

Bexley Bypass



Have your say

This leaflet describes Bexley London Borough's proposal for a bypass to relieve traffic congestion and its effects and improve conditions in Bexley Village

Please visit the exhibition at
Freemantle Hall, Bexley High Street
on

Saturday 11 May 1996 between 10.00am and 4.00pm

Saturday 18 May 1996 between 10.00am and 4.00pm

There will also be a public meeting at
Freemantle Hall, Bexley High Street
to discuss the proposals

on

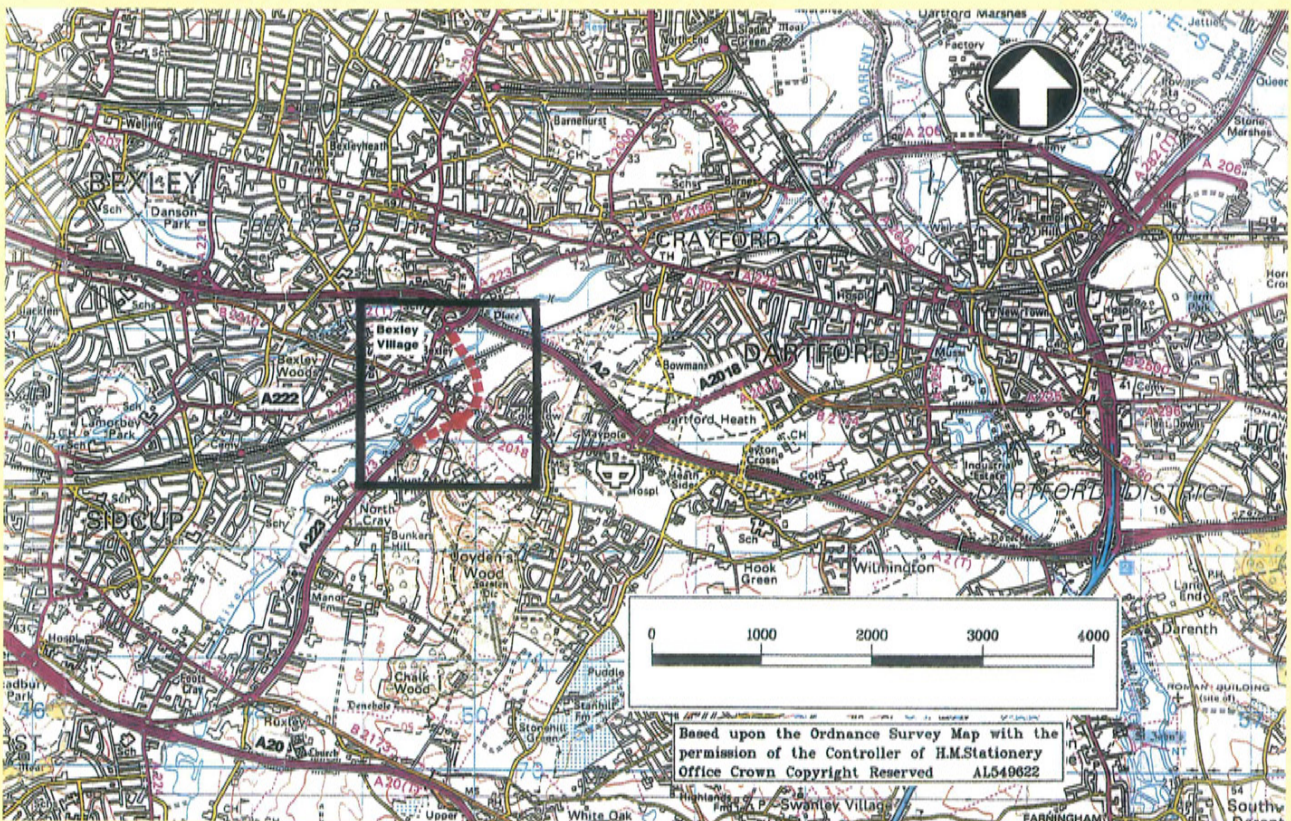
Thursday 16 May 1996 between 7.00pm and 9.00pm

Bexley Village

Bexley Village lies just south of the A2, near the eastern boundary of the Borough of Bexley. The centre of the Village is at the junction of several important roads -

- ◆ The A223 is a major north-south route.
- ◆ The A2018 and the A223 serve as links to the A2 and the A20.
- ◆ The A222 and B2210 distribute traffic into the residential areas west of the Village.

