming Primary.
- 3.13 There will be a set up cost for these schools, if they join as they state they wish to, which would be a total of about £3,500 per school, for surveys, signs, barriers and traffic orders. The costs will be covered by TfL grants issued for the review and maintenance of schemes installed last year as part of the London Streetspace Plan.
- 3.14 So far there have been a number of methods used to evaluate the Temporary School Streets. These are; school surveys, pupil hands up surveys, parent surveys and a survey by Waterman Infrastructure and Environment to study traffic changes.
- 3.15 In January 2021, the Road Safety Team carried out a survey with schools operating a temporary School Street to find out how the first term of operating a School Street had been. Five of the six schools responded.

School Survey

Looking at the results of the January survey conducted by the team, overall, the feedback was positive. Two schools rated their School Street as excellent, two rated it as good and one rated it as satisfactory/no opinion.

	We asked schools to tell us what they liked about their School Street.	Schools liked the fact that a School Street: <ul style="list-style-type: none"> encourages walking, cycling and scooting to school. reduces congestion outside school gate. encourages social distancing.
	We asked schools if their School Street could be improved.	One school said no improvements to be made. Four schools would like increased parking enforcement, one would like increased road safety education/resources for pupils, one would like active travel incentive campaigns.
	We asked schools if they had received any feedback from residents.	The following was received: <ul style="list-style-type: none"> “Local residents concerned about the congestion now on the main road as parents parking there instead.” “Residents in School Street zone are happy. Some residents in surrounding roads were impacted by inconsiderate parking of some of our parents. Increased and regular parking enforcement for those parking dangerously and blocking driveways would assist with this.”

3.16 Due to Covid, the short turnaround for funding and the fact that the schools were not operating to anywhere near capacity, TfL carried over the 2019 Stars Accreditation status. Bromley were therefore not able to use any summer 2020 hands-up data. We have compared the most recent before and after hands-up survey data for each of the six Temporary School Streets schools. The results are below:

Clare House Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
Oct. 19	40%	8%	32%	4%	2%	0%	3%	11%	0%	0%	0%
Dec 20	44%	13%	29%	1%	1%	0%	5%	8%	0%	0%	0%
% change	+4%	+5%	-3%	-3%	-1%	0%	+2%	-3%	0%	0%	0%

*a decrease in car use

Harris Crystal Palace Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
July 20	60%	5%	24%	0%	6%	3%	2%	1%	0%	0	0%
Jun. 21	53%	7%	23%	2%	10%	2%	2%	0%	0%	1%	0%
% change	-7%	+2%	-1%	+2%	+4%	-1%	n/a	-1%	n/a	+1	n/a

*a decrease in car use

Harris Orpington Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
Jul19	39%	3%	36%	3%	13%	0%	2%	2%	0%	2%	0%
July 21	50%	1%	31%	3%	7%	1%	0%	0%	0%	6%	0%
% change	+11%	-2%	-5%	n/a	-6%	+1%	-2%	-2%	n/a	+4%	0%

*a decrease in car use

Poverest Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
July 19	35%	2%	53%	1%	5%	0%	1%	2%	0%	1%	0%
July 21	36%	8%	44%	1%	3%	0%	1%	5%	2%	0%	0%
% change	+1%	+6%	-9%	n/a	-2%	0%	0%	+3%	+2%	-1%	n/a

*a decrease in car use

Pratts Bottom Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
October 19	30%	3%	45%	0%	3%	0%	3%	16%	0%	0%	1%
July 21	No info	No info	No info	No info	No info	No info	No info	No info	No info	No info	No info
% change	No info	No info	No info	No info	No info	No info	No info	No info	No info	No info	No info

St Mary Cray Academy Primary School: Before and After Hands-up Data

Date	Walk	Scooter	Car	Car Share	Bus	Rail	Cycle	Park & Stride	Tram	School Bus/Taxi	Other
Jul. 19	42%	5%	35%	1%	13%	0%	4%	0%	0%	0%	0%
July 21	54%	9%	22%	1%	9%	0%	5%	1%	0%	0%	0%
% change	+12%	+4%	-13%	n/a	-4%	n/a	+1%	+1%	n/a	n/a	n/a

*a decrease in car use

3.17 In Summer 2021 we asked parents at each of the schools to tell us what they thought about their School Street. Generally the response rate was fairly low with only around a 14% response rate which might indicate that the majority of those asked did not have strong opinions either way. Feedback was analysed on a school by school basis and a summary is shown below.

