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# Keynsham High Street One Way Trial Accessibility & Active Travel Forum Workshop

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Report of workshop held on  
17th January 2018

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Photo: Keynsham High Street One Way Trial street layout

## Outline

Members of the B&NES Accessibility and Active Travel Group, together with Keynsham specific stakeholders with an interest in this area were invited to attend a workshop to discuss the current One Way Trial on Keynsham High Street. This workshop was part of a broader consultation exercise being held on the One Way Trial during Jan – Feb 2018. The findings of the workshop are summarised in this report, which will be presented to elected members for their consideration when making a decision on the future of the One Way Trial on Keynsham High Street.

## Attendees

B&NES Attendees: Alison Sherwin, Senior Engineer (Accessibility & Cycling); Cleo Newcombe-Jones, Project Coordinator – Environment & Design Team; Will Monachino-Ayres, Regeneration Apprentice and Vaughan Thompson, Urban Designer (consultant).

ATAF Attendees: Josie Isles, Keynsham RNIB representative; Adam Reynolds, Cycle Bath; Louise Murphy, B&NES Equalities Team; Sara Dixon, Locality Manager representing various Keynsham groups; Steve Hyde, RNIB South West; Terry Hopkins, Keynsham Dial a Ride; & Tony Mitchell, Transition Keynsham.

## Workshop Proceedings

The workshop was held at Keynsham Civic Centre at 2pm-3.30pm on 17<sup>th</sup> Jan 2018. The running order was as follows:

- Welcome and introductions
- Introductory presentation and summary of interim monitoring results (the presentation is included as **Appendix 1**)
- Individual exercise – benefits and disadvantages of the One Way system for Keynsham High Street. Group Feedback. Notes are included in this report. (Photograph record of the outputs are included as **Appendix 2**).
- Facilitated group discussion. Notes are included in this report
- Follow up feedback (Notes are included in **Appendix 3**).

## **Welcome and Introductions**

The B&NES team welcomed the attendees and thanked them for taking part in the workshop. The need to take into account accessibility and active travel issues into account for a variety of users of Keynsham High Street was noted, the purpose of this workshop is to make sure these issues are flagged in the current consultation.

## **Introductory Presentation**

Cleo Newcombe-Jones from B&NES gave a short introductory presentation (included as Appendix 1), this summarised some of the interim monitoring results. Key points noted:

- The scheme was implemented to improve the High Street environment; it does not have a journey time benefit for private vehicles.
- Significant air quality improvements noted on the High Street to date (monitoring ongoing until May 2018)
- Impact on vehicle traffic was as anticipated in the modelling
- Impact on footfall was noted (higher during the week, slightly lower at the weekends)
- The impact on cycling was variable, as was the footfall pattern with different levels of footfall on different parts of the High Street.

Attendees queried whether air quality issues had been displaced to other areas.

It was noted that the full interim monitoring report is available on the website, together with an on-line questionnaire (open until 1 March 2018): [www.bathnes.gov.uk/keynsham](http://www.bathnes.gov.uk/keynsham)

## **Benefits of the One Way Trial**

Full notes are included as Appendix 2. Attendees were asked to highlight their most important points verbally, these points are summarised below.

### **CycleBath**

- The scheme reduces air pollution below legal limits, for this reason alone it surely must be retained?
- Could the traffic be further reduced with rising bollards or similar?

### **Josie Isles**

- There is less traffic which makes vehicles easier to hear approaching. With increasing numbers of electric vehicles this is important.
- High Street slightly more relaxed and different atmosphere, although fine as it was before as a pedestrian.
- There needs to be clear landmarks that don't change so I know where it is safe to walk
- Need a kerb with depth to enable use of a white stick.
- Does not want a lot of bollards installed as they do not help.

### **RNIB**

- Bollards are the wrong height for blind people.
- Need full height kerbs.
- Easier to cross the road with one-way but having a cycle contra-flow hinders that, cycles can't always be heard approaching.

### **Keynsham Dial a ride**

- The pollution levels have gone down.

### **Transition Keynsham**

- Reduced pollution
- Improved road safety – easier to cross.
- Pedestrians/shoppers can be more relaxed.
- Preserves the cycling routes, but after hearing safety concerns, has doubts about this.

### **Disadvantages of the One Way Trial**

#### **Council Corporate Equalities & Diversity Officer**

- No layby for buses and dial a ride causes queuing traffic, cars are impatient and pull out into cycle lane contraflow. This stationary traffic must add to air pollution.
- Don't need 5x 30 minute car bays when there is a car park on Ashton Way if not disabled. Blue badge parking only on the high street?

#### **CycleBath**

- Cycle contra-flow next to cars with no separation. Planters could be relocated to protect the cycle lane from highway, this would stop cars using and blocking this lane.
- At junction with Bath Hill suggested there should be a continuous footway or other pedestrian priority, turning right is difficult.
- Need grade separation between cyclists and vehicles.

