



**Note of the meeting of the Keynsham Area Forum
held on Wednesday, 15th October, 2014
in Council Chamber - Riverside, Keynsham BS31 1LA**

In Attendance	
Councillor Simon Allen	Bath & North East Somerset Council
Neil Best	Bath & North East Somerset Council
Roger Busby	Keynsham Civic Society
Martin Carter	Farmborough Parish Council
Tony Crouch	Keynsham Town Council
Sara Dixon	Bath & North East Somerset Council
Dave Dixon	Bath & North East Somerset Council
Dawn Drury	Keynsham Town Council
Peter Duppa-Miller OBE	B&NES Local Councils Association
Jason Edwards	Avon Fire and Rescue
Councillor Charles Gerrish	Bath & North East Somerset Council
Lisa Hawtin	Avon and Somerset Police
Mark Hayward	Bath & North East Somerset Council
Duncan Hounsell	Saltford Parish Council
Christine Hounsell	Saltford Business Network
Adrian Inker	Community@67
Andrew Judge	Churches Together Keynsham and Saltford
Alyson Lampard	Whitchurch Parish Council
John Paget	Keynsham Chamber of Commerce
Philippa Paget	Compton Dando Parish Council
Rab Smith	Bath & North East Somerset Council
Sarah Treweek	Avon and Somerset Police
John Twist	Corston Parish Council

1. Welcome and Introduction

- 1.1. The Chair welcomed members and guests to the meeting and explained the order of business for the meeting.
- 1.2. The Chair set out the aims of the Forum which were to improve collaboration and engagement. It is important that all consultations and engagement are fed through the Forums to ensure its effectiveness. The Forums will need to set out their priorities and develop an action plan however it is important to be realistic about what can be achieved. They will need to focus on common issues across the Forum area rather than specific parish issues. All members have an important part to play and it is for members of the group to ensure they report back to their organisations. Communication must be two way.

- 1.3. The Chair continued by explaining that there may be issues that the Forum need to resolve themselves rather than looking at others to do this for them. It is important to be positive and look for solutions rather than focussing on the problems. It is essential that the Forum works together to achieve the same goals, there is a voice for the Chew Valley and it is important that members use this Forum constructively.
- 1.4. The Chair welcomed the guest speakers, Neil Best from Planning Policy and Rab Smith from Transportation Planning.
- 1.5. Roundtable introductions were made.
- 1.6. Agenda item 9 was brought forward to allow the Police to leave the meeting as they were on operational duties.

2. Apologies

- 2.1 Apologies were received from Councillor Paul Crossley, Councillor Brian Simmons, Jo Swift and Councillor Richard Curry.

3. Minutes of the first inaugural meeting

- 3.1 The notes were agreed as an accurate record.

4. Matters arising

- 4.1 There were no matters arising from the minutes of the previous meeting.

5. Working arrangements and membership

5.1 Sara Dixon provided a verbal update on working groups, membership, and promotion of meetings. The will meet a minimum of four times a year with an annual general meeting to be incorporated into these arrangements. The Terms of Reference (TOR) have been agreed and circulated to Forum Members. The Forum may set up working groups, to take projects forward and the TOR allow for this to happen.

5.2 Bath & North East Somerset Council (B&NES) have dedicated senior officers to help the Forums resolve outstanding issues. They are Louise Fradd (Strategic Director for Place) and Derek Quilter (Divisional Director for Project Management).

5.3 The arrangements for the meetings will be published on the B&NES Council meeting calendar. The agenda and minutes papers will also be available from the same websites page. <http://democracy.bathnes.gov.uk/ieListMeetings.aspx?CId=527&Year=0>

5.4 At the last meeting it was reported that the Forum was still waiting confirmation from some of the public sector partners. This now has been resolved. We are pleased to welcome our colleagues from the Police, and also Avon Fire and Rescue.

6. Parish and Community issues

6.1 A verbal update on how local issues could be raised was provided by Sara Dixon. There was a discussion about how members of the public could be encouraged to attend future meetings and have the opportunity to raise local issues.

6.2 It was agreed that the meeting would be split into two halves. The first half will be an informal open session (Ask the Forum) where members of the public would be able to ask questions to the Police, Council, Curo or any other Forum member. Organisations, such as the Police, could provide a brief update if required. This will follow a similar format to the Chew Valley and Somer Valley Forums.

6.3 A discussion took place regarding the future of PACT meetings. Consideration was given to amalgamating PACT meetings with the Ask the Forum session. This was a decision for the Police, they agreed to report back to the next meeting.

