



# **Keynsham High Street Public Realm Improvements**

Bath & North East Somerset Council

## **Walking, Cycling & Horse Riding Assessment & Review Report**

001 | Issue

8th January 2020



## Keynsham High Street Public Realm Improvements

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### Document history and status

Revision	Date	Description	By	Review	Approved
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# 1. Scheme Description and Background

## 1.1 Background

The Keynsham High Street Public Realm Improvements scheme is a highway improvement project that will have a permanent impact on the local highway network, therefore the GG 142 Walking, Cycling & Horse-Riding Assessment and Review (WCHAR) process applies. This report was previously started using HD 42/17 as its main guidance document, but this has now been superseded.

In accordance with GG 142, the scale of the scheme has been assessed by the Lead Assessor and is considered to qualify as a 'small' scheme for the purposes of this assessment. Given the current level of the scheme design, the Lead Assessor considers it appropriate to undertake a Walking, Cycling & Horse-Riding Assessment and Review (this document). It is recommended that, following detailed design, but before construction commences, an additional WCH Review should be undertaken.

## 1.2 Proposed Highway Scheme

Scheme Title: Keynsham High Street Public Realm Improvements.

The new features under the proposed highway scheme are:

- Carriageway widening;
- Contra-flow cycle lane (south to north movement) with 'buffer' strip with kerb edge and bollards to protect the contraflow cycle lane;
- Conversion of the existing Puffin crossing on Temple Street into a Toucan crossing;
- Highway alignment alterations;
- Installation of two raised tables;
- New bicycle racks;
- New tree and planted areas;
- Relocated bus stop and shelter;
- Relocated existing street furniture and signage; and
- Widening of the existing footways.

Full scheme details can be seen in **Appendix A**.

## 1.3 Study Area

**Figure 1-1** is an outset view of the approximate study area considered within this WCHAR. **Figure 1-2** is an inset view showing the local highway network. The 1km study area has been set by the Lead Assessor and represents a 1km radius around High Street.

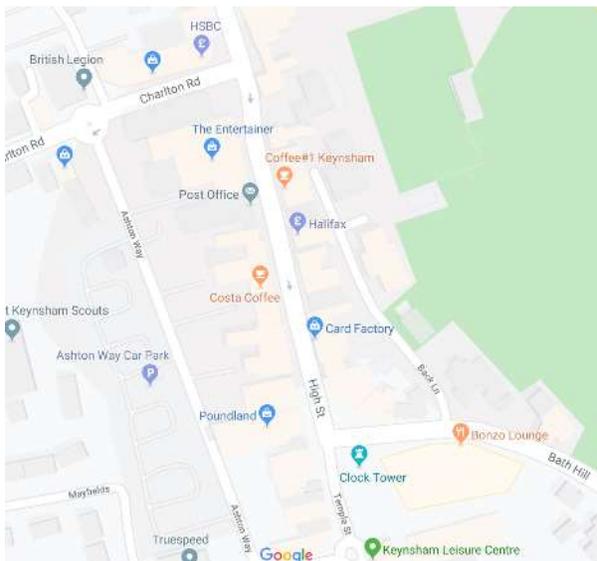
If the assessment data and site visit indicate areas of interest outside of this radius, these will also be reported.

Figure 1-1 – 1km Study Area (outset)



Map Source: Google Maps

Figure 1-2 - Study Area (inset)



Map Source: Google Maps

## 2. Walking, Cycling & Horse-riding Assessment

### 2.1 Review of walking, cycling and horse riding policies and strategies

The following relevant local documents have been reviewed as a part of this Assessment:

- Draft Joint Local Transport Plan (JLTP) 4 2019 – 2036 and;
- Getting Around Keynsham Transport Strategy.

The Draft JLTP 4 was written by the West of England (WoE) combined authorities. The document states that it will provide a well-connected sustainable transport network that makes walking, cycling and public transport the natural way to travel across the combined authorities area. This document mentions public realm improvement packages for Keynsham to help rebalance transport and movement systems in favour of pedestrians, cyclists and public transport users.

The 'Getting Around Keynsham Transport Strategy' was approved by Keynsham Town Council in July 2015. The main aim of the strategy is to reduce the existing problems caused by congestion and support the delivery of the Bath and North East Somerset Council (BANES) Core Strategy and work alongside the 'Draft JLTP 4'.

