

**KESTON VILLAGE
RESIDENTS' ASSOCIATION**

Minutes of the
Committee Meeting held on
22nd May 2019, 7:30pm at The Greyhound

Committee Present: David Clapham Kimball Ormond
 Hilary Ryder Shelly Sturdy
 Peter Zieminski Paul Spencer
 Jim Woolcott Terry Boley
 Deepak Aryal

Guests: David Wood, Larry Herbert, Mike Overall, ~~Deepak~~

1. **Apologies** – Cllrs Michael & Jefferys, Viv Haskey, Both Oosthuizen, Gaynor Christie
2. **Minutes of meeting 27 March 2019** – Approved.
3. **Matters Arising** – None
4. **David Wood – Road & Pavement Infrastructure** – David Wood outlined the way Beckenham Civic Soc. were involved in the restructuring of central Beckenham. He involved a local Councillor, TfL and a Council Working Group to push through the changes. A major part of the backing came from local traders.
Whilst there were some significant differences between Beckenham and Keston, it was proposed that Paul Spencer together with KRSG and members from Keston Mark, Keston Park and Bromley Common groups could form a sub-committee to investigate further. KVRA wished to thank David Wood for his time and effort on behalf of the village.
5. **Treasurers Report** – Attached
6. **APCA** – Nothing to report
7. **Planning** – Terry reported that 21 Commonsides was going to Appeal.
8. **Policing** – Nothing to report
9. **Transport** – David Clapham submitted a detailed report (attached) recording the very high increase in traffic through the village. David Clapham referred to the 5.2 acre hangar being requested for siting on Green Belt land by Biggin Hill Airport. He would be writing to LBB.
10. **London Borough of Bromley Residents' Federation** – No one attended the meeting on 15th May. Future attendees attached below.
11. **AOB** – a) Larry Herbert reminded us that Countryside Day would be on Sunday 30th June. b) Paul Spencer noted that the bins on the common were regularly “attacked” by foxes. c) Terry noted that the potholes were still not repaired on Fox Hill (one or two have). Peter noted that the Council could be held responsible for any injury caused by a pothole not reported/indicated. d) Deepak noted that the ice-cream van outside Keston Primary school was a hazard to children and produced a great deal of diesel fumes. (As did the parents waiting for their children in their cars with their engines running.)

AGM - Thursday 6th June Keston Village Hall 8pm

Next Committee meeting: Wednesday 24 July at 7:30pm in The Greyhound Tea Rooms, Keston
Future Committee meeting Dates All Wednesdays - 25 Sept, 27 Nov

London Borough of Bromley Federation

The committee agreed at its last meeting to share the duty of attending the London Borough of Bromley Federation meetings.

Essentially the Federation exists to provide a two-way communication channel between local Residents' Associations and the Federation.

Taken from their constitution, the objects of the Federation are:

- (a) To watch the interests of the residents in the Borough at large – inter alia to promote the preservation, development and improvement of the environment and amenities of the area.
- (b) To support and co-ordinate the efforts of the member associations, whilst the member associations exist to watch the interests of the residents in their own area.

Peter Zieminski has volunteered to attend the January meeting, please do likewise to fill the remaining dates shown below.

Federation Dates 2019

Date	KVRA attendee
All Thursdays commencing 7:30pm	
17th January	Peter Zieminski
21st March	John Algar
16th May	
18th July	Alison Osthuizen
19th September	Terry Boley
21st November	Shelley Sturdy

Venue:

Epworth Room
Methodist Church
North Street
Bromley
BR1 3NS

Approach from West Street
Church is on the corner of North Street and College Rd

KVRA – Treasurers Report

There has been 2 payments since the last meeting for LBBRF membership £10 and AGM agenda printing £125

The accounts therefore stand at

	1995.84	
Less	750	War memorial fund
Less	300	Fox Hill fund
Total available	£905.84	

Traffic Analysis Report - B265 Heathfield Road

Heathfield Road is a B classified local distributor road from the junction with the A233 Westerham Road in the south to the junction with Baston Road, Commonsides and Fox Lane in the north. Leaving the new roundabout at the Westerham Road and heading north, Heathfield Road declines down a hill towards the residential part of the village where the incline gradually decreases. Within the village centre is located Keston C of E Primary School with some 220 pupils. The school is at the end of a narrow congested road – Lakes Road with an unofficial one-way exit route along an unmade avenue – Keston Avenue. The twice daily school run of parents delivering and collecting children is fraught for parents and residents alike.