School Parent Survey- Summary

	School	Commentary	Update
1	Clare House	<p>Clare House had the best response rate of all the schools at around 29%. Of those who answered 86% felt that it had improved their journey and high numbers said they felt it had reduced congestion and pollution, they felt safer and there was more space for social distancing. 91% of those who answered said they would like the scheme to continue.</p> <p>There were some concerns raised about more speed and congestion in the surrounding roads, parents doing U-Turns, some asked for more engineering or ANPR instead of marshalled barriers and a few raised concerns about children running in the road sometimes before the School Street is operational in the morning.</p> <p>General comments made were very positive and a number of the parents who commented said they would like to keep the School Street.</p>	<p>Since the survey the Road Safety Team have produced a new road safety presentation called "Sharing the Road" to encourage children and parents to share their School Street safely with the occasional car</p>
2	Harris Crystal Palace	<p>Harris Crystal Palace had a response rate of around 1%. Of those who answered 100% felt that it had improved their journey and 50% said they felt it had improved congestion, 50% pollution 75% said they felt safer and 50% said there was more space for social distancing. 100% of those who answered said they would like the scheme to continue.</p> <p>The response rate was so low it was hard to draw any conclusions.</p> <p>In September 2021, Harris Crystal Palace decided to cease their School Street because they changed the gate that the pupils went in and out of and they felt unable to continue to pay to resource their marshal.</p>	<p>We still believe this has been a worthwhile experiment at this school but conclude that School Streets are not suitable for every school.</p>
3	Harris Orpington	<p>Harris Orpington had a response rate of around 16%. Of those who answered 42% felt that it had improved their journey and 28% said they felt it had improved congestion, 4% pollution 64% said they felt safer and 32% said there was more space for Social Distancing. 72% of those who answered said they would like the scheme to continue.</p> <p>One parent said it was just a driveway so not that effective, some concerns were raised about more congestion in the surrounding roads, some asked for more engineering and more parking enforcement. One parent asked for a school crossing patrol (SCP) instead.</p> <p>In October 2021, Harris Orpington decided to cease their School Street because they felt unable to continue to pay to resource their marshal.</p>	<p>We still believe this has been a worthwhile experiment at this school but conclude that School Streets are not suitable for every school</p>
4	Poverest	<p>Poverest had a response rate of around 9%. Of those who answered 49% felt that it had improved their journey and 68% said they felt it had improved congestion, 36% pollution, 68% said they felt safer and 82% said there was more space for</p>	<p>Since the survey the Road Safety Team have produced a new road safety presentation called "Sharing the Road"</p>

		<p>social distancing. 59% of those who answered said they would like the scheme to continue.</p> <p>There were some concerns raised about more speed and congestion in the surrounding roads, parents reversing within the school Street, some asked for more engineering or a fixed barrier instead of Marshals and a few raised concerns about giving children mixed road safety messages or worrying about cars coming up behind them when they are in the road. One parent asked for an in and out drop off point.</p> <p>Some general comments were very positive and some of the parents who commented said they would like to keep the School Street.</p>	<p>to encourage children and parents to share their School Street safely with the occasional car</p>
5	Pratts Bottom	<p>Pratts Bottom Primary had a response rate of around 19%. Of those who answered 53% felt that it had improved their journey and 50% said they felt it had improved congestion, 38% pollution 88% said they felt safer and 75% said there was more space for Social Distancing. 47% of those who answered said they would like the scheme to continue.</p> <p>One parent said it was a good idea at the wrong location, , some concerns were raised about bad parking blocking the road, one asked for an in and out driveway instead, some raised concerns about residents being unhappy and driving faster (we have not received any incident reports about this). Some were frustrated as they said they still needed to drive and the School Street limited their options for parking. There were concerns that it was causing more congestion in the surrounding roads, two parents asked for a SCP instead.</p> <p>In September 2021, Pratts Bottom decided to cease their School Street because they felt unable to continue to pay to resource their Marshal.</p>	<p>We still believe this has been a worthwhile experiment at this school but conclude that School Streets are not suitable for every school</p>
6	St Mary Cray	<p>St Mary Cray had a response rate of around 10%. Of those who answered 52% felt that it had improved their journey and 64% said they felt it had improved congestion, 45% pollution 91% said they felt safer and 55% said there was more space for Social Distancing. 57% of those who answered said they would like the scheme to continue.</p> <p>One parent said it made life very challenging as she needed to drive 2 children to 2 different schools, another said there were too many children scooting and cycling (we thought was a good thing), some concerns were raised about more congestion in the surrounding roads. There was some concern about the children not always sharing the road safely and a suggestion that the barriers are not always marshaled.</p>	<p>Since the survey the Road Safety Team have produced a new road safety presentation called "Sharing the Road" to encourage children and parents to share their School Street safely with the occasional car.</p> <p>Officers will investigate the suggestion that the barrier is sometimes unmanned.</p>