The strategy does recognise that "Keynsham is currently poorly served by cycle infrastructure" with no cycle routes linking key origins and destinations. The strategy also recognises the work Sustrans have done to develop potential cycle routes through the town and identifies who the town council need to work with to increase the levels of walking and cycling in Keynsham.

The following national documents, which may have an impact on schemes within the assessment area, have also been reviewed:

- Department for Transport (DfT) Cycling and Walking Investment Strategy (April 2017); and
- Highways England (HE) Cycling Strategy (January 2016).

These documents are more strategic, but they do outline a national desire to 'contribute to a connected, comfortable, attractive and high quality cycling network, suitable and safe for use by people of all ages and abilities' (HE Cycling Strategy) and an 'ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey' (DfT Cycling and Walking Investment Strategy). This can be achieved through planning for cycling, partnership working and providing positive impacts on communities.

The DfT Cycling and Walking Investment Strategy also outlines potential financial funding streams that may be available to aid schemes that include improvements for cyclists.

All of the documents recognise the importance of sustainable modes of travel and the potential and necessity to improve the number of these trips within the wider context of transport.

Any opportunities recommended in this Assessment will help achieve the objectives of both the local and national documents detailed above.

## 2.2 Personal Injury Collision Data

Personal Injury Collision (PIC) data has been provided by the client for a three-and-a-half year period 01/01/2016 to 31/07/2019. A plot of the PICs is included in Appendix B.

### 2.2.1 Overview

Nine collisions (2 serious/7 slight) have been recorded along High Street resulting in 12 casualties (2 serious/10 slight), at an average of a collision every five months. This gives a killed/seriously injured value of 22%.

Table 2-1 indicates a decreasing trend in recorded collisions over the three-and-a-half year period for both collisions and casualties.

**Table 2-1 - Collision & Casualty Severities – High Street - 01/01/2016 - 31/07/2019**

Year	Collisions				Casualties			
	Fatal	Serious	Slight	TOTAL	Fatal	Serious	Slight	TOTAL
2016	-	1	3	4	-	1	4	5
2017	-	1	3	4	-	1	3	4
2018	-	-	1	1	-	-	3	3
2019	-	-	-	0	-	-	-	0
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>12</b>

In terms of collision clusters, three occurred at the Bristol Road/Station Road/High Street roundabout and two just south of the zebra crossing on High Street.

### 2.2.2 Common Collision Factors

Table 2-2 summarises a number of common collision factors and where possible compares them with data from the latest issue of Report Road Casualties of Great Britain 2017.

The percentage of collisions occurring in the dark and on a wet road surface is lower compared to national data. Five of the recorded collisions occurred during weekday peak periods.

**Table 2-2 - Common Collision Factors - High Street - 01/01/2016 - 31/07/2019**

Condition / User	Frequency	RRCGB 2017 (Ref. Table RAS10005)
Darkness	0 (0%)	28%
Wet road surface	1 (11%)	24%
Weekday Peak period	0700-0900 – 3 (33%) 1700-1900 – 1 (22%)	

Five of the collisions listed 'failed to look properly' as a causation factor in the description, making this the most common one. Three also listed 'Dazzling sun' as a factor in the collision.

### 2.2.3 Non-motorised users

Of all the collisions, seven involved a non-motorised user (4 pedestrians/3 pedal cyclists). None of the collisions involved horse-riders or resulted in fatalities. Table 2-3 provides a breakdown of the NMU collisions. Table 2-3 - NMU Collisions - High Street - 01/01/2016 - 31/07/2019

Year	Pedestrian				Cyclist			
	Fatal	Serious	Slight	TOTAL	Fatal	Serious	Slight	TOTAL
2016	-	1	1	2	-	-	1	1
2017	-	1	1	2	-	-	2	2
2018	-	-	-	0	-	-	-	-
2019 (Jan – July only)	-	-	-	0	-	-	-	-
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

NMUs were not involved in any collisions in 2018 and 2019, although the 2019 data only contains information between 1<sup>st</sup> January and 31<sup>st</sup> July.

### 2.2.4 Pedestrians

Table 2-4 describes the details of the collisions involving pedestrians in the study area.