7. Standing Items (item brought forward)

7.1 Police Update

An update report was given by PC Lisa Hawtin and Inspector Sarah Treweek:-

- Keynsham High Street has seen an increase in shoplifting in the last six months. There has been a focus on this issue and there have been two arrests of prolific shoplifters.
- **Action** - Dave Dixon (B&NES Council Officer) agreed that he will speak with PC Lisa Hawtin and the Keynsham Chamber of Commerce regarding the Business Crime Partnership.
- Anti-Social Behaviour issues in Manor Wood had seen damage to trees and plants in the area. PCSOs have targeted this and with some education having been given this issue is now resolved.
- Eight burglaries were reported in the last six months, the Police have identified suspects for six of the incidents and enquiries continue into the two that are outstanding.
- A warrant was issued locally and a seizure of drugs was made.
- There has been work in preparation for Halloween and Bonfire Night, there have been signs produced to display in windows, extra officers have been put on duty and shops have been educated in the selling of eggs, flour and fireworks to people under the age of eighteen.
- The future of PACT meetings will be discussed at the next PACT meeting on the 16th October.
- The Police will be relocating to the new stop shop in Keynsham in the new year. Date to be confirmed.
- Concerns were raised regarding the volume and speed of traffic on the A39. A request was made to increase the mobile speed cameras.

7.2 Fire and Rescue Update

An update report was given by Jason Edwards

- The Fire Service has future plans for redevelopment at the Hicks Gate Roundabout for a new station to provide improved area coverage. Keynsham Town Centre fire station will be redeveloped.
- Ongoing campaigns - Smoke Detectors all have a life span, this is dependent upon the type that is being used. Battery life plays a key part in many detectors all detectors have instructions that are specific to when they should be replaced. Anyone wishing advice contact Jason Edwards.

7.3 The Clinical Commission Group (CCG) has recently set up a public and patient participation group called Your Health, Your Voice. They are keen to make the group as representative of the local population as possible. There is limited space on these groups and it has been agreed that the Chair's from each Forum will initially attend these meetings on behalf of the area. The Vice Chair's will be a substitute.

7.3.1 Alyson Lampard from Whitchurch Parish Council asked for a question to be raised at the CCG meeting. Whitchurch falls under the responsibility of the Bristol CCG. How will the CCG address the boundary issues where the Local authority and CCG boundaries do not align?

8. **Consultation Items**

8.1 Core Strategy

8.1.1 The Chair introduced Neil Best, B&NES Council Planning Policy Team Leader who presented an update on the Core Strategy.

8.1.2 The Core Strategy is available online at.

<http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/core-strategy-examination>

8.1.3 The attached presentation that accompanies these minutes covers the full presentation that was provided at the meeting.

8.1.4 Question and answers raised during this item were as follows:-

Q -The recent press release from the Secretary of State included a point that said local authorities do not need to meet housing numbers where there are green belt issues.

This leaves areas that have worked to increase the numbers feeling unfairly treated.

A - *The policy has not changed, green belt is a consideration but we have failed in arguments to central government that were put when setting out the core strategy. We feel that the wording gives false hope to change and would expect any further challenges on the numbers to fail.*

Q – At the hearings the developers were putting in a lot of effort on the review, is there going to be any legal challenge that will re-open the argument?

A – There will be a five year review of the policy five (from the date of adoption). In addition there is a review around the Bristol / West of England partnership that is about 18 months away (in 2016) if B&NES is part of this then they do have duty to co-operate. The current B&NES administration is looking towards Wiltshire and Somerset rather than Bristol.

Q - What is meant by the term affordable housing?

A – Refer to Policy CP9 page 120 of the Core Strategy.

Q – The local development framework sets out a need to provide Travellers sites, where do we stand on this at this time?

A - B&NES Council is currently preparing a response to the Government consultation. There needs to be clarity over the definition for a permanent site, when they are deemed to be a transient group is not clear. A more detailed response can be brought back at a later date.

Q – How will CIL money be passed onto parishes?

A - If a parish has a Neighborhood plan in place they can receive 25% of the levy, if not, 15%.

Q – Developers are moving quickly to fall into Section 106 and avoid CIL.

A – Developers are risk adverse and they know about section 106 and how it works so some will be looking to try to get plans finalised before change comes in. Section 106 will remain for certain developments once CIL arrives. Full Council will be discussing CIL in February 2015.

Q – Does CIL have to be spent in the area that where the development takes place?

