

Keynsham's High Street Heritage Action Zone - Phase 2: Temple Street Improvement Project



Update and next steps

July 2022

Phase 2: Temple Street Improvement Project

Updates and next steps

1. About this document

This document:

- outlines where and how common questions and responses to the Concept Design Proposals through the consultation have been explored by the project team,
- sets out how the area designs are being refined as a result of feedback received through the public consultation process,
- outlines the next steps in the process.

2. Background

Keynsham's High Street Heritage Action Zone (HS HAZ) is a four-year partnership programme between Historic England, B&NES Council and Keynsham Town Council. The project is part of B&NES Council's High Streets Renewal Programme for Keynsham.

Through this heritage-led programme we will enhance Keynsham's Conservation Area to create a more attractive, engaging and vibrant High Street. For more information go to **[HiKeynsham.co.uk](https://www.hikeynsham.co.uk)**

Following on from the separate Phase 1: Core High Street Public Realm Improvement project, one of the key focuses of Keynsham's HS HAZ is **Phase 2: Temple Street Improvements**. Initial ideas were created for the area, using Keynsham High Street Masterplan's placemaking themes.

Concept design proposals were created by Landscape Architects Macgregor Smith, working with a group of representatives from the Town Council, local community, B&NES Council and Historic England.

Through Oct-Nov 2021 we consulted on [Phase 2: Temple Street Improvements](#) and the [Proposed Concept Design](#). The Proposed Concept Designs were shared widely to gather feedback from members of the public and key stakeholders on the initial proposals. Local businesses, residents and visitors were invited to share their thoughts and views before the project team worked to finalise the designs. A [Consultation & Engagement Report](#) on proposed concept designs was published sharing information on the process and initial findings.

We are now at a stage where we can provide a clear update on next steps for Temple Street following the consultation responses and further data collection. The Keynsham HS HAZ Programme Board has been involved in each stage of the design process to date and will continue to be going forward in this collaborative

project. Representatives from the following groups and organisations are therefore active in the design process; the local community, Historic England (as funders), Keynsham Town Council Cllrs and Officers, the Keynsham HS HAZ project team and the design consultants.

3. Design considerations

As outlined in the Consultation Report, suggestions and comments made during the consultation have been carefully considered by the project team and have been used to inform the next stage of the design process.

In the public consultation feedback received, a number of reoccurring themes emerged where opposing views given by respondents. In particular, the following four areas were identified where there was no overall consensus in the feedback received:

- Segregated cycle lane vs shared carriageway
- Loading & deliveries vs feel of the space & dwell time
- Parking vs greening
- Seating & event space vs antisocial behaviour

These themes have been explored by the project team (including by the key project partners and our external consultants). A summary of the project team responses can be found in **Appendix 1. Section 4** highlights the next steps for the project.

4. Next Steps

Where are we in the process?

Funding from Historic England to deliver the initial phases of the scheme has been secured. The grant received has a stipulation where set amounts must be spent each financial year so there is a deadline of the end of March 2023 and March 2024.

The concept designs have been developed and public and stakeholder consultation undertaken. In response to the feedback provided the project team has worked up detailed designs and commissioned additional data collection and site surveys.

The project team are finalising the detailed designs. Ahead of completing technical design in order to secure the technical approvals needed to start on-site. This includes consideration of road safety, technical drainage and lighting design followed by preparation of tenders, appointment of contractors and finalising a construction programme.

When will this project be delivered?

A phased approach to the delivery of the overall scheme is proposed, with funding in place to deliver a coherent package of initial improvements to Temple Street. The costs of construction materials and labour has increased significantly since the grant funding award in 2020 and as such the scheme scope has been revised and phased accordingly, with further phases anticipated to be funded outside of the HSHAZ scheme.

The phasing plan is included in **Appendix 2**. Current phasing to be completed this financial year (by end of March 2023) will include:

- **Phase 2A** will include; planters, cycle parking, seating and parklets on the east side of the street.
- **Phase 2B** covers; new natural stone realigned pavement, upgraded lighting, improved disabled bays and preparation for new pedestrian crossing.