Bexley Village dates back to the 9th Century and the Council has designated a conservation area to safeguard its character and appearance. There are a variety of shops along Bexley High Street and Bourne Road most of which front directly onto the pavement. The Village is served by Bexley Railway Station and several bus routes.



Proposed Bypass

The proposed Bexley Bypass has been shown in the Borough's Development Plans for many years. It would be a lit dual carriageway road, with a speed limit of 40mph, between North Cray Road (A223) south of Bexley and the Black Prince Interchange with the A2. The route passes to the east of Bexley and connects with Vicarage Road (A2018) via a roundabout.

The Bypass would cross the Dartford - Charing Cross railway line next to sand and gravel

workings. The Bypass could cross the railway line in two possible ways.

Option A - Over the Railway

Option B - Under the Railway

At present, there is no preferred alternative and the views expressed by residents and traders will be important in evaluating the two options. A final decision will be made after all the relevant factors have been considered.

Effects on the Environment

Environmental benefits of the proposed new Bypass would include: a reduction in the amount of traffic in Bexley Village, along with noise relief and safety improvements; an improved environment for residents and shoppers in the Village; drainage improvements with pollution control measures to avoid significant impact on the watercourses serving the River Cray and measures to reduce flooding in the Village.

Although the entire route runs through Metropolitan Green Belt land, it has been chosen to avoid areas of important wildlife, cultural heritage and recreational interest where possible and to minimise the number of properties which would have to be demolished.

A principal concern in planning the road has been protection of the conservation area of Old Bexley.

Further to the east lies Churchfield Wood which is ancient in origin and important in terms of its visual, wildlife and recreational value.

The route which has been chosen passes through the narrow space between the two.

The route crosses St Mary's Recreation Ground and would involve the loss of some poplar, lime and plane trees. The crossing of the River Cray and railway line would also involve some tree loss and, possibly, diversion of the river.

Construction of the roundabout with Vicarage Road would involve the demolition of buildings at the Equestrian Centre and the loss of part of a mature avenue of lime trees.

Other effects would include traffic noise, visual intrusion of the new road and disruption during the construction period.

Reducing the Impact on the Environment

St Mary's Recreation Ground

- ◆ The new embankment slopes would be densely planted to help screen the properties in Lesley Close, but it would take some time before the planting matures. A drainage and flood storage pond would be provided to minimise the impact of water draining off the road into the River Cray.

The River Cray and Rail Crossing

- ◆ The river diversion required for the Option B - Under the Railway, would be designed to maintain and enhance the existing ecology. Wetland habitats would be created, together with a drainage and flood storage pond to create a visual focus and wildlife habitat.
- ◆ Although the Option A - Over the Railway is likely to be more prominent it would act as a partial barrier to traffic noise from the A2. It would also provide the opportunity to link the extensive wooded banks of the river and railway with new planting alongside the road and allow the River Cray to remain on its present course.