**Table 2-4 – High Street - Pedestrian Collisions**

Year	Severity	Junction	Description
2016	Serious	High Street	A vehicle has hit a pedestrian crossing over the road.
2016	Slight	59 High Street	A driver has hit a pedestrian crossing at the zebra crossing stating the low dazzling sun affected their vision.
2017	Serious	Bath Hill/High Street junction	A vehicle has hit a pedestrian at the uncontrolled crossing point at the northern end of High Street.
2017	Slight	High Street	A pedestrian has been hit at the zebra crossing as the driver of the vehicle has been distracted by a dog in their vehicle.

The causation factors associated with these collisions included 'Dazzling Sun' and either the pedestrian or vehicle driver 'Failing to look properly'.

Three of the collisions involved pedestrians using the existing zebra or uncontrolled crossing points. No pedestrian collisions occurred in 2018 or 2019.

### 2.2.5 Pedal Cyclists

Table 2-5 describes the details of the collisions involving cyclist in the study area. Three of the collisions involved pedal cyclists along High Street.

**Table 2-5 – High Street – Pedal Cycle Collisions**

Year	Severity	Junction	Description
2016	Slight	Charlton Road	Vehicle and pedal cycle have collided.
2017	Slight	High Street/Station Road junction	Vehicle has collided with cyclist already on the roundabout.
2017	Slight	High Street/Station Road junction	Cyclist has ridden into the side of the vehicle on the roundabout.

Two of the three pedal cycle collisions had causation factors of either the driver of the vehicle or the rider for 'Failing to Look Properly'.

### 2.2.6 Summary

The PIC data indicates that nine collisions occurred over the three-and-a-half year period with seven of these involving NMUs. This equates to an NMu PIC occurring approximately every 6 months during the three-and-a-half year period.

No equestrian collisions were recorded.

## 2.3 Public Transport Services and Interchange Information

### 2.3.1 Rail services

Keynsham railway station is within the 1km assessment area with train services primarily provided by Great Western Railway (GWR) and South Western Railway (SWR). Table 2-6 displays the rail services, frequency and their operator at the station, obtained from National Rail, for the peak hour periods.

**Table 2-6 - Keynsham Railway Services**

Service	Average Frequency (Peak Hour)
Bristol Parkway (GWR)	1
Cardiff Central (GWR)	1
Gloucester (GWR)	1
Great Malvern (SWR)	1
Westbury (GWR)	1
Weymouth (GWR)	1

Note: Timetable information up to date at time of report (November 2019). Frequencies may vary outside of peak hour.

### 2.3.2 Bus services

On High Street, there are three bus stops which are detailed in Table 2-7. The main bus operators are First Bristol, Bath & the West (FBBW), CT Coaches (CTC), HCT Group and Bath Bus Company (BBC).

Table 2-7 - Study area bus stops

Bus Stop	Infrastructure	Services	Frequency (Average)
Post Office	Markings Shelter	17 - FBBW	17 – 1 per hour
		178 - FBBW	178 - 1 per hour
		19A - FBBW	19A – 1 per hour
		349 - FBBW	349 – 2 per day
		636 - CTC	636 – 1 per day
		640 - CTC	640 – 1 per day
		663 - HCT	663 – 7 per day
		664 - HCT	664 – 3 per day
		A4 - BBC	A4 – 2 per hour

