

**Decision Maker:** Environment Portfolio Holder

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

**Date:** 4th November 2014

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

**Title:** CONGESTION RELIEF SCHEME – HEATHFIELD ROAD /  
WESTERHAM ROAD; PROPOSED ROUNDABOUT

**Contact Officer:** Malcolm Harris, Traffic Engineer, Transport & Highways  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** Bromley Common and Keston

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1. Reason for report

- 1.1 This report updates Members on the progress of the proposed Heathfield Road/Westerham Road congestion relief scheme, since last reported to Environment PDS Committee on 1<sup>st</sup> October 2013 (Report ES13094 attached). It provides a summary of the results of the consultation exercise which concluded at the end of September 2014.
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2. **RECOMMENDATIONS**

That the Environment Portfolio Holder approves:

- 2.1 The proposed congestion relief scheme previously set out in Report ES13094 and shown on the attached drawing number ESD/11473-01 (large scale copies of the drawing will be available at the meeting of the Environment PDS Committee); and
- 2.2 Agrees to delegate the decision on the detailed final scheme design to the Executive Director of Environment and Community Services, following consultation with Ward Councillors and the Environment 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: £37k
  2. Ongoing costs: Recurring Cost: N/A
  3. Budget head/performance centre: TfL LIP funding for congestion relief.
  4. Total current budget for this head: £51k is allocated to this scheme, of which £37k is the uncommitted balance.
  5. Source of funding: Transport for London LIP funding 2014/15
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## Staff

1. Number of staff (current and additional): One
  2. If from existing staff resources, number of staff hours: 75 hours to prepare detailed design drawings and contract package.
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## Legal

1. Legal Requirement: Non-Statutory - Government Guidance
  2. Call-in: Applicable
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## Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All residents and businesses in the Keston Village area, as well as the more than 14,000 drivers that pass through this location on average daily (as reported previously in Report No. ES13094).
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes

After the initial report was presented in October 2013, Councillor Michael commented "I am very pleased to hear about junction improvement at Heathfield Road / Westerham Road" and Cllrs Carr and Bennett were keen to seek public opinion in the wider area regarding the implications of improved traffic flow. Any further comments will be reported at Committee..

### 3. COMMENTARY

- 3.1 Report No. ES13094 set out a proposed congestion relief scheme for Heathfield Road/Westerham Road, including a roundabout. Members of the public were subsequently invited to submit comments on the proposal, shown on drawing no. ESD/11473-01, between 8<sup>th</sup> and 29<sup>th</sup> September 2014.
- 3.2 Consultation documents, including the plan, covering letter and questionnaire were delivered to residents in the area shown on drawing no. ESD/11473-02. Some 850 consultation documents were delivered with a total of 220 being completed and returned – a good response rate of over 26%.
- 3.3 A summary of the results of the consultation is shown in the table below (an update on the results will be reported to the PDS Committee and Portfolio Holder subject to receipt of any further responses received following publication of this report):

	YES	NO	NO VIEW	Majority Percentage	Total Responses
Q1. Do you support the proposals as shown on the attached plan?	131	75	14	60%	220
Q2. Would you prefer an alternative congestion relief scheme be considered for this location?	61	97	62	44%	220
<b>Response Rate</b>					<b>26%</b>

- 3.4 Additionally Keston Village Residents Association has submitted its own proposal for engineering measures at this location. This was submitted on the 15 September 2014 on behalf of Keston Village Residents' Association (KVRA), Friends of Keston Common, Keston Avenue Residents' Association and Keston and Nash Property Watch. A response has been prepared to the many requests made in this submission, which will be available to Members at the Committee. Most of the requests were not directly related to the junction proposals and include a request for a width restriction to prevent HGVs from passing through Keston Village.
- 3.5 A response to the consultation exercise was also received from the Blackness Lane Residents' Association Committee (slightly outside of the consultation area) which expressed its full support for the proposal. The main reasons for its support related to the anticipated improvements in both road safety and to the flow of traffic through this junction.
- 3.6 In summary; the majority of objections and negative comments received appear to be based on the belief that the proposal will encourage more traffic to avoid Keston Mark traffic signals and divert through Keston Village. Opponents to the proposed roundabout believe that more should be done to restrict HGV movements through the village.
- 3.7 However, it is very likely that drivers heading south from the north-west will already choose to divert through Keston Village, avoiding Keston Mark, as this offers the most direct route south.

- 3.8 As shown by the consultation result, a clear majority of those consulted are in favour of the proposed roundabout.
- 3.9 Many of those who responded favourably commented that the proposed roundabout would be effective at reducing vehicle speeds along Westerham Road, known to have had a number of speed related personal injury collisions in recent years.
- 3.10 Further supportive comments were received stating that the roundabout would be effective at improving traffic flow through this particular junction.
- 3.11 This location has previously been identified as a congestion 'pinch point' by the Members Working Group and the proposed scheme, clearly supported by the public, would address this.
- 3.12 A full copy of all of the comments received during the informal public consultation will be made available to the PDS Committee on the night of the meeting or a copy can be forwarded to Councillors requesting so in advance.

#### **4. POLICY IMPLICATIONS**

- 4.1 Policy T5 of the Unitary Development Plan states: "The Council will seek to improve the environmental quality, capacity and safety of local roads where appropriate, either by minor improvement or suitable traffic management schemes".
- 4.2 The Environment Portfolio Plan 2013-16 includes the key aims: 'Improve the road network and journey times for all users'; and 'Promote safe and secure travel'.

#### **5. FINANCIAL IMPLICATIONS**

- 5.1 The estimated implementation cost of the proposal is currently £37k. The cost will be met from TfL LIP funding for congestion relief 2014/15. £51k was allocated to this scheme and an uncommitted balance of £37k is available to meet the costs of the works proposed in this report.

#### **6. LEGAL IMPLICATIONS**

- 6.1 It will be necessary to undertake highway improvement works under powers granted through The Highways Act 1980 Part V.

<b>Non-Applicable Sections:</b>	Personnel Implications
Background Documents: (Access via Contact Officer)	1. Report no. ES13094 Congestion Relief Scheme: Heathfield Road / Westerham Road, Proposed Roundabout plus Minutes  2. Submission to the London Borough of Bromley for Public Consultation: Proposed Congestion Relief Scheme Heathfield Road / Westerham Road