The village centre has four shops, a Post Office, two pubs, a car showroom and a restaurant [currently closed].

The resident population of the village is estimated at 740.

Heathfield Road is under the control of the London Borough of Bromley (LBB) and passes through or is adjacent to;

- Keston Village Conservation Area
- An Area of Archaeological Significance
- A Site of Interest for Nature Conservation (SINC)
- A Site of Special Scientific Interest (SSSI)
- A Scheduled Ancient Monument (SAM)
- A Local Nature Reserve (LNR)
- A Grade 1 Listed Postmill

Keston Ponds are close by and the area is a favourite for walking and enjoying the rural countryside. A good example of how well the area is used for walking is the forthcoming St Christopher's Charity Walk, which expects to attract some 20,000 people.

During 2013/2014 KVRA learnt of the proposal to install a roundabout at the junction of Westerham Road and Heathfield Road. This paper seeks to articulate the unintended consequences of the Councils action and makes the case for **a comprehensive review of the road and pavement infrastructure**. This is necessary to secure the safety and environment for residents and visitors alike.

2013/2014

CONGESTION RELIEF SCHEME: HEATHFIELD ROAD/WESTERHAM ROAD, PROPOSED ROUNDABOUT

On 1st October 2013 Report No. ES13094 was tabled at the LBB Environment PDS Committee for Pre-Decision Scrutiny. The report contained the following REASON FOR REPORT [for the roundabout] wording;

“Originally identified as a pinch point by the Congestion Working Group in 2008, the Heathfield Road / Westerham Road junction was subsequently included in the Transport for London (TfL) funded work programme for 2013/14 as a congestion relief scheme. The purpose of the scheme now proposed is to assist traffic flow through this busy junction, in particular vehicles travelling south from Heathfield Road to Westerham Road.

This may have been the case, however what was not made clear was that work had been commissioned by LBB using consultants URS called “Planning for Growth in Bromley – Biggin Hill Study. The final report published in February 2015 identified the junction as operating over capacity during peak periods and all scenarios up to 2030. The consultants further caution that

“..improvements will need to be delivered prior to commencement of development, although careful consideration will need to be given to the wider hierarchy of movements, given the sensitivity of Heathfield Road to additional traffic, as it passes through the village of Keston...”

LBB also commissioned AECOM to undertake an additional capacity assessment of the Biggin Hill Strategic Outer London Development Centre (SOLDC). This work was an extension of the original ‘Planning for Growth’ study (URS July 2014).

The consultants work included analysis of what was termed the ‘Biggin Hill corridor’. This is the A233 road and junctions from Biggin Hill Airport north to the Keston Mark junction with the A232.

Commentary on published statistics

A table was included within LBB Report No. ES13094, which I have used to provide the data in Table 1 which records vehicles using Heathfield Road. This data was collected between 1st and 7th July 2013 between the hours of 7am and 7pm.

Table 1

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Total	7 day average
South bound	4190	4286	4372	4269	4430	3695	3077	28319	4046
North bound	4292	4483	4307	4402	4319	3365	2804	27972	3996
Total	8482	8769	8679	8671	8749	7060	5881	56291	8042

LBB launched a public consultation.

The Keston Village Residents’ Association (KVRA) together with the Friends of Keston Common (FoKC), the Keston Avenue Residents’ Association and the Keston and Nash Property Watch worked on behalf of residents to oppose the then proposed roundabout as it was considered that the roundabout was bound to increase traffic flows through the narrow B265 Heathfield Road through the village. A comprehensive alternative scheme was proposed and submitted on the 15th September 2014.

The public consultation took place between 8th and 29th September 2014 and the results were set out in Report ES14092 to the LBB Environment PDS Committee on 4th November 2014.

Table 2 below is the summary from section 3.3 of the report and is shows that the majority of those consulted supported the proposals. The questions did not provide the full background, elaborate on the scheme nor did they pose the potential downside of a hugely increased volume of traffic for village residents. The KVRA position had always maintained that the roundabout would increase the volume of traffic through the village centre and further in this note it will be shown beyond any doubt that **this has occurred**.