## 2.4 Trip Generators

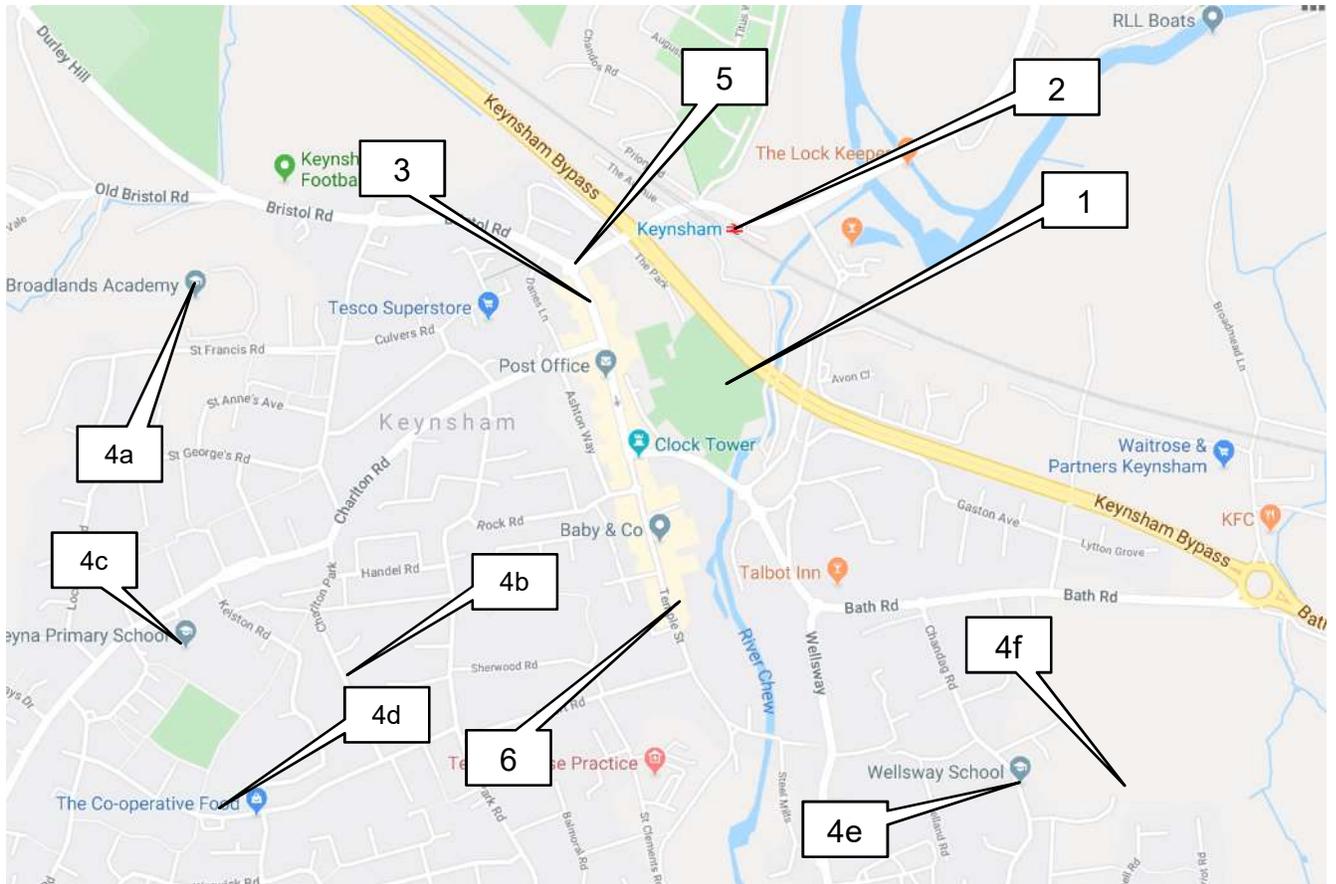
### 2.4.1 Existing key trip generators and local amenities

There are a variety of trip generators within or near the assessment area that could be attractive to non-motorised users, these include the following, which are also referenced in Figure 2-1.

#### 2.4.1.1 Within the assessment area

- 1) Keynsham Memorial Park
- 2) Keynsham Railway Station
- 3) Keynsham Town Centre and associated commercial and leisure facilities
- 4) Schools:
  - a) Broadlands Academy
  - b) St John's Church of England Primary School
  - c) St. Keyna Primary School
  - d) Queens Road Methodist Church Pre-School
  - e) Wellsway School
  - f) Chandag Infant & Junior Schools.
- 5) St. John's Church
- 6) The Ship Inn

