Keynsham High Street, Public Realm Improvements

Road Safety Audit Stage 2 Response

Designer Response | Rev 1

22nd March 2020

Bath and North East Somerset Council

Final

Keynsham High Street, Public Realm Improvements

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Author:	Andy Higginson
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Jacobs
1 The Square
Temple Quay
Bristol
BS6 1DG

www.jacobs.com

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
First Issue	05/02/20	Designer Response, for Client Response	AH	JU	ACW	PF
Final issue	22/03/20	Designer Response, for Client Response	JU	ACW	ACW	PF

1. Introduction

This report details the design organisation response to the Stage 2 Road Safety Audit (RSA) carried out on the planned Keynsham High Street Public Realm Improvements. The improvements include:

- public realm upgrades on the High Street;
- provision of a contraflow cycle lane with separation from the vehicle carriageway;
- enhancement of existing pedestrian links to Back Lane and Ashton Way;
- relocation of the bus stop;
- alterations to the footway provision; and
- provision of loading bays.

The RSA was carried out at the request of Andy Higginson of Jacobs, on behalf of Bath & North East Somerset Council.

The Audit Team membership was as follows:

Alison Foale BEng (Hons) MSc MCIHT MSoRSA
Highways England Approved Certificate of Competency
Senior Road Safety Engineer, Jacobs

Daniel Harris BA (Hons) MCIHT MSoRSA RegRSA (IHE)
Highways England Approved Certificate of Competency
Senior Road Safety Engineer, Jacobs

The team responsible for carrying out the design organisation response is as follows:

Joe Urwin MEng (Hons) GMICE
Graduate Civil Engineer | Highways – Jacobs

Andy Craven-Webb BA PGDip CMLI
Principal Landscape Architect – Jacobs

Andy Higginson BSc (Hons) PG Dip IEng FIHE
Principal Civil Engineer | Highways – Jacobs

This report is presented based upon the checklist contained in Appendix F of GG119 for Road Safety Audits.

2. Items raised at previous road safety audits

The following issues were raised in the December 2018 Stage 1 Road Safety Audit and have been reviewed as part of this Stage 2 Road Safety Audit.

Stage 1 Response Report Decision Log				**Audit Team review of response**		
Stage 1 Item No.	Problem	Observations	Designer's decision log	Problem remains? **(in part or full)**	Comments	Relevant new Stage 3 item no. **(if applicable)**
2.1.1	Restricted access to disabled parking bays	Bays difficult to access due to the alignment of the kerb with drivers potentially mounting the footway in close proximity to an uncontrolled pedestrian crossing.	Comment accepted - Design changed.	No	Parking bay layout has been revised.	-
2.2.1	Width of narrowed section increasing the risk of vehicles striking cyclists	The proposed alignment may result in higher vehicle speeds through the narrow section, increasing the risk of more serious collisions.	Comment accepted – Tracking has been undertaken, to be demonstrated.	No	Physical separation between the vehicle and cycle lanes is now provided	-
2.3.1	Emergency vehicle access to the High Street	The narrowed section of the High Street may impact on accessibility for emergency vehicles.	Difficult to achieve in full due to other issues facing the scheme. Partially rejected – Allowing width to pass provided negatives to the functionality of the scheme.	Yes	Problem remains	3.4.1
2.4.1	Drainage / standing water concerns where there are level differences	No details of how the difference in levels will be drained has been provided, increasing the risk of pedestrian slips and falls if water is able to collect.	Full drainage design will be undertaken at the detailed design stage.	Yes	Problem remains at various locations.	3.5.1
2.5.1	Confusing use of feature paving	Feature paving is used for pedestrian links and vehicular crossovers.	Differentiated feature paving is only in colour to highlight access points. No difference in texture.	Yes	Problem remains.	3.6.1
3.1.1	Turning movements at the High St/Bath Hill junction	Buses intending to turn right out of High Street at the junction with Bath Hill are orientated such that they may strike the cycle refuge island, potentially resulting in injuries to bus passengers and cyclists.	Swept path drawings will be produced, and appropriate changes made at detailed design.	Yes	Vehicle tracking for all movements by large vehicles required to demonstrate they are achievable.	3.3.1
4.1.1	Pedestrian / cycle conflict where the cycle lane is at footway level	Layout likely to result in conflicts.	This has been redesigned in detailed design to remove conflict.	No	Conflict removed due to change in cycle provision.	-

