

Keynsham Place Making Plan: Pedestrian and Cycle Routes (Outside the Town Centre)

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1 Introduction

This note has been prepared as one of the five tasks that will underpin the Keynsham section of the *Place Making Plan* of the Bath and North East Somerset Council (B&NES) *Local Plan*.

This note focuses on the first task to identify pedestrian and cycle improvements outside the town centre. This builds upon the work and the evidence undertaken to date; specifically, the B&NES and Sustrans Cycle Audit, the B&NES pedestrian audit, the B&NES Conservation Area Appraisal and the Infrastructure Delivery Plan.

One important feature of these recommendations is to ensure a continuous route to key destinations. As such, this note identifies a total of five key corridors within Keynsham that pan out from the town centre and link destinations such as local schools, the health centre and employment areas. In identifying improvements to pedestrian and cycling infrastructure, the highway and operational impacts have been considered and are highlighted where appropriate.

2 Methodology

This particular note focuses upon the potential improvements to walking and cycling provision outside the town centre. For clarity, the town centre area also includes the memorial park, the railway station and the Somerdale redevelopment. The drawings that support this note outline the limits of the town centre area.

In determining the appropriate corridors for pedestrian and cycling interventions, the three existing studies – the cycling and pedestrian audits together with the conservation area appraisal - were reviewed. It was evident that there was a substantial element of commonality between the studies and similar recommendations were made at many of the same locations

Outside the town centre, improving access by sustainable means to the following destinations were identified:

Access to the town centre

- From Bath Road
- From Bristol Road
- From Charlton Road

- From Park Road
- From Wellsway

Commercial and retail areas

- Ashmead Industrial Estate
- Broadmead Industrial Estate
- Waitrose

Health Care

- Keynsham Health Centre

Leisure

- Keynsham Rugby Club

Local Schools

- Broadlands Academy
- Castle Primary
- Chanday Primary
- St Johns Primary
- St Keyna Primary
- Wellsway Academy

From this assessment, a total of five walking and cycling corridors have been identified. These represent the key trips within Keynsham that are likely to be undertaken by pedestrians and cyclists.

Once the five corridors were identified, the studies were examined in terms of particular measures. The emphasis of this note is to identify the likely measures that could be easily implemented – but the note does not produce detailed designs of the measures at each location.

It was recognised from the existing studies, that certain measures would have constraints. These include:

- **Impacts on the operation of the existing highway** – Certain measures would require the closure of local roads, some of which provide the principal access to a larger residential area. In order for the measures to be implemented much more detailed analysis of the impacts on traffic flows would need to be undertaken. There would also be a need for a much wider consultation particularly with local residents and would take some time to implement. On this basis, the emphasis has not been on recommending road closures although some land take of existing carriageway space has been suggested at a few particular locations.
- **Financially prohibitive to implement** – Specific measures such as raised tables at junctions whilst conducive to non-motorised users are relatively costly to implement. Given the extent of measures that are required across Keynsham, this note focuses on lower cost and easier to implement interventions that could bring about much of the corridors for the same level of expenditure.
- **Land take** – Given the development of Keynsham over the years, many of the existing highways, particularly along the Bath and Bristol Road corridors and nearer the town centre, are constrained by the highway widths and the close proximity of buildings to the highway edge. This note attempts, where possible, to focus the corridors away from such locations and also the

need for land take and potential compulsory orders. Nevertheless, there are specific locations where the ownership of land use is unclear (for example, the parkland surrounding St Keyna School) but there could be potential for enhancement to walking and cycling networks.

To aid understanding of these constraints and the potential impacts on the operation of the existing highway, a separate description has been added to each measure which outlines this.