Table 2

	YES	NO	NO VIEW	Majority %	Total Responses
Q1. Do you support the	131	75	14	60%	220

proposals as shown on the enclosed plan?					
Q2. Would you prefer an alternative congestion relief scheme be considered for this location?	61	97	62	44%	220
Response Rate					26%

2017

During July 2017 LBB captured traffic volume and speed data from 15th July 2017 to the 21st July 2017. The main results reported within the Tracsis plc Report are as shown in Table 3 below;

Table 3

Location	Direction	Total Vehicles	5 Day Ave	7 Day Ave	No. > Speed Limit	%> Speed Limit	Mean Speed	85%tile Speed
B265 Heathfield Road	North	40047	6272	5721	22151	55.3	30.7	35.4
	South	40072	6286	5725	24775	61.8	31.3	36.2
	Two Way	80119	12558	11446	46926	58.6	31.0	35.8

2019

During January 2019 LBB again captured traffic volume and speed data from 14th January to the 20th January. The main results reported within the Tracsis plc Report are as shown in Table 4 below;

Table 4

Location	Direction	Total Vehicles	5 Day Ave	7 Day Ave	No. > Speed Limit	%> Speed Limit	Mean Speed	85%tile Speed
B265 Heathfield Road	North	53586	9097	7655	3449	45.1	29.7	34.9
	South	56745	9693	8106	3208	39.5	29.4	33.5
	Two Way	110331	18790	15762	6658	42.4	29.5	39.1

Volume Summary

The total number of vehicles using the B265 Heathfield Road are as follows;

- July 2013 56,291
- July 2017 80,119 an increase of 23,828 vehicles a week or +42%
- January 2019 110,331 **an increase on pre-roundabout levels of 54,040 vehicles a week or +96%.**

To provide a means of comparison and give readers a reference point, research indicated that Transport for London (TfL) ranks all M and A classified roads carrying over 10,000 vehicles a day. The data is for 2009 and lists the following for comparison purposes;

Table 5

Road No. and location/name	Ranking	Annual Average Daily
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		Flow Estimates
A232 Croydon Flyover	284	39,562
A21 Bromley Common	465	30,060
A21 Farnborough Way	599	26,024
A232 Croydon Rd at Baston Rd	621	25,438

The 5 day average daily flow level taken from the January 2019 data for Heathfield Road is 18,790. The 7 day figure is 15,762.

Using the TfL data, the following roads have annual Average Daily Flow Estimates very close to that of the 5 day figure for Heathfield Road;

Table 6

Road No. and location/name	Ranking	Annual Average Daily Flow Estimates
A40 Tottenham Court Road	1,059	18,972
A3200 Southwark Street	1,063	18,888
A201 Farringdon Road	1,069	18,789
A211 Sidcup Hill	1,071	18,728
A23 Streatham High Road	1,077	18,652
A3220 Battersea Bridge Road	1,090	18,515
A223 Sevenoaks Road	1,096	18,462

Implications of heavy volumes of traffic

There are numerous implications resulting from the heavy peak traffic volumes now impacting the village. These include;

- Environmental impacts – Queueing cars impact Clean Air and noise. Parents park with engines running.
- Safety of pedestrians – inability to cross the road safely at peak periods. Pedestrians trying to cross the road at peak periods take risks
- Cars joining Heathfield Road from drives and side roads with limited visibility and constant traffic flows at peak periods are inclined to take risks
- Declining trade at local shops as people are less inclined to stop

Next Steps

Following a presentation from David Wood at the LBB Residents' Planning Seminar on 16th March 2019, which outlined the considerable pavement, road and street furniture work which has been undertaken in Beckenham over the recent past, KVRA has invited Mr Wood to repeat the presentation at the KVRA committee meeting on Wednesday 22nd May.

Thereafter it is proposed that KVRA form a sub group to work up proposals to present to LBB. It is hoped that Keston Residents' Road Safety Group (KRRSG) will agree to be involved and it is likely we will need professional help from an Architect, a Transport Engineer and the support of our Councillors.

Plans will need to be created and we will need to consult residents as their wholehearted support is bound to be needed in order to deliver success.