4.1.2	Pedestrian link leads pedestrians into parking bays	Pedestrian link leads pedestrians into parking bays.	Feature paving on footway to be reviewed at detailed design.	Yes	Remains.	4.1.5
4.1.3	Pedestrian/cycle conflict where the cycle lane is at footway level	The uncontrolled pedestrian crossing at the southern end of the High Street will result in pedestrians standing in the cycle facility which is at footway level.	The uncontrolled crossing has now been removed.	No	Conflict removed due to change in cycle provision.	-
4.1.4	Loading bay restricts visibility from uncontrolled pedestrian crossing	When in use the loading bay on the east side of the High Street is likely to restrict visibility to and from the uncontrolled pedestrian crossing.	Uncontrolled crossing at the junction removed.	Yes	Issue remains in relation to the crossing on Bath Hill and could be exacerbated by proposed landscaping on the radii.	4.1.6
4.1.5	Footway pinch point at the Methodist Church	There is a pinch point in the footway between the cycle lane and the Methodist church.	Design has been revised, Cyclists will no longer be in conflict with pedestrians as a result.	No	Pinch/conflict removed due to change in cycle provision.	-
4.2.1	Cycle control at the puffin crossing	The contraflow cycle lane is uncontrolled at the puffin crossing.	Design reverted back to a Zebra Crossing.	No	Puffin crossing removed from scheme.	-
4.2.2	Size of cycle refuge	The cycle refuge island is 2m deep which will result in cyclists using the island protruding into the carriageway.	Following review by the client, the preference is to revert back to the existing arrangement following internal discussion. This may be in the form of a client instruction as the design is non DMRB compliant.	Yes	Refuge dimensions have changed from the stage 1 RSA but are still a concern.	4.2.4
4.2.3	Northbound cyclists joining the carriageway	Additional point of conflict created.	Cycle link removed from scheme.	No	Problem removed due to change in the northbound cycle provision.	-
4.2.4	Lack of cycle lane transition feature detail	No details have been provided on how the transition is achieved or the gradient of the feature.	3D level design including the transition from the cycleway to footway will be undertaken at detailed design.	No	Problem removed due to change in cycle provision.	-
5.1.1	Lack of sign details	No sign details have been provided.	Full signage design will be undertaken at detailed design.	Yes	Sign details not available at the time of the Stage 2 RSA.	5.1.1
5.1.2	Loss of existing bollards	Bollards removed on the north west side of the High Street/Charlton Road junction.	Section has been removed from scheme.	No	Problem removed due to change in cycle provision/ area being removed from the scheme.	-
5.2.1	Use of conservation kerb as cycle lane delineator	Conservation kerb is shown as the delineator for the contra flow cycle lane.	The use of conservations kerbs and road markings along the cycle lane will be clarified at detailed design.	No	Problem removed due to change in cycle provision.	-

3. General

3.1 Scheme Suitability

3.1.1 Problem

Location: Pedestrians, Cyclists and Equestrians

Summary: Safety concerns linked to the suitability and operation of the proposed scheme.

High Street is used by all modes of vehicles. During the site visit, large vehicles and private cars were observed parking, dropping off and unloading throughout the scheme. This included vehicles in hatched areas, parked on double yellow lines (some with blue badges visible) and unloading at the kerbside. The proposed scheme reduces the width of the carriageway and creates a defined edge on one side (the bollards between the vehicle carriageway and contraflow cycle lane). While this should discourage some of the current behavior, it could increase the level of vehicles parking on the footway in order to still allow other vehicles to continue south on High Street. This increases the potential for operational issues through the scheme and potential for conflicts resulting in injuries to pedestrians.