#### **Josie Isles**

- The scheme moves pollution and congestion elsewhere to residential roads.
- Journey to High Street often impossible with street furniture obstructions such as bins/parked cars etc.
- Public transport also needs improvement.
- *CycleBath suggested closing off certain roads to avoid rat running.*

#### **Keynsham Dial a ride**

- Little thought given to people with disabilities and therefore loss of independence. An example is previously the community transport could drop people off directly outside the Post Office to collect their pension, so they feel safe to collect this. Now

this is not possible and so family and friends now go to the Post Office, this has meant some former Dial a Ride customers have lost their independence.

- Dial a Ride customers do not like the stop o/s the Halifax
- Previous two way traffic arrangement was preferred.

### **Transition Keynsham**

- Comments from other members of Transition Keynsham is that it is now difficult to drive to the other end of the High Street from south end of Keynsham. The route is not straight forward and Albert Road is a pinch point.

### **Discussion**

Attendees were asked to consider which accessibility and active travel groups might not be in the room today, and make suggestions about others who should be engaged in the current and future consultations, the following groups were mentioned: Young People, Children and schools, Keynsham Now, wheelchair users, Bus Users- including bus users with disabilities, those representing older people including those with Dementia, those with hearing loss and those with cognitive impairments.

The benefit of a pan-disability review/ an access audit of a future scheme was discussed.

The group were asked whether they would like to reconvene to consider a future High Street scheme, should the one way trial be extended. All attendees said they would like to take part in these more detailed discussions.

The B&NES team said they considered many of the issues raised should be incorporated into a design brief for a future scheme, if a decision was made to take this forward. Even if the trial was reversed some of the issues raised would still need attention to make sure the High Street is accessible.

### **Other comments**

- Josie Isles mentions she does not want the same type of layout as o/s the Civic Centre, these sorts of spaces are very difficult to navigate as a blind person.

- Transition Keynsham – recycling bin should be introduced on the High Street, including at bus stops. Transition Keynsham members have some ideas about how this could be done, particularly to make recycling more fun for children.

### **Closing remarks**

Cleo Newcombe-Jones thanked everyone for their time, and reminded them that a brief report of the workshop would be prepared, and a draft shared with attendees. Any additional comments can be sent in by email, to be included in the report.

Finally, attendees were asked to promote the online survey about the One Way Trial, and encourage others to take part in the consultation: [www.bathnes.gov.uk/keynsham](http://www.bathnes.gov.uk/keynsham)

### **Appendices**

**Appendix 1:** Introduction Presentation (separate enclosure)

**Appendix 2:** Full Record of comments made in benefits and disadvantages exercise (Photo record is a separate enclosure)

**Appendix 3:** Follow up Feedback received by email from attendees

## Appendix 2: Full Record of comments made in benefits and disadvantages exercise

Advantages	Disadvantages
<p><u>Tony Mitchell</u></p> <ul style="list-style-type: none"> <li>• <b>Reduced pollution.</b></li> <li>• Improved safety – traffic only from one direction, apart from bikes.</li> <li>• Reduced pollution – fewer vehicles.</li> <li>• More relaxed for pedestrians/shoppers.</li> <li>• Preserves cyclists' routes.</li> </ul> <p><u>Terry Hopkins</u></p> <ul style="list-style-type: none"> <li>• <b>High St - Lower pollution levels.</b></li> </ul> <p><u>Steve</u></p> <ul style="list-style-type: none"> <li>• <b>Easier pedestrian crossing along high street.</b></li> <li>• Traffic coming from one direction so simpler for pedestrian.</li> <li>• Lower emissions – cleaner air.</li> </ul> <p><u>Adam Reynolds</u></p> <ul style="list-style-type: none"> <li>• <b>Legal requirement met for client earth's action against Defra, compelling reduction in air pollution.</b></li> <li>• Cycling not designed out.</li> <li>• Not shared space.</li> <li>• Legal air pollution met.</li> </ul> <p><u>Sara Dixon &amp; Louise Murphy</u></p> <ul style="list-style-type: none"> <li>• <b>More pleasant environment for shoppers.</b></li> <li>• Less noisy.</li> <li>• Safer/Easier to cross.</li> <li>• Looks better e.g. planters.</li> <li>• A bit more of a connection between east + west shops.</li> </ul> <p><u>Josie Iles</u></p> <ul style="list-style-type: none"> <li>• <b>Less traffic.</b></li> <li>• Road crossing easier.</li> </ul>	<p><u>Tony Mitchell</u></p> <ul style="list-style-type: none"> <li>• <b>Getting from St Johns End to Temple Street.</b></li> <li>• Design for irresponsibility.</li> </ul> <p><u>Terry Hopkins</u></p> <ul style="list-style-type: none"> <li>• <b>Little safety given to people with disabilities or their safety which has let to loss of their independence.</b></li> <li>• Suggested bus stop arrangements for Dial a Ride outside Halifax.</li> <li>• Danger to pedestrians by crossing by Halifax.</li> <li>• No thoughts given to people with disabilities or their safety.</li> <li>• Cycle Lane Dangerous.</li> </ul> <p><u>Steve</u></p> <ul style="list-style-type: none"> <li>• <b>Pollution moves and also the traffic.</b></li> <li>• Pollution goes elsewhere.</li> <li>• Longer journey time.</li> <li>• Cyclists coming both ways as opposed to flow of traffic.</li> </ul> <p><u>Louise Murphy and Sara Dixon</u></p> <ul style="list-style-type: none"> <li>• <b>No layby for the bus stop on High Street – causes queues and pollution and dangerous driving.</b></li> <li>• We don't need 5x30 minute car bays and 1x motorcycle bay on High Street – Only the disabled access bays should be retained.</li> <li>• Impact on side roads – Rock Road and Charlton Road.</li> <li>• Impact of turn left onto Bath Hill and &amp; (?).</li> </ul> <p><u>Josie Iles</u></p> <ul style="list-style-type: none"> <li>• <b>Pollution follows congestion into residential areas.</b></li> <li>• Pollution moves away from High St into Residential roads.</li> <li>• Traffic congestion moves also (pollution must have followed the traffic).</li> </ul> <p><u>Adam Reynolds</u></p> <ul style="list-style-type: none"> <li>• <b>Cycle contraflow next to vehicles and no grade physical separation</b></li> <li>• Zero vision</li> <li>• No pedestrian priority at junctions</li> </ul>