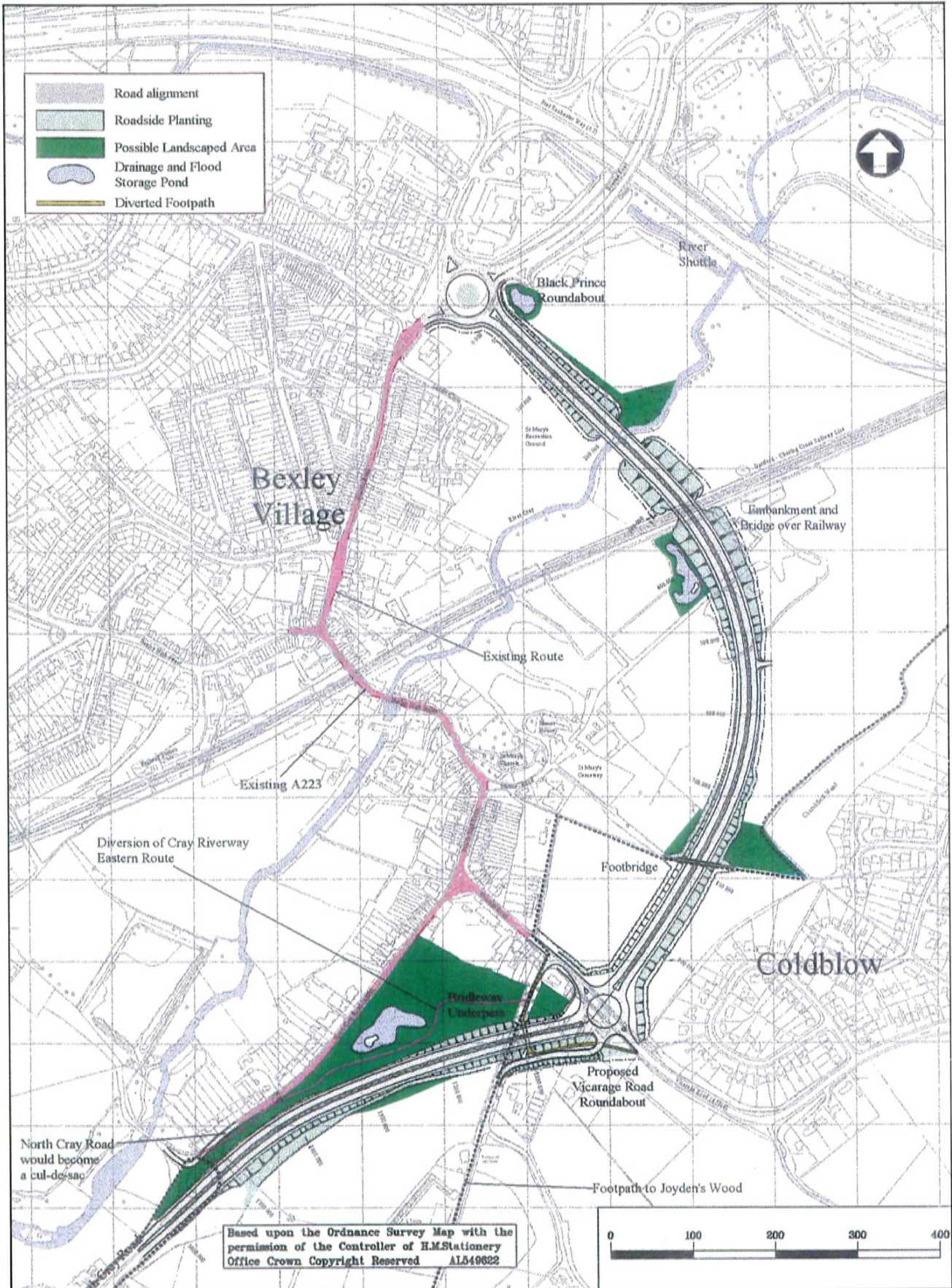
St Mary's Cemetery and Churchfield Wood

- ◆ Some rough grassland would be lost. However, tree planting on the remaining land up to the road would help blend the road into the landscape and provide screening for properties on the edge of Coldblow. A footbridge over the road would maintain the pedestrian link between Bexley and Coldblow, which is part of the Cray Riverway.