Recommendation
It is recommended that double yellow lines and loading restrictions are installed through the length of the High Street and are enforced once the scheme is operational.

Design Organisation Response: Parking and loading restrictions will be introduced via a new RPZ covering the length of the High Street, from its junction with Charlton Road which will link up with the existing RPZ at the junction of High Street with Temple Street/Bath Hill. This will be signed in accordance with the TRO.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

3.2 Cross sections

3.2.1 Problem

Location: High Street

Summary: Offset to raised median bollards.

The raised median that separates vehicles from the contraflow cycle lane varies in width. At its narrowest it is unclear if 450mm clearance from the edge of the vehicle carriageway to the bollards on the raised median can be achieved. This increases the risk of vehicles striking the bollards, which could result in driver injuries or injuries to cyclists in the contraflow lane.

Recommendation:
It is recommended that a minimum of 450mm clearance is provided from the edge of the carriageway to all bollards.

Design Organisation Response: 450mm clearance to be provided from bollards to carriageway.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

3.3 Access

3.3.1 Problem

Location: Throughout scheme

Summary: Vehicle movements may impact pedestrians and cyclists.

Vehicle tracking information has not been provided. It is not clear whether all permitted vehicle movements through the High Street can be undertaken without overrunning or overhanging footways or cycleways or striking street furniture. This includes large vehicle movements associated with general deliveries, Post Office vehicle access/egress and all bus movements. This increases the risk of injuries to drivers, passengers, pedestrians and cyclists.

Recommendation:
Provide swept path analysis to demonstrate that all permitted vehicle movements are possible within the extents of the carriageway. If necessary, revise the layout so that all expected movements can be accommodated.

Design Organisation Response: Swept Path Analysis to be provided to demonstrate all manoeuvres are achievable. The layout will be revised to accommodate as appropriate if required.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

3.4 Emergency Vehicle Access

3.4.1 Problem

Location: High Street

Summary: Emergency vehicle access to the High Street.

The narrowed entrance and width through extended lengths of the High Street, with a raised median including bollards, to one side, may impact on emergency vehicle access and movements. During the site visit queuing was observed on the High Street, which could result in vehicles mounting the footway in the event of an emergency service vehicle requiring access. This increases the risk of conflicts between vehicles and pedestrians and could result in operational issues for emergency service vehicles.

Recommendation:
It is recommended that emergency service providers are consulted on the scheme and operational issues are addressed.

Design Organisation Response: Consultation with Emergency Services to be undertaken. Widening the scheme to allow emergency access throughout will negate the objectives of this scheme and lead to inconsiderate parking which will also prevent emergency access. To eliminate this, the widths required are not achievable.

Overseeing Organisation Response: Consultation with Emergency services is being undertaken – feedback to be incorporated where necessary

Agreed RSA Action: Partially Accept

3.5 Drainage

3.5.1 Problem

Location: Throughout scheme

Summary: Potential for drainage to impact users and ponding to occur.

Drainage details for the scheme have not been provided. While kerblines and cross sections will be modified, there are a number of areas where ponding already occurs, which could be exacerbated by the introduction of the raised median, wider footways and retaining walls. The cross sections indicate that drainage will be required in the contraflow cycle lane. Gullies and ponding within the cycle lane

increases the risk of cyclists losing control and being unseated or cyclists avoiding the cycle lane and coming into conflict with either pedestrians or vehicles.

Recommendation:
It is recommended that full drainage details are provided, and that the drainage provision addresses the existing ponding issues and concerns regarding gully covers in the contraflow cycle lane.