Until we have worked through the detailed design and technical design process, we won't be able to provide more information on delivery dates or timing, other than current phases are due to be completed before the end of March 2023 to match grant funding deadlines. Further updates will be provided in the early Autumn.

The emerging detailed design for the remaining phases will put us in a strong position to access additional funding in the future as opportunities arise.

Updates on the programme will be provided on the HiKeynsham.co.uk website. You can also sign up to our [mailing list](#). Should you have any further questions please do review the [FAQs page](#) and if not answered feel free to email KeynshamHSHAZ.@BATHNES.GOV.UK

5. Appendices

Appendix 1: Tabled summary of the project team responses

Appendix 2: Latest Draft Proposed Preliminary Scheme Design – All phases

Appendix 3: Proposed Phasing Plans

Appendix 4: Example Parklet Designs

Appendix 1: Tabled summary of the project team responses

Tabled summary: Themes identified where there was no overall consensus in public consultation feedback that the project team have considered in more depth.

Design consideration	Action taken	Project Team response
Segregated cycle lane vs shared carriageway	<p>Appointment of independent specialist transport consultants to review the proposed design.</p> <p>Consultants carried out a data collection to review and assess the usage of the road – looking at frequency, mode of transport (vehicles, cyclist and pedestrians) and speed of travel.</p>	<p>No design amendment proposed to introduce segregated cycle lane on Temple Street.</p> <p>Low speed and levels of traffic within the LTN 1/20 guidance levels for cycling.</p> <p>The design also introduces additional traffic calming interventions that will reduce vehicle speeds on this part of the High Street.</p> <p>For these reasons, it's proposed there won't be a segregated cycle lane introduced along this stretch of Temple Street as part of the scheme.</p> <p>On the existing carriageway it's proposed there will be design changes to reduce the width slightly in places so that the carriageway has a consistent width. However, from the concept design proposal an additional 0.5m carriageway width has been included in the detailed designs to allow more space for cyclists' and ease of flow of public transport.</p>
Loading & deliveries vs feel of the	<p>Appointment of independent specialist transport consultants to review the proposed design and</p>	<p>Design considered to serve the needs of the local businesses in terms of loading following additional evidence collection to better understand demand</p>

space & dwell time	<p>collect survey data on loading and deliveries.</p>	<p>A new loading bay is being provided for Temple Street which will provide an improvement for businesses.</p> <p>As with the current arrangement, car parking spaces are proposed to be kept to 20 mins. Therefore smaller delivery vehicles (bikes, cars and potentially small vans) will still be able to use bays to service shops and homes. Whilst larger vans and HGV will have access to the new dedicated loading bay.</p>
Parking vs greening	<p>Appointment of independent specialist transport consultants to review the proposed design and gather data on parking usage.</p>	<p>Adjustments proposed to improve the scheme design</p> <p>Consultation views on the proposed concept designs were largely split between those supporting additional on street greening and those seeking additional car/no loss of car parking.</p> <p>The detailed designs and phased approach seek to balance these aspirations. Whilst adjusting the current car parking provision – particularly in the case of disabled car parking bays as the ones currently in situ no-longer meet modern accessibility standards so there is a need to upgrade these.</p> <p>East side of Temple Street: Since the consultation process, the design and delivery phases have been adjusted. Moveable parklets will be used in the first instance to introduce additional greening and seating on street, in a way that is adjustable/moveable in future. This temporary measure will increase greening and seating in the area; whilst still seeing more parking bays retained and an increase in cycle parking. These temporary installations will allow a trial of these adjustment ahead of potential future hard work phases. The</p>