Figure 2-1 - Local Trip Generators

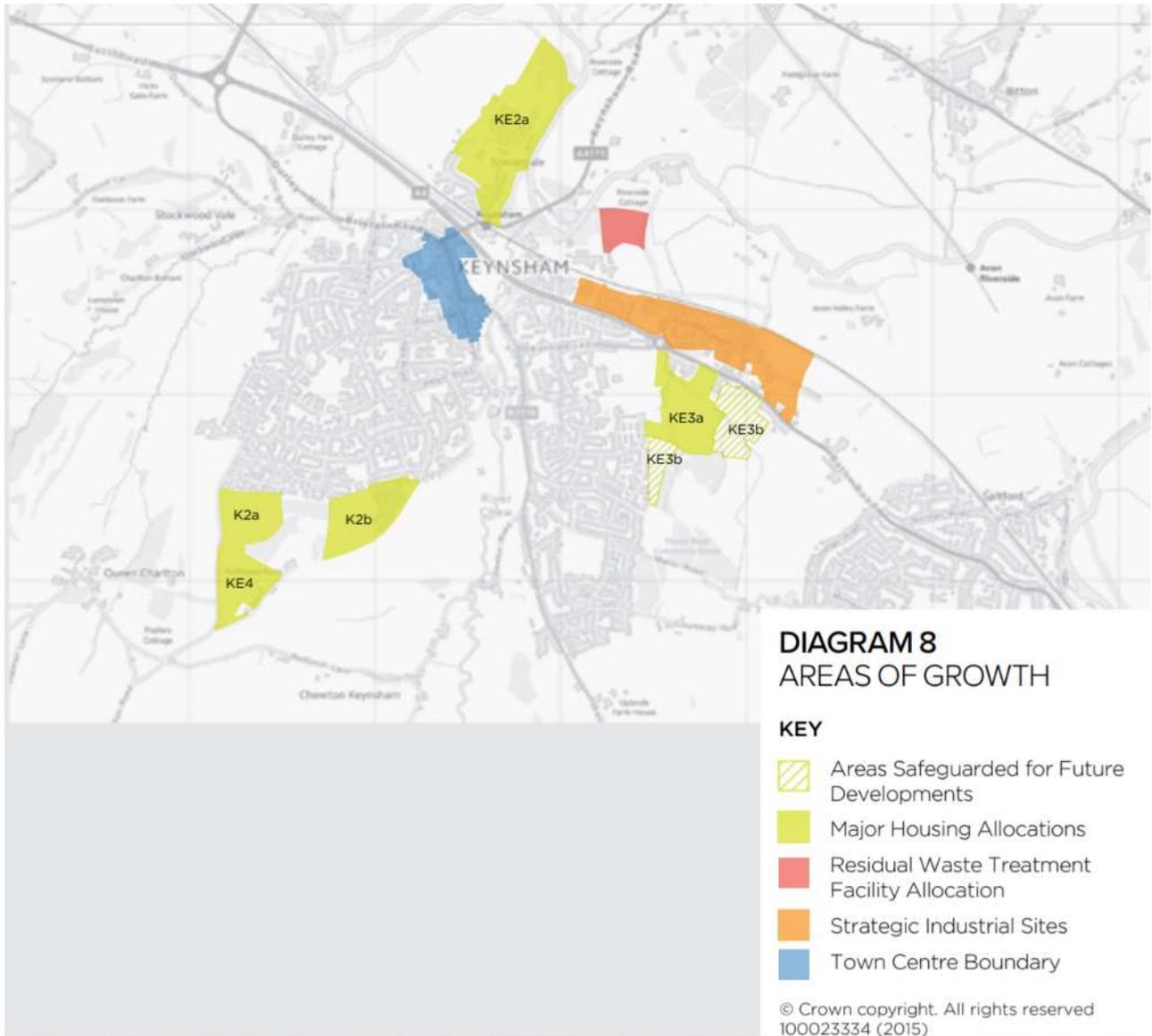


Map Source: Google Maps

### 2.4.2 Future trip generators

To ascertain what future developments would be taking place in and around Keynsham, the Lead Assessor has reviewed the BANES Local Plan Core Strategy & Placemaking Plan. This document included the following diagram (Figure 2-2) that set out the allocations for residential and commercial areas.

Figure 2-2 – Keynsham Areas of Growth



Source: Bath and North-East Somerset Council (2017)

The developments listed in this document have either been partly or fully completed. Therefore, with regards to the partly completed future developments, there is a possibility that the number of non-motorised trips within Keynsham will increase.

## 2.5 Site Visit

A site visit was undertaken by Stuart Minton (Lead Assessor) and Darren Cox (Assessor) on Thursday 21st November 2019 during daylight hours, between 11:00 and 12:30. The site visit included walking the routes within the study area where pedestrian and cycle facilities are provided.

The level of use and condition/suitability of each route was recorded, and potential improvements, connections and repairs were noted. The weather during the site visit was overcast with the temperature approximately eight degrees centigrade. The road and footway surfaces were dry.