Design Organisation Response: Drainage design ongoing, issues mentioned are routinely resolved as part of the design process although gully covers in the cycleway needs consideration.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Partially Accept

3.6 Surfacing

3.6.1 Problem

Location: High Street

Summary: Confusing use of feature paving.

Feature paving is used at four locations. Two are at pedestrian links and two are at vehicular crossovers. Pedestrians, particularly those with visual impairments, may find this confusing and be unaware of vehicles crossing the footway where they are expecting a pedestrian link, increasing the risk of conflicts.

Recommendation:
It is recommended that different feature paving is provided at pedestrian links and vehicular crossovers to avoid confusion.

Design Organisation Response:
The material colours and sizes for the two identified feature paving types will be reviewed to ensure there is a notable difference.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4. Pedestrians, Cyclists and Equestrians

4.1 Pedestrians

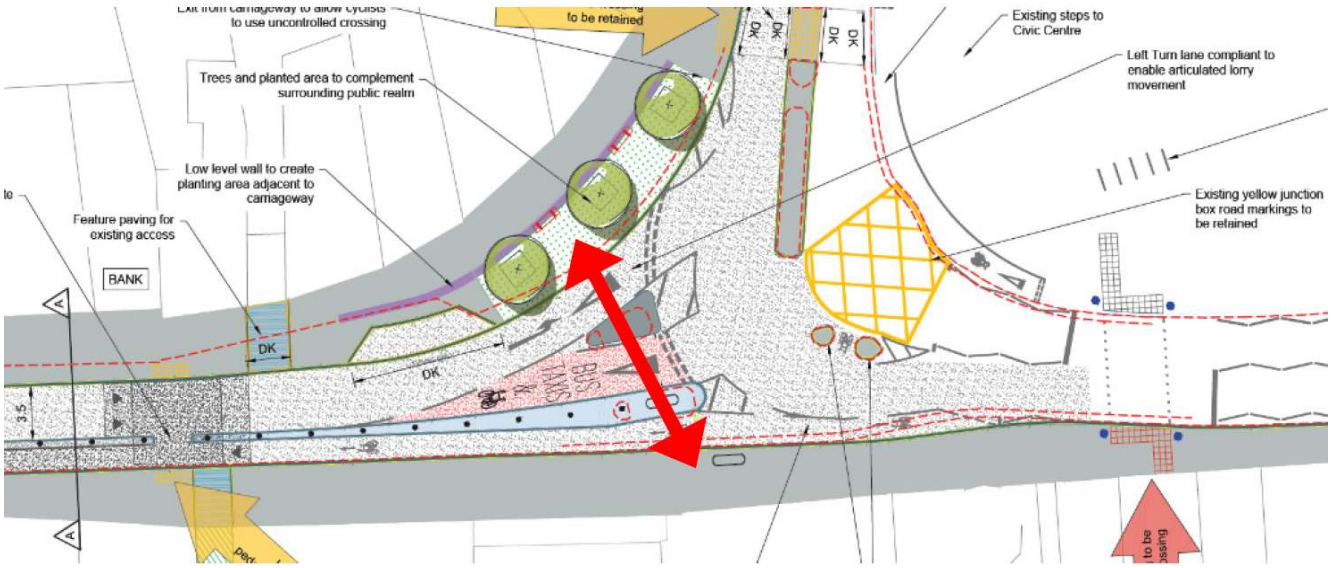
4.1.1 Problem

Location: Southern end of High Street

Summary: Existing desire line uncontrolled crossing being removed.

At the southern end of the High Street, at its junction with Bath Hill, an existing uncontrolled pedestrian crossing on the desire line across the mouth of the junction is being removed. During the site visit, despite the weather conditions, this crossing was well used. The alternative crossing is located 25m north, aligned with the pedestrian link connecting to Ashton Way.

It is likely that pedestrians will still cross the carriageway at this location, potentially obscured by planters and street furniture, where dropped kerbs are not provided and in conflict with vehicles and cyclists. This increases the risk of trips and falls, cyclists being unseated and conflicts with vehicles.