		<p>potential future hard works scheme would see designed parking bays that meet modern standards, which would improve both the aesthetics and accessibility of the area. The increased dimensions, together with permanent street greening and seating, an improved loading bay, reinstated bus stop and new pedestrian crossing, would result in a slight further reduction of standard spaces if the full scheme is implemented, but will improve the accessibility of the area, maintaining and bringing the disabled parking bays up to an accessible and compliant standard.</p> <p>West side of Temple Street: Since the consultation process on the proposed concept designs, loss of car parking on the west side has been reduced. The designed parking bays will meet modern standards which will improve both the aesthetics and accessibility of the area. The increased dimensions, together with the pedestrian crossing proposed, result in a minor reduction of 1-2 spaces but will bring the disabled parking bays up to an accessible and compliant standard.</p>
Seating & event space vs antisocial behaviour	Review undertaken by the Project team	<p>Adjustments proposed to improve the scheme design</p> <p>The project design team have reviewed the concept design, in line with comments from local businesses and residents within the area. The proposed new parklets will initially be introduced as a temporary measure on the modern, east side of the street. If viewed to be successful, hard works permanently implementing this will be delivered once further funding is secured.</p> <p>The project team will continue to work with businesses on the historical west side of the street to review if there is desire to</p>

		relocate parklets to this side of the street once hard works on the contemporary east side of the have been implemented.
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Appendix 2: Latest Draft Proposed Prelim Scheme Design – All phases

Fig 1. Draft Proposed Preliminary Scheme Design. This diagram illustrates the proposed hard works phases B – D. Please note that funding is in place for phases A – B (highlighted in Appendix 3) and further funding still needs to be secured for the delivery of phases C – D.

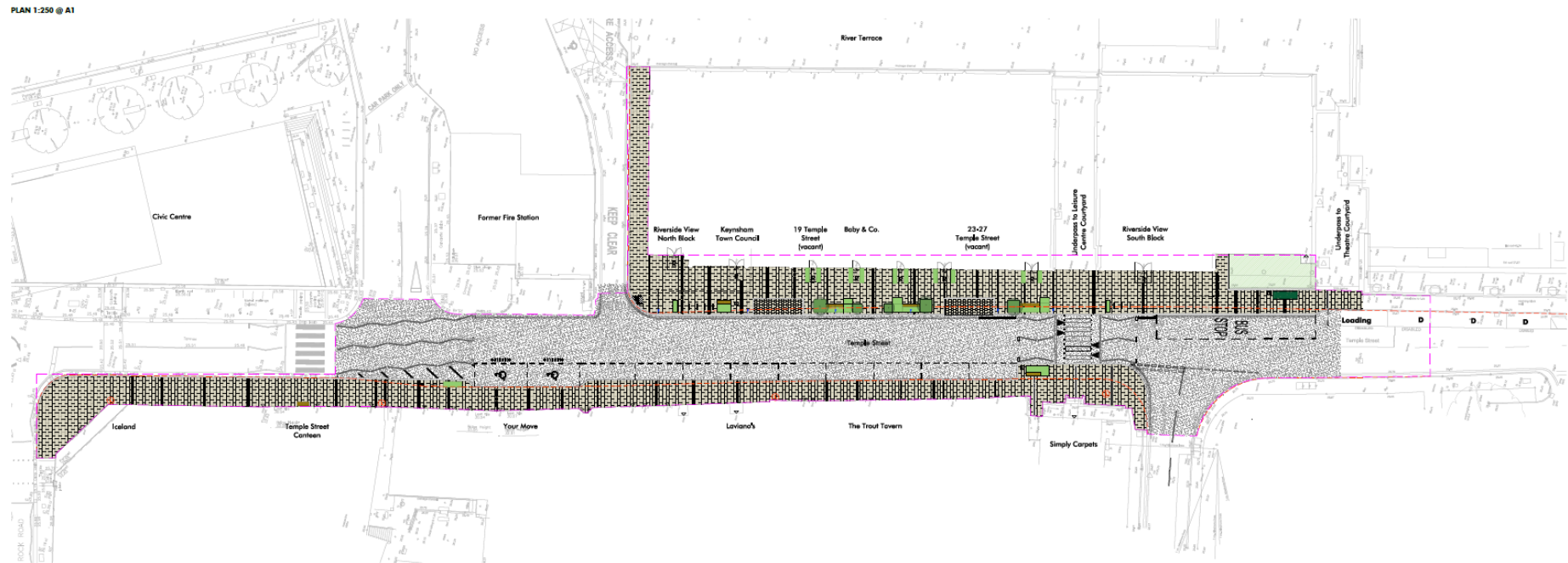


Fig 1.