The footways in and around the study area were constantly busy due to this being the town centre of Keynsham and there being a high concentration of commercial properties and facilities. All types of pedestrian were seen including adults, children, parents with push chairs, and mobility scooter users on the footways and crossing High Street. No horse riders were observed.

The primary findings of the site visit are captured below, with accompanying photographs.



**Photo 1 - Signage and bollard clutter on the footway by High Street/Rock Road roundabout**



**Photo 2 - Loading bay by High Street/Rock Road roundabout with a private vehicle**



**Photo 3 – Damaged bollard at the southern High Street signalised pedestrian crossing**



**Photo 4 - Existing bicycle stands**



Photo 5 - Ramped and stair access to Sainsbury's store



Photo 6 - Short stretch of off-road cycle provision on Bath Hill



Photo 7 - Missing bollard socket



Photo 8 - Existing uncontrolled crossing across Bath Hill



Photo 9 - Inadequate tactile paving on the northern side of the Bath Hill crossing



Photo 10 - Existing uncontrolled crossing across the southern end of High Street



Photo 11 - Pedestrian footpath linking High Street with Ashton Way bus stops and off-street car park



Photo 12 - Bins and utilities at the mouth of the footpath leading to Ashton Way bus stops and off-street car park



Photo 13 - Finger post signage on Ashton Way



Photo 14 - Existing footway on the eastern side of High Street



Photo 15 - Existing zebra crossing across High Street



Photo 16 - Existing vehicular entrance to the Post Office



Photo 17 – Footpath, and fingerpost sign, leading to Back Lane



Photo 18 – Existing uncontrolled pedestrian crossing across the northern end of High Street



Photo 19 – Existing signalised pedestrian crossing across Charlton Road



Photo 20 - Street furniture and signage at the junction of High Street/Charlton Road



Photo 21 - Vehicle abusing the existing waiting restrictions at the junction of High Street/Charlton Road

## **2.7 Consultation with Key Stakeholder**

Neither the Lead Assessor or Assessor has made contact with any key stakeholder groups who would have an interest in this scheme.

It was decided that this consultation will be undertaken later on in the design process by the Client, the Design Team or the WCHAR Lead Assessor.

The Lead Assessor has been informed by the Design Team Leader that members of the walking and cycling communities have been involved in consultations up to this stage in the design.

## **2.8 Existing Pedestrian, Cyclist and Equestrian Facilities within the local area**

The following shared, pedestrian, cyclist and equestrian facilities within the assessment area have been identified:

### **2.8.1 Shared Facilities**

There are no shared facilities within the study area.

### **2.8.2 Pedestrian Facilities**

- 1) Footpath to:
  - a) Ashton Way bus stops;
  - b) Ashton Way off-street car park; and
  - c) Back Lane.
- 2) Footways on both sides of High Street.
- 3) Signalised Puffin pedestrian crossing across:
  - a) Charlton Road; and
  - b) Temple Street
- 4) Uncontrolled crossings across:
  - a) Bath Hill;
  - b) High Street (northern end); and
  - c) High Street (southern end)
- 5) Zebra crossing across High Street.

### **2.8.3 Cycle Facilities**

- 6) Bicycle stands:
  - a) High Street; and
  - b) Temple Street.
- 7) Contra-flow cycle lane going south to north along High Street.

### **2.8.4 Equestrian Facilities**

There are no equestrian facilities within the study area.

### 3. User Opportunities

The opportunities identified in the following section are relevant to the Keynsham High Street Public Realm Improvements and should be considered by the design team throughout the design process in addition to any further opportunities that may arise during the design phase.

The opportunities set out in the following sub-chapters are shown in Figure 3-1. Opportunities 1, 2, 10 and 11 are not shown within this figure as they are not location specific.

#### 3.1 General Opportunities

Opportunity 1 – An appropriate drainage system will be required for both the carriageway and separated contra-flow cycle lane. No or poor drainage facilities could lead to ponding and detritus which could have an effect on pedestrians and cyclists.

Opportunity 2 – If a utility cover breaches the tactile arrangement at a crossing point, an appropriate cover that contains the tactile 'dimples' must be placed so the full arrangement can be picked up by a visually impaired person.

Opportunity 3 – Kassel kerbing should be used at the bus stop to allow for easy boarding and alighting to occur.