Recommendation*:*
It is recommended that a crossing is retained on the desire line.

Design Organisation Response: Upgraded facility provided nearby that allows for crossing in one movement. The layout of the road means that there is no increase in distance to any destinations. Planting beneath the canopy of the three trees along with the changing level as a result of the retaining wall, will mean any previous desire line will no longer be 'attractive'.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Reject

4.1.2 Problem

Location: Pedestrian links from Back Lane and Ashton Way

Summary: Potential for pedestrians to continue across the carriageway and cycle lane.

Pedestrian links connecting the High Street with Back Lane and Ashton Way are provided between existing buildings. Where the links interface with the High Street vertical features are in place to prevent pedestrians from walking straight out into the carriageway. These vertical features are being removed as part of the scheme increasing the risk of pedestrians continuing straight on into the carriageway and the contraflow cycle lane, away from designated crossing locations. This could result in trips/falls and potential for conflicts with vehicles or cyclists.

Recommendation:
It is recommended that vertical features are installed either where the pedestrian links join the High Street or at the carriageway edge (with suitable offsets) to discourage 'straight on' movements.

Design Organisation Response: Parked cars are likely to block the exit from Back Lane for people approaching the High Street from the Park. and the Ashton Way passage has been widened to provide better visibility to motorists of people exiting the lane. Speed is also negated at this location by a raised table and the reduction to 20mph since the original barrier was installed. In addition, paving defining the different spatial use will be installed at the boundary of Back Lane. At Ashton Way one of the proposed planters will obstruct the direct line of movement to the cycleway. Therefore, it is considered that adequate mitigation is in place without requiring additional street furniture/ clutter.

Overseeing Organisation Response: No additional comments

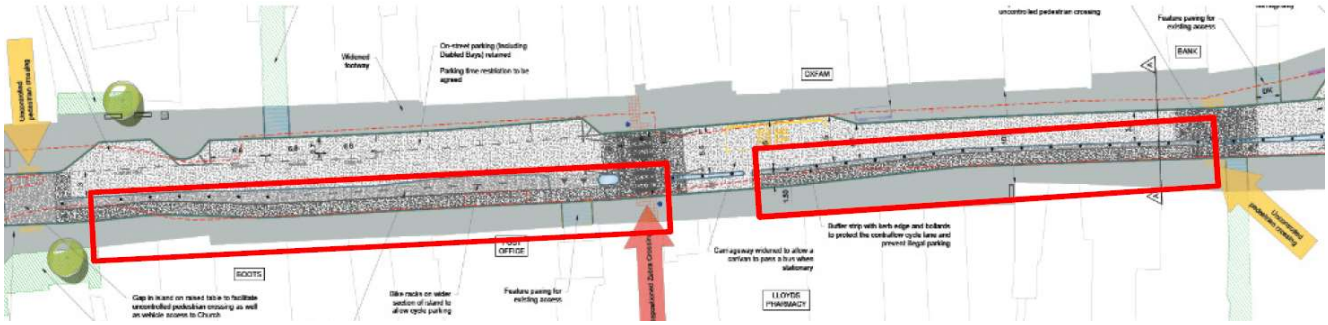
Agreed RSA Action: Reject

4.1.3 Problem

Location: Contraflow cycle lane

Summary: Potential for pedestrians to enter contraflow lane.

There are two extended lengths of the contraflow cycle lane that do not have any markings within them. If pedestrians are unaware of the contraflow cycle lane, they may enter the lane in conflict with cyclists. This increases the risk of cyclists becoming unseated and pedestrian injuries.



Recommendation:
It is recommended that additional carriageway markings are provided within the contraflow cycle lane.

Design Organisation Response: Additional markings to be added

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4.1.4 Problem

Location: Disabled parking bays

Summary: Lack of dropped kerb access.