Appendix 3: Proposed Phasing Plans

Proposed Phasing Plans: Fig 2 (below) is a draft sketch demonstrating Phase 2A layout of street greening, seating, cycle racks and temporary parklets. Fig 3 (below) illustrates the proposed delivery hard works phases B – D for the proposed prelim scheme design.

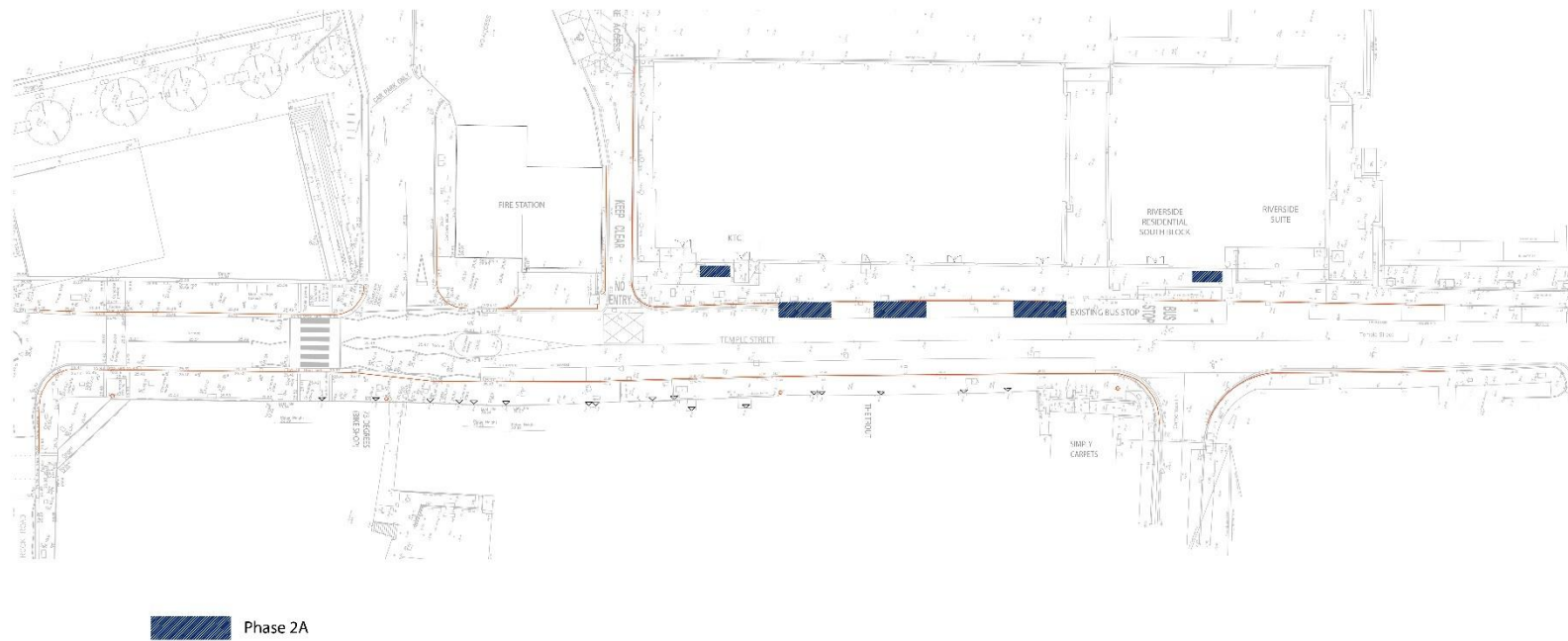


Fig 2.