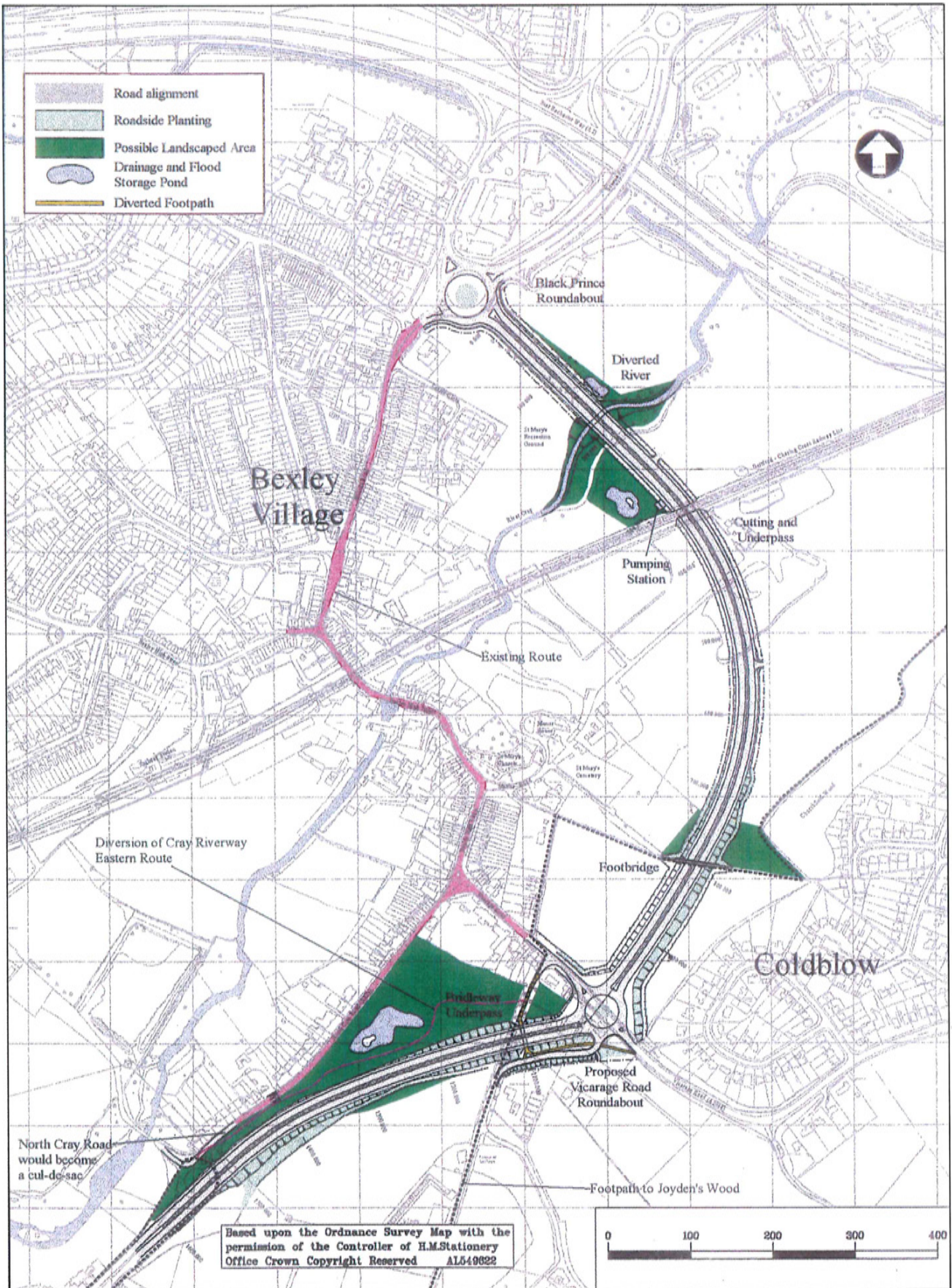
Vicarage Road to North Cray Road

- ◆ A bridleway underpass, also forming part of the Cray Riverway, would maintain the link between Bexley and a number of equestrian facilities to the south. Vehicle access would be from the new roundabout to Vicarage Road. Between the new route and North Cray Road there would be mounding, screen planting, as well as a drainage and flood storage pond. This would help to reduce the existing flooding problem. The Cray Riverway would be diverted through this area of planting.