Three disabled parking bays are provided on High Street. The drawings provided indicate that the adjacent kerbs will be full height. The lack of a dropped kerb facility adjacent to disabled parking bays could result in mobility impaired users proceeding in the carriageway in order to locate the nearest dropped kerb. This could result in collisions with vehicles.

Recommendation
It is recommended that suitable dropped kerb provisions are provided adjacent to the disabled parking bays.

Design Organisation Response: It was not clear on the drawing provided but dropped kerbs are to be provided along this section.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4.1.5 Problem

Location: Pedestrian link from Back Lane

Summary: Path and feature paving lead pedestrians into parking bays.

Feature paving is used where the pedestrian link from Back Lane meets High Street. The paving leads pedestrians into the side of the disabled parking bays on the High Street. Visually impaired pedestrians may not anticipate this, increasing the risk of injury. (See 3.6.1.)

Recommendation:
It is recommended that delineation/contrast, suitable for visually impaired users, is provided between the feature paving and edge of carriageway.

Design Organisation Response:
The feature paving is proposed to subtly highlight the location of the pedestrian link off the high street and is intended to be a positive inclusion for visually impaired users moving along the High St footway. On reflection the more likely risk will be from other pedestrians on the high st bumping into visually impaired users emerging from the Back Lane link. As such we will utilise standard hazard warning paving where the link meets the High St, following the building line.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4.1.6 Problem

Location*:* Southern end of High Street

Summary: Loading/parking bay and landscaped area restricts visibility to/from the uncontrolled pedestrian crossing.

Visibility to and from the uncontrolled pedestrian crossing on Bath Hill is likely to be restricted by the area of landscaping, and by vehicles using the loading/parking bay. Visibility could be further restricted by the change in level on approach to the crossing and the retaining wall at the rear of the landscaped area. This increases the risk of conflicts involving pedestrians at the crossing point.

Recommendation:
It is recommended that the parking/loading bay is relocated out of the visibility splay for the uncontrolled crossing and that the retaining wall, ground level planting and tree canopies do not impact visibility.

Design Organisation Response:
Trees are to specified with a 2m clear stem ensuring the canopy will not obstruct views. The species selected (Pyrus chanticleer), has a narrow contained form.
Plant species will be a mix of ground cover and smaller shrubs and perennial with a fully grown height of approx. 600mm.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Reject

4.1.7 Problem

Location: Northern end of High Street

Summary: Bench and planter restrict visibility to/from the uncontrolled pedestrian crossing.
Visibility to pedestrians, particularly children, approaching the uncontrolled pedestrian crossing at the northern end of High Street is restricted by a bench and planter. This increases the risk of conflicts involving pedestrians at the crossing point.

Recommendation:
It is recommended that the bench and planter are located south of the uncontrolled pedestrian crossing.

Design Organisation Response: Planter to be relocated/repositioned locally. The south side of the crossing may interfere with footway access to the loading bay.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4.2 Cyclists

4.2.1 Problem

Location: Bath Hill cycle lane

Summary: Potential for conflicts.

It is proposed that the existing cycle lane that runs parallel to the carriageway on Bath Hill is to be extended to the Temple Street Puffin crossing, where cyclists are required to give way. It is not clear how cyclists undertake onward movements and re-join the carriageway.

Extending the current provision increases the risk of conflicts with vehicles if cyclists re-join the carriageway prior to the Puffin crossing or as part of a right turn manoeuvre to access the High Street contraflow cycle lane. There is also an increased risk of cyclist conflicts with pedestrians at the Bath Hill uncontrolled crossing and on the Puffin crossing, which is likely to be used by cyclists as they are provided with no onward direction or requirement to dismount.

Recommendation:
It is recommended that the cycle route is modified to better accommodate for all movements and that additional onward journey/dismount signing is provided. This signing should be in advance of the existing cycle lane and as part of the extension, in order that cyclists can position themselves/dismount accordingly.