A – There is flexibility where the CIL payments are spent. The detail has not fully been agreed at this stage.

8.1 Draft Keynsham Transport Strategy ‘Getting around Keynsham’

8.2.1 The Chair introduced Rab Smith, B&NES Transportation Council Planning Policy Team Leader who presented an update on the Draft Keynsham Transport Strategy to the Forum.

8.2.2 The draft Strategy is available online at.

<http://www.bathnes.gov.uk/consultations/getting-around-keynsham-transport-strategy-keynsham>

8.2.3 The attached presentation that accompanies these minutes covers the full presentation that was provided at the meeting.

8.2.4 Question and answers raised during this item were as follows:-

Q – What discussions have taken place with Bristol regarding future transport infrastructure and the potential for the final part of the ring road?

A – The four local authorities have worked together on South Bristol Rapid Transport. As part of the Core Strategy review there needs to be a strategic review of transport requirements to enable whatever development changes that are put forward to deal with

the plans. There was a Greater Bristol review that took place in 2006 that supported the schemes that are coming through now, this will be revisited.

Q - Cycle paths are generally only used if they are level, flat and direct and accessible. Sustains work in Bath at the two tunnels project has seen big wins and great usage?

A – A key link along the river into Bristol is planned and others ideas will be explored.

Q - What is the long term objective for rail infrastructure?

A – Electrification will improve the capacity for Keynsham with a greater number of trains stopping at Keynsham Station.

Q - The option to reopen Saltford Railway Station acts as an alternative and will remove a number of users at Keynsham Station. It is estimated that Saltford would attract around three hundred and seventy users a day if reopened, Bath Spa University have 700 students and teaching staff per day who also support the opening of a station in Saltford.

A - There will be a number of additional measures that will be explored. At the next Cabinet meeting in November 2014 a paper will be presented about the potential for Saltford Railway Station.

Q - Park and Ride opportunities for B&NES staff should be backed considering the number of car journey's being made each day.

A - The Council does have a travel plan for staff as well as the options such as homeworking and the introduction of video conferences.

Additional comments made:-

- There are a number of the Open Top buses that leave Burnett depot empty to go into Bath City. Could we not ask if the buses could consider the potential for operating a passenger service on the route to and from the depot?
- Consideration needs to be given to the layout of the road near the entrance to Somerdale as housing developments have already started.
- Need to ensure future transport improvements do not impact on the long term viability of the High Street.
- The knock on effect to village must not be forgotten as there are dangers that new 'rat-runs' will emerge.

9. What are our priorities?

9.1 Sara Dixon referred to the priorities agreed at a previous Chew Valley Area Forum meeting last September. The Forum will need to produce an Area profile and agree an action plan. Sara agreed to bring back a report to the next meeting.

10. Any Other Business

10.1 Mark Hayward explained that the Council Budget Fair meetings are taking place on the 4th and 6th of November and the members of the Forums are invited to attend any of the meetings.

11. Dates of Future Meetings

- Thursday 27th November 2014, 6.30pm, Keynsham New Community Room, One Stop Shop, Civic Centre, Keynsham

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Connecting Communities

Your Health, Your Voice representatives

The Clinical Commissioning Group (CCG) has recently set up a public and patient participation group called Your Health, Your Voice. It's made up of local people with an interest in healthcare who provide feedback on the latest proposals and consultations. They currently meet every two months on a Thursday evening.

They are keen to make the group as representative of the local population as possible and need people to help with disseminating information about future CCG's consultation to a wider audience and also feedback to the CCG on local people's views regarding the local health service.

It has been agreed that the Chair's from each Forum will initially attend these meetings on behalf of the area. The Vice Chair's will be a substitute. Future Forum meetings will have a standing agenda item for members to raise issues regarding health provision to feedback to the CCG.

About the CCG

B&NES Clinical Commissioning Group (CCG) is the organisation responsible for the planning and buying of local NHS services. The CCG took over from BaNES Primary Care Trust on April 1, 2013. This means that decisions about health care in Bath & North East Somerset are now being made by local GPs.

They have six priorities which are...

1. Care for older people – ensuring older people are not lonely and isolated at home because we think this will mean they are less likely to need to go to hospital
2. Self care and keeping well (Prevention) – encouraging people take good care of themselves thereby needing less medical treatment.
3. Diabetes care – finding new ways to help people to have the support and care they need closer to their homes.
4. Musculoskeletal services - provide really good services that treat bones and muscles, joints and tendons to keep bodies working well.
5. Patient record systems – improve sharing of information to get better medical care and treatment.
6. Urgent care – ensuring patients see the right medical professional at the right time.