3 Identified Walking and Cycling Corridors

The five corridors that have been identified are as follows (see Appendix A for the particular drawing):

- **Bath Road Corridor** – this corridor seeks to improve pedestrian and cycling access to the employment and retail area in the north eastern part of Keynsham. It seeks to build upon the shared use improvements along Bath Road but also provide an alternative access route to the heavily trafficked Bath Road junction.
- **Eastern Keynsham Corridor** - this primarily links the eastern residential areas of Keynsham with the town centre through the Chew Valley link at the southern end of Memorial Park and Wellsway School and Chandag Primary School.
- **North Keynsham Corridor** – this links the centre of Keynsham with the settlement of Stockwood along Bristol Road and Old Bristol Road. It also provides access to the rugby ground and Broadlands Academy.
- **Southern Keynsham Corridor**- this corridor consists of two links from the town centre connecting with Keynsham Health Centre, St Johns Primary School and along Park Road.
- **Western Keynsham Corridor** – this links the south west residential areas of Keynsham with the local schools at Castle Primary, St Keyna Primary and Broadlands Academy together with the town centre.

4 Bath Road Corridor

Bath Road is currently the location of much of the town's commercial and industrial activity with the exception of the town centre and the redevelopment of the Somerdale area. The area also has links to the Wellsway Academy (including the sports centre) and Chandag Primary Schools. Bath Road also will provide access to the safeguarded development areas of Eastern Keynsham.

The A4 Keynsham by-pass and Bath Road effectively splits the area into two and in the process creates major severance and safety concerns for both pedestrians and cyclists. This is compounded in places by the highway width of Bath Road which has an inadequate footway width and an unsatisfactory cycling environment.

Identifying a suitable route which overcomes this severance barrier is problematical and could require substantial capital investment to overcome. The proposed approach seeks to improve access through the existing subway under the by-pass (recognising that perceptions of personal safety may be a barrier for some) and to improve the crossing points on the eastern arm of the A4 Bath Road where the road merges into a single lane eastbound and is more conducive to non-motorised users.

Appendix B gives a breakdown of the location of each measure and table 1 provides some of the detail and potential impacts.

TABLE 1
Bath Road Corridor Measures

Ref	Location	Measure(s)	Impact on the operation of the highway and other considerations
B/1	Avon Road	(1) Create a short length of footway to provide a direct crossing point (2) A second crossing point across Gaston Avenue beyond extent of junction for those heading south	(1) Need to ascertain land ownership at Avon Road (2) None – although improved crossing points would reinforce existing desire lines at safer locations
B/2	Gaston Avenue (junction with Gainsborough Road)	(1) Extend footway around northern side of verge to south of the junction (2) Create appropriate crossing points where required	1) Need to ascertain land ownership at Gaston Avenue (2) None – although improved footways and crossing points would reinforce existing desire lines at safer locations
B/3	Gaston Avenue	(1) Create appropriate crossing points along Gaston Avenue	(1) None – although improved footways and crossing points would reinforce existing desire lines at safer locations
B/4	Broadmead Lane	(1) Create appropriate crossing point along Broadmead Lane	(1) A separate assessment needs to be undertaken on the optimal location for a crossing point given the layout constraints and the use of Broadmead Lane by various vehicle movements. This includes HGV movements into and from businesses within Broadmead Lane
B/5	A4/Bath Road Junction	(1) Improvements to crossing points on the Bath Road (East) arm	(1) A main desire line exists from Bath Road to the Waitrose store across the A4 particularly on the Western approaches. The current crossing point has a very poor perception of pedestrian safety given the volume, speed and turning movements of vehicles. This is compounded by the wide layout of the roundabout, vegetation in the centre and vehicles failing to signalise their intentions. On this basis, it is recommended a separate study is undertaken to investigate options to improve crossing points at this junction in line with DMRB 6.2.3 TD 16/07 'Geometric Design of Roundabouts'
B/6	Bath Road (north of Wellsway school)	(1)Widen footway into carriageway to create a minimum 3m shared use segregated path	(1) Loss of carriageway would be required although sufficient width is available to accommodate this (2) Consideration will need to be made of on-street parking although private properties located on the north-side of the road currently have off-street parking provision

5 Eastern Keynsham Corridor

Eastern Keynsham is predominately a residential area that fans out from Wellsway and south of Bath Road. In the immediate area, Wellsway Academy and Chandag Primary School are the key attractions but access to the town centre could be improved.