Design Organisation Response: Adding formal cycle hop on in advance of the crossing would introduce an additional hazard in an area with existing conflicts. It is intended that the cycle lane finishes in advance of the toucan where cyclists give way to pedestrians and join the carriageway if necessary at the Toucan crossing. The cycle lane markings will be extended to the Toucan crossing. Necessary signing will be provided as part of design process.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

4.2.2 Problem

Location: Bicycle racks within the raised median

Summary: Risk of collisions and vehicles striking bicycles.

Bicycle racks are proposed on the raised median between the vehicle and contraflow cycle lanes. The raised median varies in width and it is unclear if 450mm clearance is provided from the edge of the vehicle carriageway to the racks and cycles that may be left secured to them.

In addition, the audit team are concerned that riders locking/unlocking their bicycle or bicycles left attached to the racks could be struck by vehicles or cyclists. This increases the risk of vehicle strikes, which could result in driver injuries and injuries to cyclists on the raised median or in the adjacent contraflow lane.

Recommendation:
Provide a minimum of 900mm clearance each side of the cycle racks in line with best practice (London Cycling Design Standards).

Design Organisation Response:
It is not possible to achieve a 900mm clearance to each side at all locations for cycle parking.
Where the median is 2m wide we will achieve this in other areas where the median is narrower, 900 clearance will be provided to the carriageway side of the cycle stands.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Partially agree

4.2.3 Problem

Location: High Street

Summary: Offset to planter on the northern splitter island.

A planter is located on the splitter island at the northern end of the scheme. The planter is immediately adjacent to the cycle lane with no offset. This could result in bicycle handlebars striking the planter or cyclists striking the kerb and being unseated.

Recommendation:
It is recommended that the planter is removed from the splitter island.

Design Organisation Response: The height of planter will be lower than handle bars of general cyclists to negate this risk. We will also consider moving the planter onto the footway west of the cycle path.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Reject

4.2.4 Problem

Location: High Street junction with Bath Hill

Summary: Size of cycle refuge island

The cycle refuge island appears to be less than 2m deep, which will result in those cyclists using the island protruding into the carriageway, increasing the risk of being struck by passing vehicles. The orientation of the refuge does not direct cyclists towards High Street. This could result in cyclists using

the gap provided for southbound movements, increasing the risk of head on conflicts with buses, taxis and southbound cyclists.

Recommendation:
It is recommended that the refuge is better orientated to facilitate the right turn movement and is of suitable depth to accommodate a turning cyclist.

Design Organisation Response: This was noted and omitted from earlier iterations of the design. The design was changed back to include this arrangement at the request from BANES on the basis that the accident statistics did not demonstrate any problems here, and that the current arrangement is functional. It is not possible to fit a DMRB compliant solution in this location. However, as mitigation it is proposed to provide further guidance with road markings.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Reject

5. Road signs, carriageway markings and lighting

5.1 Road signs

5.1.1 Problem

Location: Throughout scheme

Summary: Lack of sign details.

No sign details have been provided. At some locations it may be difficult to sign the one-way vehicle carriageway and contraflow cycle lane without impacting on pedestrians, cyclists or vehicles. Without clear signage both drivers and cyclists could travel the wrong way along the High Street resulting in head on type collisions.

Recommendation:
It is recommended that full sign details are provided.

Design Organisation Response: Sign design to be provided shortly.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

5.1.2 Problem

Location: Throughout scheme

Summary: Splitter islands and raised median vulnerable to strikes.

The splitter islands and raised median between the cycle contra flow lane and the carriageway are vulnerable to vehicle and/or bicycle strikes, particularly at night, due to the lack of features, signs or bollards on the leading edges. This could result in vehicle strikes and unseated cyclists, potentially into the path of oncoming vehicles.

Recommendation:
It is recommended that bollards are provided on all of the splitter island and raised median leading edges.