	<ul style="list-style-type: none"> <li>• Widcombe scheme lessons learned?</li> <li>• Grade separation</li> <li>• No continuous footways priority for motorised traffic</li> <li>• No rising bollards to create community</li> <li>• Zero vision approach</li> </ul>
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### Appendix 3: Follow up Feedback received by email from attendees

Date and comment by	Follow up comments
28 <sup>th</sup> January 2018 Josie Iles	<p>Hello Cleo</p> <p>Following the meeting on 17 January, I have an observation which I'd like to add.</p> <p>Since the introduction of the one way system more articulated HGV have been travelling westwards along Albert Rd, turning right into Park Rd (northerly direction). This means they can only 'escape' via Handel, West View or Rock Road, which are narrow such that cars can not pass in opposite directions. While on Park Road these large vehicles are passing a school entrance and West View Surgery.</p> <p>My conclusion is that these vehicles have come up Bath Hill and turned left into Temple St. to go through Keynsham they then need to turn first right immediately to get to Ashton Way.</p> <p>If they miss this junction they have no option but Albert Rd and the route through the narrow residential streets mentioned above.</p> <p>Should the one way scheme become permanent much clearer signage would be needed on the Iceland/Specsavers roundabout as it would seem drivers unfamiliar with the town are missing this turn.</p> <p>Kind regards            Josie Iles</p>
18 <sup>th</sup> January 2018 Adam Reynolds, Cycle Bath	<p>The one I really need the designer to look at is: <a href="http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf">http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf</a></p> <p>Particularly the stepped cycle track and light segregated cycle track. The other one is:</p>

	<p><a href="https://wheelsforwellbeing.org.uk/wp-content/uploads/2017/11/v2-Nov-2017.pdf">wheelsforwellbeing.org.uk/wp-content/uploads/2017/11/v2-Nov-2017.pdf</a></p> <p>I also think Keynsham High Street has to be considered a success. A scheme that removes the legal requirement for an AQMA has to be celebrated. Can you legally revert a scheme that you know would result in the requirement for an AQMA?</p> <p><a href="https://cyclebath.org.uk/2017/02/26/keynsham-high-street-designing-out-inclusive-mobility/">https://cyclebath.org.uk/2017/02/26/keynsham-high-street-designing-out-inclusive-mobility/</a></p>
<p>18<sup>th</sup> January 2018 Tony Mitchell, Transition Keynsham</p>	<p>Dear Cleo Herewith the e-mail I promised to send you this afternoon. Best wishes Tony</p> <p><b>From:</b> Erica Davies <b>Sent:</b> Friday, January 12, 2018 3:44 PM <b>To:</b> Tony Mitchell <b>Subject:</b> Keynsham High Street</p> <p>Hi Tony I promised to email with my thoughts on the High Street - I'll leave it up to you whether you wish to use all, some or none, when you attend the meeting!</p> <ul style="list-style-type: none"> <li>- When I am a pedestrian in the High Street I enjoy the reduced traffic, large flower tubs and feeling of increased space.</li> <li>- When I'm driving the car from the point of view of a resident living in Albert Road I do find it difficult at times. This is because none of the alternative routes are obvious or straightforward, there are too many parked cars on alternative roads, too many mini roundabouts which can mean I'm just sat there waiting for a continuous stream of traffic (when I'm trying to drive straight on at the end of Temple Street and vehicles coming up Bath Hill and turning into Rock Road have priority), the single track bridge in Avon Mill Lane constricts that particular escape route, and even the bypass isn't fool proof as you can get stuck when the A4 to Saltford is blocked.</li> <li>- However not sure what the answer is as I can't imagine many residents being happy about their roads being 'upgraded' to take this extra traffic - for instance I personally would love to see double yellow lines on one side of Albert Road, but appreciate that this would probably mean drivers driving even faster than they do now.</li> <li>- With my Keynsham Wombles hat on, I would like to see a bin at every bus stop, plus brightly coloured stickers on bins and foot prints leading towards them to encourage more people to use them (but we are working with B&amp;NES on this anyway).</li> </ul> <p>Think that's it!</p>