Opportunity 4 – The three trees which are proposed on the northern kerblines have the potential to block the view that cyclists and motorists have of the pedestrians walking towards the uncontrolled crossing point across Bath Hill and vice versa. The trees should either be moved or under regular maintenance to ensure that all parties have a good visibility of each other.

Opportunity 5 – There is an opportunity to rearrange the existing signage and bollards in the general area around the Clock Tower (Photo 1). At the moment, it is cluttered and could be a potential issue for individuals with visual impairments to navigate.

Opportunity 6 – Linked to Opportunity 5, the bollards which exist around the advanced directional signage outside Keynsham Library could be moved so these mark out the loading bay area. At the moment, an individual could walk through this designated area and potentially come into contact with either a moving or parked vehicle.

Opportunity 7 – The bollard on the eastern side of the Temple Street signalised crossing point needs replacing (Photo 3).

Opportunity 8 – At Charlton Road/High Street junction, there needs to be stricter enforcement on vehicles mounting the kerb to make deliveries to the row of shops. Photo 21 shows that a motor vehicle on the kerb reduces the available width to pedestrians.

#### 3.2 Strategic Opportunities

Opportunity 9 – Signage should be provided within the scheme area with destinations and their respective times and distances for walkers and cyclists.

Opportunity 10 – A study should be carried out to establish whether there are any suitable routes to connect the scheme in with the Bristol to Bath Railway Path, which forms part of the National Cycle Network Route 4 (NCN 4) operated by Sustrans. This route is located to the north east of the study area.

Opportunity 11 – The two existing fingerpost direction signs that are located at the footpaths connecting Back Lane (Photo 17) and Ashton Way Car Park (Photo 13) to High Street need to have their mounting heights raised to a minimum of 2.1m as currently they sit too low.

### **3.3 Pedestrian Specific Opportunities**

Opportunity 12 – For the northern raised table crossing, buff coloured tactile paving should be provided to cover the width of the plateau meaning pedestrians can cross at any point of it. As the crossing is uncontrolled, pedestrians will have to give way to vehicles travelling southbound and cyclists going northbound.

Opportunity 13 – The buffer strip dividing the carriageway and contra-flow cycle lane should not cross over the southern raised table as this narrows the available uncontrolled pedestrian crossing. This should be removed, and tactile paving should cover the entire width of the table's plateau to utilise this space.

Opportunity 14 – The tactile arrangements at the Bath Hill uncontrolled crossing need replacing (Photo 9). The units need to be replaced, cover the width of the crossing point and be at least two units deep.

Opportunity 15 – The existing uncontrolled crossing should remain at the southern end of High Street which links the eastern and western footways (Photo 10). At the time of the site visit, the crossing was well used by pedestrians of all ages and mobility scooters. If this remains, then the existing tactile arrangements on both sides of the crossing and refuge island need replacing and must cover the entire width of the crossing.

### **3.4 Cyclist Specific Opportunities**

Opportunity 16 – Cycling prohibited signage should be provided at the proposed Toucan crossing on Temple Street to indicate that cyclists are not allowed to cycle on the footways surrounding the crossing.

### **3.5 Equestrian Specific Opportunities**

Due to the nature of the study area, information gathered during a site visit and various sources of data, it was established that there are no equestrian specific opportunities under this scheme.



## 4. Team Statement

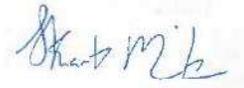
As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment & Review Report has been compiled in accordance with DMRB GG 142 and thus records all design team deliberations and decisions relating to Walking, Cycling & Horse-Riding issues and opportunities.

The Walking, Cycling & Horse-Riding Review was undertaken by:

### Walking, Cycling & Horse-Riding Lead Assessor

Stuart Minton BSc (Hons) MSc MCIHT

Signed:



Transport Planner

Date: 17/12/2019

Jacobs

### Walking, Cycling & Horse-Riding Assessor

Darren Cox HNC Civil Engineering EngTech FIHE MSoRSA Signed:



Associate

Date: 17/12/2019

Jacobs

As design team leader, I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role referring to the expected competencies contained in GG 142.

### Lead Designer

Andy Higginson BSc (Hons) PG Dip IEng FIHE

Signed: A. HIGGINSON

Principal Engineer

Date: 09/01/20

Jacobs



## Appendix B. Personal Injury Collision Data Plot