Design Organisation Response:
Keep left bollards/ signage will be used as appropriate on the splitter islands, the islands approaching the raised tables between the cycleway and the general traffic lane will be flush with the top surface and therefore will not pose a hazard.

Overseeing Organisation Response: No additional comments

Agreed RSA Action: Accept

6. Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation, I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the overseeing organisation.

Name: Peter Franklin

Signed:

Position: Design team lead

Organisation: Jacobs

Date: 22/03/2020

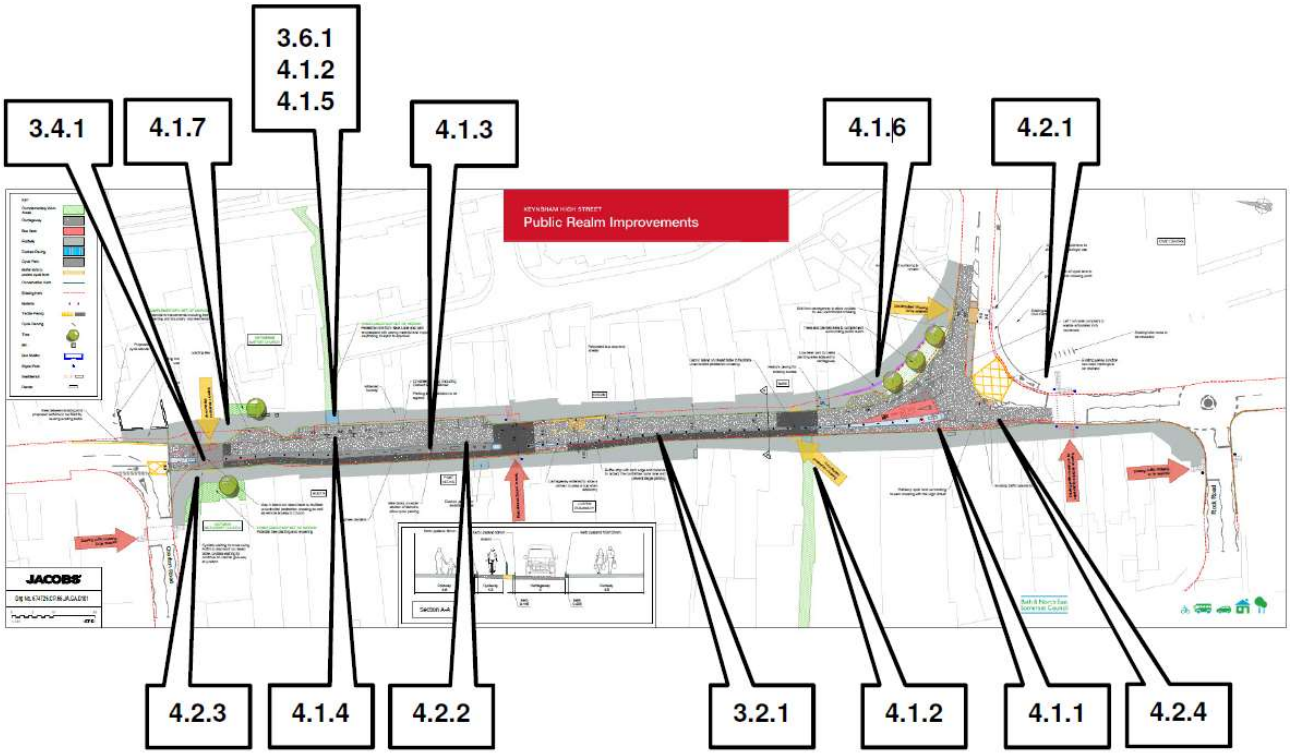
On behalf of the overseeing organisation, I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation, and that the RSA actions will be progressed.

Name: Sally-Anne Carr

Signed:

Position: Projects Director

Organisation: BANES

Date: 18/03/2020

Appendix C. Key Plan