Option A · Over the railway



Option B · Under the railway



Environmental impact/option comparison

	<i>Do Nothing Option</i>	<i>Option A - Over the Railway</i>	<i>Option B - Under the Railway</i>
<i>Traffic</i>	Congestion would increase through the narrow streets in Bexley Village	Congestion would be relieved through Bexley Village	Congestion would be relieved through Bexley Village
<i>Safety</i>	Safety would deteriorate with the increase in traffic flows through Bexley Village	Accident rates would decrease in Bexley Village	Accident rates would decrease in Bexley Village
<i>Air Quality</i>	Air Quality would improve slightly in Bexley Village owing to improvements in vehicle emissions	Air Quality would significantly improve in Bexley Village with the decrease in traffic flows and congestion.	Air Quality would significantly improve in Bexley Village with the decrease in traffic flows and congestion.
<i>Noise</i>	Noise levels would increase with the increase in traffic flows through Bexley Village.	Noise levels would decrease through Bexley Village with the reduction of traffic flows. However, 103 properties adjacent to the new route would experience some increase in noise level.	Noise levels would decrease through Bexley Village with the reduction of traffic flows. However, 103 properties adjacent to the new route would experience some increase in noise level.
<i>Ecology</i>	No change	Minor impact on the ecology of the Metropolitan Green Belt and the River Cray	Minor impact on the ecology of the Metropolitan Green Belt and a moderate impact on the ecology of the River Cray because of diversion of the River.
<i>Old Bexley Conservation Area</i>	Conditions would further deteriorate with the increase in traffic flows and congestion in Bexley Village.	The Conservation Area would benefit from the decrease in traffic flows and congestion.	The Conservation Area would benefit from the decrease in traffic flows and congestion.
<i>Landscape</i>	No change	Slight adverse impact.	Slight adverse impact.
<i>Water Quality (River Cray)</i>	No change	Minor impact during construction.	Moderate impact during construction.
<i>Visual Effect</i>	No change	Moderate impact. Architectural features of the bridge may have positive benefits.	Slight impact.
<i>Railway Line</i>	No change	Slight disruption to the operation of the line during construction.	Moderate disruption to the operation of the line during construction.
<i>Pedestrians/ Cyclists</i>	No change	Improved conditions in Bexley Village as a result of the reduction in traffic. River bridge high enough to allow access along river banks.	Improved conditions in Bexley Village as a result of the reduction in traffic. River bridge too low to allow access along river banks.
<i>Land use</i>	No change	9.9 ha. No residential properties demolished.	9.6 ha. No residential properties demolished.
<i>Recreation Ground</i>	No change	Northern edge lost. Possibly replaced.	Northern edge lost. Possibly replaced but providing suitable access would be difficult.
<i>River Cray</i>	No change	Minor impact during construction. River bridge high enough for access.	Moderate impact due to the diversion of the River. River bridge too low for access.
<i>Total Cost of Option</i>	N/A	£12.7m	£15.6m

The need for a Bypass

As a result of an increase in traffic in recent years, Bexley Village suffers from a number of serious problems.

- ◆ The historic centre of the Village is a bottleneck for traffic. Without a new bypass it is forecast that traffic delays at the mini-roundabout on Bexley High Street more than double in the next 10 years.
- ◆ Because the streets and footpaths are narrow, pedestrians are at risk from vehicles mounting the pavement while trying to negotiate the roads through the Village.
- ◆ The volume of traffic makes it difficult for people to cross roads safely.
- ◆ The narrow streets create problems for HGVs delivering to the Village.

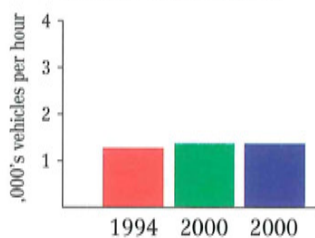
- ◆ Traffic noise and fumes deter visitors from the centre of the Village.
- ◆ The impact of traffic on the historic character of the area.

Construction of the Bypass would -

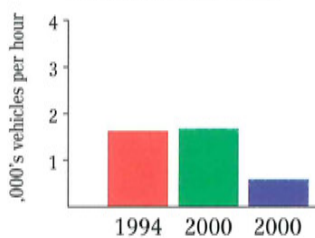
- ◆ Relieve Bexley Village of traffic congestion, reducing air and noise pollution.
- ◆ Reduce the frustration caused by delays and make people less likely to use unsuitable alternative routes.
- ◆ Improve accessibility for local communities and to and from the industrial areas in the north of the Borough.
- ◆ Complete the link between the A2 and A20, improving north-south links in the Borough.