The area generally has good permeability for walking and cycling with a number of routes along lightly trafficked roads within the housing estates. The measures here recognise that partial closure of Chandag Road would have a disproportionate effect on the operation of the local highway network and would funnel more traffic to other parts of the area and would put more pressure on Wellsway. Wellsway itself acts as a barrier to the town centre and as a result, some measures to reduce the severance effect are recommended.

Looking towards the longer term, the B&NES Local Plan has safeguarded land to the east of Minsmere Road for future development and a new cycle link to Saltford along Manor Road. Consequently, the Eastern Keynsham corridor would provide links to both these proposals.

Appendix C gives a breakdown of the location of each measure and table 2 provides some of the detail and potential impacts.

TABLE 2
Eastern Keynsham Corridor Measures

Ref	Location	Measure(s)	Impact on the operation of the highway and other considerations
E/1	Dapps Hill	(1) Resurface substandard sections of footway to provide a smooth surface (2) Remove part of the central island of Gooseberry Lane and widen footway alongside it	(1) Removal of the cobbled areas is likely to be required in order to facilitate this measure. Dapps Hill is a conservation area and an appraisal of the area's protected assets will be required. It might be the case that the cobbled areas are protected and so alternatives may need to be sought (2) A slight realignment of the carriageway is required but should not impede the lightly trafficked vehicle movements. The realignment of the carriageway will need to take into account the requirements of the immediate conservation area.
E/2	Gooseberry Lane Steps	(1) Small scale improvement scheme to improve handrail and surface of the steps	(1) None except the need to ensure a maintenance scheme is in place
E/3	Wellsway (north of entrance to Keynsham cricket field)	(1) Install uncontrolled crossing on Wellsway (north of the entrance to Keynsham cricket field)	(1) None, although the footway along Wellsway is discontinuous and should facilitate pedestrian crossings at a safer location
E/4	Wellsway (opposite footpath to Orwell Dive)	(1) Install uncontrolled crossing on Wellsway opposite footpath to Orwell Drive	(1) None, although the footway along Wellsway is discontinuous and should facilitate pedestrian crossings at a safer location
E/5	Wellsway (from Hurn Lane to Courtney Road)	(1) Install uncontrolled crossing points at each side road junction along Wellsway	(1) None, although improvement to the footway should help facilitate pedestrian movement particularly for those with push chairs and physical and visual impairment
E/6	Severn Way to Limekilns Close	(1) Widen footpath between Limekilns Close and Severn Way to 3m and convert to segregated	(1) Need to ascertain land ownership between Limekilns Close and Severn Way

shared use			
E/7	Severn Way	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
E/8	Hurn Lane to Medway Drive	(1) On road cycling signage (2) Install uncontrolled crossing points at each side of the road junction.	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered (2) Improvement to the footway should help facilitate pedestrian movement particularly for those with push chairs and physical and visual impairment

6 Northern Keynsham Corridor

This corridor is the shortest of the proposed corridors in Keynsham but effectively links the settlement of Stockwood and the rugby club along the Old Bristol and Bristol Roads. As one of the main routes into Keynsham, it is heavily trafficked but in many locations, the environment for non-motorised users is inadequate and requires improvement.

Appendix D gives a breakdown of the location of each measure and table 3 provides some of the detail and potential impacts.