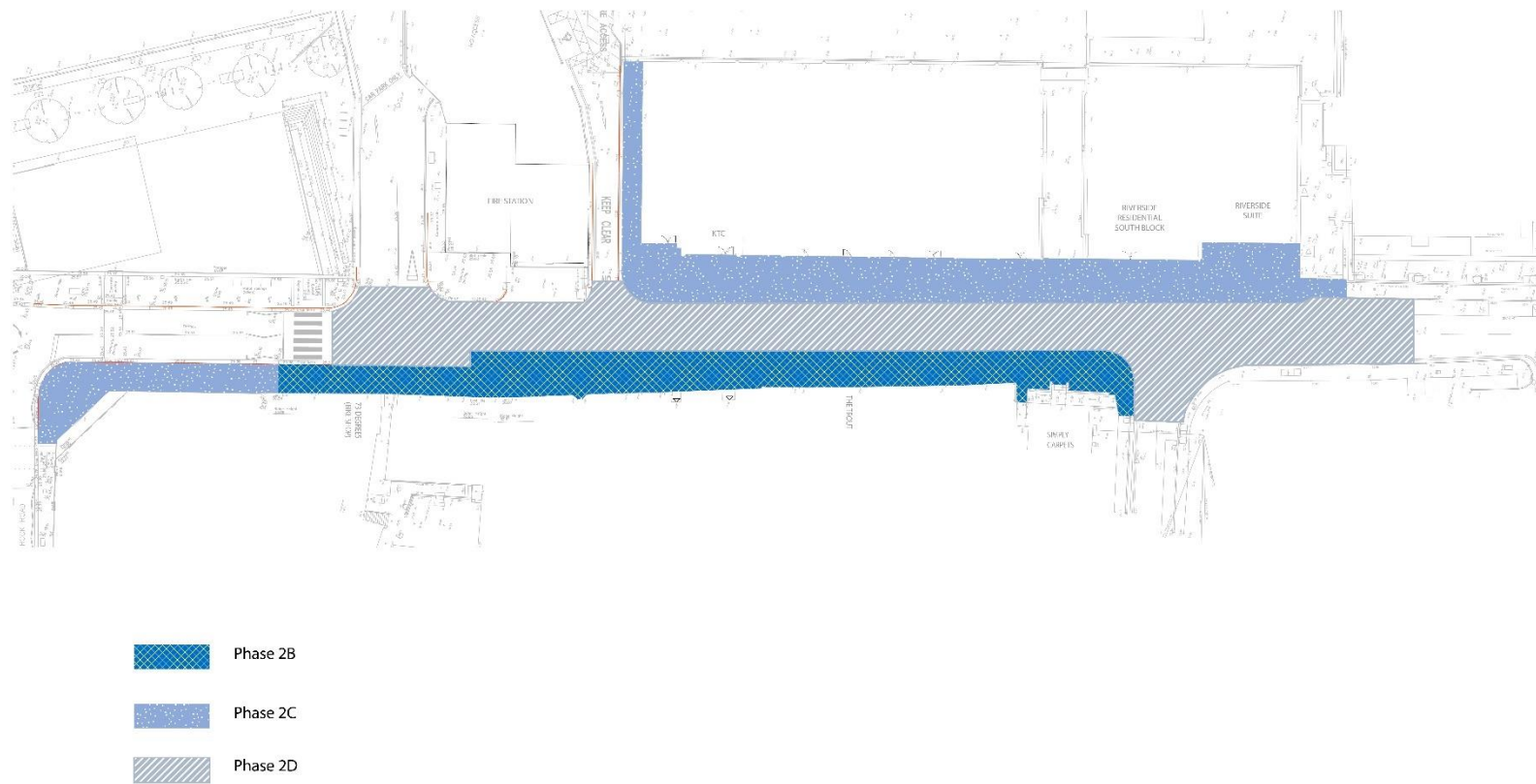


Fig 3.

Appendix 4: Example Parklet Designs

Fig 4 – 10 (below) are example images by the same supplier (Meristem) that has been selected for Kenysham's Temple Street including; planters, cycle parking, benches and parklets. A parklet working group including (local residents and business representatives) is being formed to co-design these for Kenysham.