Traffic

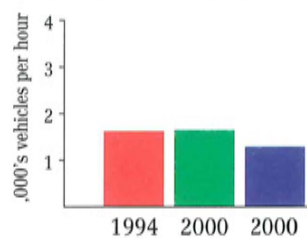
Bexley High Street
(west of Bourne Road)



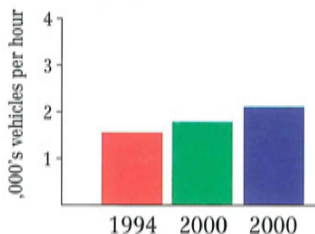
Bexley High Street
(east of Bourne Road)



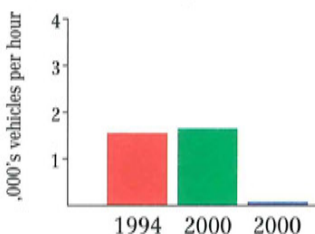
Bourne Road
(south of Southwold Road)



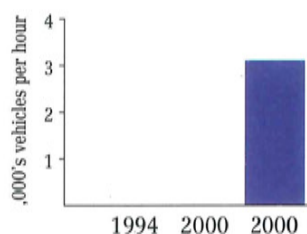
Vicarage Road
(east of proposed roundabout)



North Cray Road
(north of existing roundabout)



Bexley Bypass



■ 1994
 ■ 2000 without Bypass
 ■ 2000 with Bypass

Please visit our exhibition

At the exhibition, large scale plans of the proposals will be displayed showing the scheme in detail. You will have the opportunity to study the plans, drawings and photographs and talk informally to representatives of Bexley London Borough and its Consulting Engineers, Mott MacDonald.

Plans will also be available for inspection at the following Council offices as well as local libraries:

*Directorate of Environmental Services
Sidcup Place · Sidcup · Kent DA14 6BT*

Information Centre

Civic Offices · Bexleyheath · Kent DA6 7LB

Telephone 0181 303 7777

How you can help

Please study this leaflet and, if you can, visit the exhibition or attend the public meeting (details are on the front cover).

The Council would welcome your views on the proposals, particularly the choice between **Option A - Over the Railway and Option B - Under the Railway**. In considering the options, please take into account as many factors as possible, including the effect on the environment, property, recreation, traffic and value for money.

Whether or not you visit the exhibition, please complete and return the attached questionnaire to the address shown by 10 June 1996.

A postage-paid form is enclosed. If you would like to suggest an alternative solution to those shown in this leaflet, you are welcome to put it forward.

Address:

*P J Morley · Chief Engineer
Directorate of Environmental Services
Sidcup Place · Sidcup · Kent DA14 6BT*

What happens next?

All the comments received will be considered carefully, alongside the results of additional survey work which is currently in progress. A decision will then be made on a preferred option, either over or under the railway and a planning application made.

After further design work, detailed proposals will be published in the form of draft Orders under the Highways Act 1980, together with an Environmental Statement.

A Non-Technical Summary of the Environmental Statement will also be available. The Orders will be open to objection and representation and, depending on the weight and nature of any objections, a public inquiry may be held.

You will not prejudice your right to make representations in the future by commenting now.

Bexley Bypass

Questionnaire (Please return before 10th June 1996)

If you wish to comment on the proposals, you may do so by completing the following questionnaire and posting it to reach us by 10 JUNE 1996. You do not need a postage stamp.

1 Do you think there is too much traffic in Bexley Village?

Yes

No

2 Do you support the idea of a Bypass?

Yes

No

3 If a bypass were built, do you think it should go Over or Under the railway?

Over

Under

4 Which factors as set out in the table in the leaflet do you think are most important in making this choice?

(i) _____

(ii) _____

(iii) _____

5 Which features of the proposals do you particularly like?

(i) _____

(ii) _____

6 Which, if any, features of the proposals do you particularly dislike?

(i) _____

(ii) _____

7 Are there any other comments you would like to make?

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BUSINESS REPLY SERVICE
Licence No DT 102

2

Peter J Morley
Chief Engineer
Directorate of Environmental Services
Bexley London Borough
Sidcup Place
SIDCUP
Kent DA14 4BR

F

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Name

Address

Postcode

Signed

Date

Please tick

Is this address a:

- residential property?

- business premise?

Please note that under Local Government (access to information) Act 1985 any comments made by you may be open to public inspection as background information to a committee report.