TABLE 3
Northern Keynsham Corridor Measures

Ref	Location	Measure(s)	Impact on the operation of the highway and other considerations
N/1	Bristol Road (in the proximity of the Crown public house)	(1) Widen the footway through the reallocation of the space given to the cycle way	(1) Carriageway width and use prevents a major reconfiguration of the highway. However, the footway is inadequate given the importance of access to the Broadlands school, the rugby ground and Stockwood. There will be an impact on the cycle way although some mitigation through signage should ease some of the issues
N/2	Old Bristol Road (junction with Bristol Road)	(1) Enlarge the existing island on the eastern approach to create pedestrian refuge for an uncontrolled crossing point	(1) Some loss of carriageway but as turning movements are restricted at this junction, an amended layout should not create difficulties
N/3	Old Bristol Road	(1) Introduce traffic calming along Old Bristol Road to reduce traffic speeds	(1) The width of the footway is substandard along Old Bristol Road and this is compounded by the higher speeds of vehicles along a narrower carriageway. The traffic calming should have a conducive effect on improving the pedestrian and cycling environment
N/4	Old Bristol Road (Junction with Stockwood Vale)	(1) Introduce traffic calming to reduce traffic speeds	(1) The width of the footway is substandard and the alignment of the highway with restricted visibility makes pedestrian crossing difficult at this location. Traffic calming would have a beneficial impact on improving the pedestrian and cycling environment

7 Southern Keynsham Corridor

This corridor largely serves the residential area south of the town centre and key destinations such as Keynsham Health Centre and St Johns Primary School. The area is generally characterised by a mix of housing dating from different periods which results in some distinct and very different localised conditions for pedestrians and cyclists.

The measures here are largely designed to reinforce the optimal routes along the key desire lines that exist. For pedestrians the majority of the measures revolve about improving crossing points and safety whereas the cycling measures are about identifying recommended routes and increasing awareness amongst drivers.

These corridor recommendations take into account the development that is taking place at both the K2B and K2A sites in this part of Keynsham. As part of the planning consent, development monies have been secured for pedestrian and cycling improvements. These works are not directly listed here but the main links are outlined in the accompanying drawing.

Appendix E gives a breakdown of the location of each measure and table 4 provides some of the detail and potential impacts.

TABLE 4
Southern Keynsham Corridor Measures

Ref	Location	Measure(s)	Impact on the operation of the highway and other considerations
S/1	Park Road	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
S/2	Park Road (in the vicinity of one of the entrances to St Johns Primary School)	(1) Install build out on eastern side of Park Road together with an uncontrolled crossing	(1) Loss of one or two on-street parking spaces on Park Road but would improve the safety conditions particularly for those attending the school
S/3	Junction of Park Road/Sherwood Road/Courtlands	(1) Install uncontrolled crossings at this junction	(1) None, although improvement to the footway should help facilitate pedestrian movement particularly for those with push chairs and physical and visual impairment
S/4	Junction of St Albert Road/St Clements Road/Sherwood Road	(1) Install uncontrolled crossings across St Clements Road and Sherwood Road	(1) It is noted that the K2B works propose a controlled crossing of Albert Road via a Section 106 Contribution
S/5	Junctions of St Clements Road and Cofe Crescent and Edinburgh Road	(1) Install uncontrolled crossings along St Clements Road with Cofe Crescent and Edinburgh Road (2) On road cycling signage	(1) None, although improvement to the footway should help facilitate pedestrian movement particularly for those with push chairs and physical and visual impairment particularly in the vicinity of the Health Centre (2) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
S/6	St Clements Road (between Dapps Hill and the Health Centre)	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
S/7	Footway south of the Health	(1) Widen footpath south of the	(1) Need to ascertain land ownership south