- 3.18 Waterman Infrastructure and Environment carried out pedestrian counts, automatic traffic counts and a parking survey at each of the Temporary School Street locations.
- 3.19 Some drivers are permitted to access the School Street during the hours of operation. Automatic traffic counts were in place for a seven day period in October 2020 at all the Temporary School Street locations. An overview from the site show the 85th percentile speed at all locations was below 30mph during the Temporary School Street hours of operation.
- 3.20 In respect to parking around the Temporary School Streets, the surveys show that there is an increase in parking in adjacent roads but not to the point where no parking is available for residents during the Temporary School Street Operation.

Going Forward

- 3.21 Some schools have commented on how having to provide staff to man the removable barriers can be problematic. Since the start of the trial in September 2020 three out of the six schools have now stopped their scheme due to the cost of resourcing barriers. It seems unlikely that most schools could continue to fund marshals for the barriers indefinitely. Some have made the following comments:
 - “We should have electronic barriers controlled with fob as we will not have the resources to continue this beyond the original agreed time.”*
 - “We rely on parent volunteers to marshal at one end and use school staff at the other. This works well most of the time, but absences can put a strain on school resources.”*
 - “It would be useful to have something like Croydon council – an ANPR camera instead of having to man the barrier twice a day. This is very labour intensive.”*
- 3.22 Although the Authority has been given powers to enforce moving traffic contraventions (MTCs), policy has limited that to yellow box junctions, banned turns and a few other contraventions. Given the comments received from the schools, if the trial is to be extended and to include two new schools, the options and costs for the operation of permanent school streets will need to be determined.

4 IMPACT ON VULNERABLE ADULTS AND CHILDREN

- 4.1 Beneficial in respect to air quality and sustainable transport choices. Special arrangements are made to allow disabled drivers/passengers to access School Streets.

5. POLICY IMPLICATIONS

- 5.1 Consistent with the Council’s objective from the 2021-2022 Environment and Community Services Portfolio Plan (section 5) of reducing traffic congestion: reduce traffic congestion, improve road safety (including public perception of improving road safety), and encourage walking and cycling.

6. PROCUREMENT IMPLICATIONS

- 6.1 Any signs and posts are procured within the existing Riney contract

7. FINANCIAL IMPLICATIONS

- 7.1 There is no further cost to the Council of extending the two existing Temporary School Streets.
- 7.2 The cost of introducing two new Temporary School Streets is £7k which can be met by the Capital Programme for Review of LSP (London Streetspace Plan) schemes, funded by TfL LIP grant.

7.3 The costs of introducing ANPR cameras needs to be investigated, and funding would need to be identified to meet the initial costs of purchase and installation, ongoing maintenance and other running costs.

8. LEGAL IMPLICATIONS

8.1 An suitable traffic order will be put in place for any new temporary school street schemes.

Non-Applicable Sections:	
Background Documents: (Access via Contact Officer)	08/06/2020 - Environment and Community Services Policy Development and Scrutiny Committee FUNDING SUBMISSION FOR HIGHWAY MEASURES TO SUPPORT SOCIAL DISTANCING DURING RECOVERY FROM LOCKDOWN 29/01/2020 - Environment and Community Services Policy Development and Scrutiny Committee HAYES VILLAGE LOCAL NEIGHBOURHOOD IMPROVEMENTS