	Centre	Health Centre to minimum 3m and create a segregated shared use path	of the Health Centre (2) Recommendation for a segregated shared use path to reduce the potential for pedestrian and cyclist conflict
S/8	Park Road junction with Albert Road and Queens Road	(1) Install uncontrolled crossing across Albert Road and Queens Road	(1) Given the staggered layout of the junction, consider additional crossing of Park Road in the middle if the on-site alignment is suitable (2) Improvement to the footway should help facilitate pedestrian movement particularly for those with push chairs and physical and visual impairment
S/9	Edinburgh Road, Balmoral Road and Windsor Road	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
S/10	Junction of Park Road and Windsor Avenue	(1) Widen footway south of Windsor Road to minimum 3m and create a segregated shared use path	(1) Improvement assumes planned zebra crossing works will proceed at this location (2) Need to ascertain land ownership south of Windsor Road (3) Recommendation for a segregated shared use path to reduce the potential for pedestrian and cyclist conflict

8 Western Keynsham Corridor

This final corridor serves the largely residential area of western Keynsham with the key destinations of Broadlands Academy, St Keyna Primary School, Castle Primary School and the town centre. It also provides links to the emerging K2A and K2B developments.

The southern part of the area consists of estates built from the 1960s onwards and as a result have good permeability for both pedestrians and cyclists. Further north, Charlton Road in particular, is a key local road which experiences higher traffic flows and has a severance effect on pedestrian and cycling trips. Charlton Road is also one of the principal means of accessing the town centre but closer to the centre, the highway width becomes narrower and the opportunities to improve the non-motorised user environment are limited.

With this corridor, some of the measures require confirmation of surrounding land ownership. Although the interventions are relatively cost effective to implement, land ownership may prove a constraint.

Appendix F gives a breakdown of the location of each measure and table 5 provides some of the detail and potential impacts.

TABLE 5
Western Keynsham Corridor Measures

Ref	Location	Measure(s)	Impact on the operation of the highway and other considerations
W/1	Holmoak Road	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/2	Cedar Road/Coronation	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The

	Avenue		public realm impacts of additional signage would need to be considered
W/3	Fairleigh Road	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/4	Warwick Road	(1) On road cycling signage	((1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/5	Durham Road	(1) Signage to indicate on road cycling stage (2) Widen footpath between Durham Grove and Caernarfon Road to minimum 3m and remove no cycling order to create a segregated shared use path (3) Removal of one parking bay and replaced with dropped kerb at the end of Durham Road	(1) Need to ascertain land ownership between Durham Road and Caernarfon Road (2) Loss of a parking bay on Durham Road. (3) Need for a change to the traffic regulation order (4) Recommendation for a segregated path to reduce the potential for pedestrian and cyclist conflict
W/6	Queens Road	(1) Extend existing footway and align with the desire line (2) Install uncontrolled crossing point (3) Removal of one parking bay	(1) Loss of a parking bay along Queens Road
W/7	Queens Road to Monmouth Road	(1) Widen footpath between Queens Road and Monmouth Road to minimum 3m and create a segregated shared use path (2) Remove no cycling order	(1) Need to ascertain land ownership between Queens Road and Monmouth Road (2) Need for a change to the traffic regulation order (3) Recommendation for a segregated path to reduce the potential for pedestrian and cyclist conflict
W/8	Monmouth Road	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/9	Cleeve Grove	(1) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/10	Cleeve Grove to Selworthy Close	(1) Widen footpath between Cleeve Grove to create a segregated shared use path (2) Remove no cycling order (3) Signage across the parking area	(1) Need to ascertain land ownership between Cleeve Grove and Selworthy Close (2) Need for a change to the traffic regulation order (3) Recommendation for a segregated path to reduce the potential for pedestrian and cyclist conflict
W/11	Selworthy Close	(1) Install dropped kerb (2) On road cycling signage	(1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage

			would need to be considered
W/12	St Georges Road/St Annes Avenue	(1) On road cycling signage	((1) Additional signage to inform vehicle drivers of the on road cycle route. The public realm impacts of additional signage would need to be considered
W/13	St Margaret's Close	(1) Widen footway into carriageway at the entrance to St Margaret's Close to create a minimum 3m segregated shared use path	(1) There will be a loss of carriageway although the cul-de-sac is relatively short and lightly trafficked. The width of carriageway is sufficient not to impede vehicle flow. (2) Recommendation for a segregated path to reduce the potential for pedestrian and cyclist conflict
W/14	St Margaret's Close to St Francis Road	(1) Widen footpath between St Margaret's Close and St Francis Road to create a minimum 3m segregated shared use path	(1) Need to ascertain land ownership between St Margaret's Close and St Francis Road (2) Need for a change to the traffic regulation order (3) Recommendation for a segregated path to reduce the potential for pedestrian and cyclist conflict
W/15	St Francis Road	(1) Install uncontrolled crossing point just east of the footpath to St Margaret's Close	(1) Road layout particularly the side lane running alongside St Francis Road together with access to private properties precludes a number of options to place a crossing point. Recommendation is for an uncontrolled crossing point through tactile paving to reinforce the desire line.
W/16	Charlton Road (East of junction with Charlton Park)	(1) Remove lighting column and install tactile paving on the refuge	(1) Lighting assessment required to ensure levels are not comprised by removal. Additional lighting columns may be required should lighting levels fall below those required
W/17	Charlton Road from St Keyna School towards the centre	(1) On road cycle signage (advisory route)	(1) It is noted that the function of Charlton Road, traffic levels and the width of the carriageway precludes physical improvement to both the footway and cycle provision. It is recognised that an advisory route geared towards the more confident cyclist could only be realistically achieved. An alternative route to the town centre exists part of the Southern Keynsham corridor proposal
W/18	Charlton Road (East of junction with Westbourne Avenue)	(1) Install uncontrolled crossing at the southern corner of Westbourne Avenue and Charlton Road to encourage pedestrians and cyclists to cross where visibility is improved	(1) This crossing is located in an existing 20mph zone and there is potential for additional vertical features to both reinforce the existing speed limit and improve the pedestrian and cycling environment
W/19	Charlton Road and St Ladoc Road junction	(1) Install uncontrolled crossing across St Ladoc Road and Charlton Road	(1) Given the layout of the road and visibility lines, a separate assessment is required to determine the optimal location for the crossing point.

W/20	Charlton Road and Ashton Way junction (edge of town centre)	(1) Install uncontrolled crossings around mini roundabout	(1) Recommendation that the crossings are located away from the curved kerb lines. This will have the advantage in drawing people from crossing at the mini roundabout
W/21	St Ladoc Road/Culvers Road/St Francis Road junction	(1) Install uncontrolled crossing in the vicinity of the junction	(1) Given the staggered layout of the junction, a separate assessment is required to determine the optimal location for the crossing point given the site constraints

9 Links with the wider and strategic cycle network

One further consideration in developing the corridors is how they fit into the wider walking and cycling networks to facilitate further sustainable journeys.

Appendix G shows how the corridors will fit into the existing cycle network together with the future planned enhancements. This includes:

- The proposed link through the Somerdale development towards the River Avon trail over the proposed Somerdale bridge;
- Improvements along Bath Road towards Saltford as part of planned development; and
- The longer term aspiration to develop a link between East Keynsham and Saltford through Manor Road.

10 Promotion of sustainable travel

Whilst the provision of improved walking and cycling infrastructure will have a positive effect on encouraging a greater level of sustainable travel, further 'softer' measures can be deployed to reinforce the recommendations outlined above.

One strength already exists in that the West of England Councils already have many of the mechanisms in place that promote sustainable travel. As such, no bespoke or specific 'softer' measures are recommended other than bolting onto and maximising to the full existing mechanisms. These include (this list is not exhaustive):

- Information - Existing sources such as the TravelWest travel planning website which is geared towards a mix of users including residents and employees;
- Promotional – Travel plan requirements as part of new developments include promotional incentives and discounts for public transport; and
- Educational – Local schools already have school travel plans in place which are monitored and updated. As the corridors are developed, there is scope to update the plans to reflect the new opportunities for sustainable travel.