For more information about the CCG's five year Strategy Plan.

<http://www.bathandnortheast Somersetccg.nhs.uk/sites/default/files/BANES5yearstrategy.pdf>

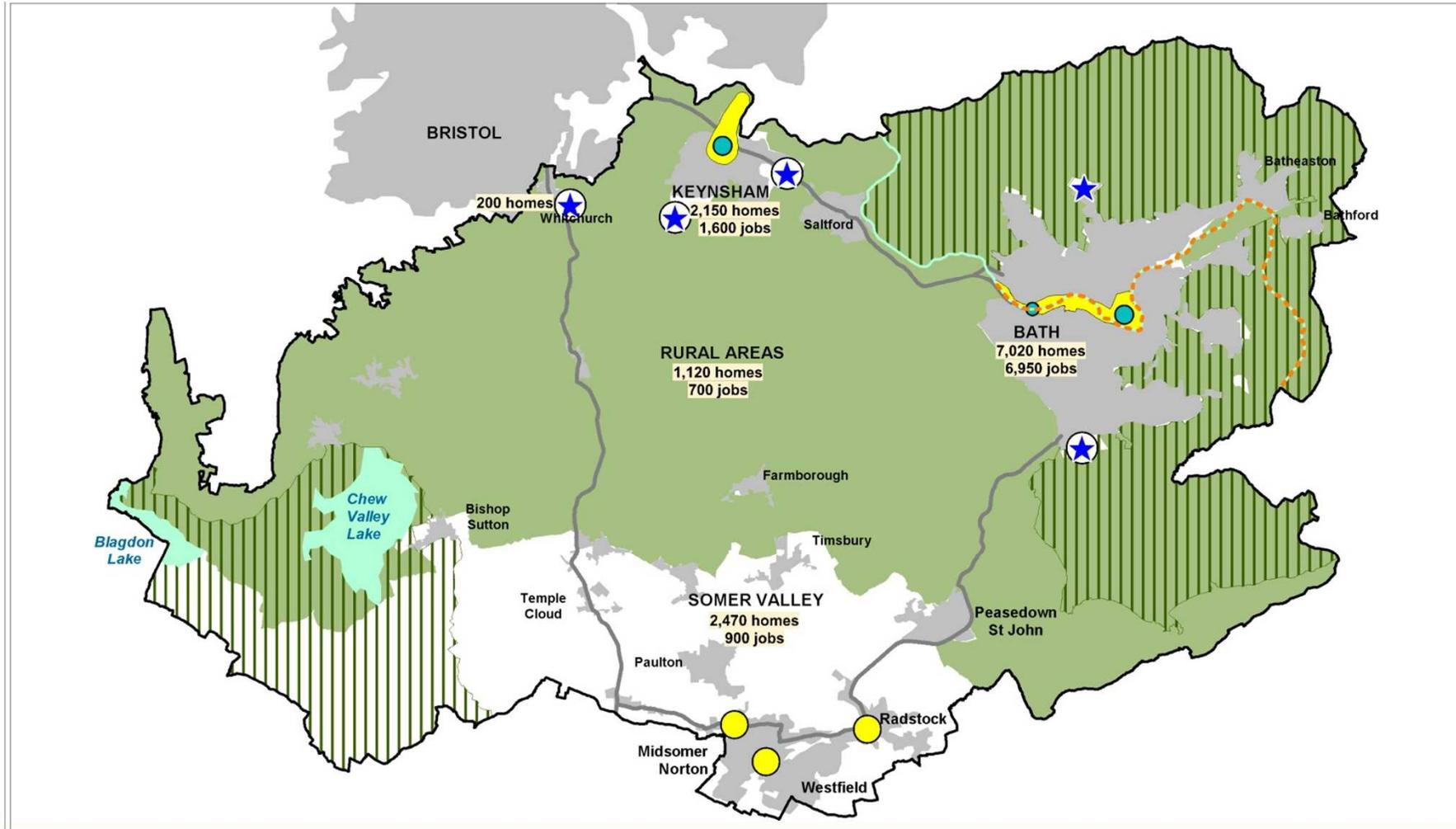
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CORE STRATEGY & PLACEMAKING PLAN

Core Strategy

- » Adopted 10th July 2014
- » Legal challenge period expired – no legal challenge
- » Statutory Development Plan comprises:
 - » Core Strategy
 - » Saved Policies from B&NES Local Plan
 - » Joint Waste Core Strategy

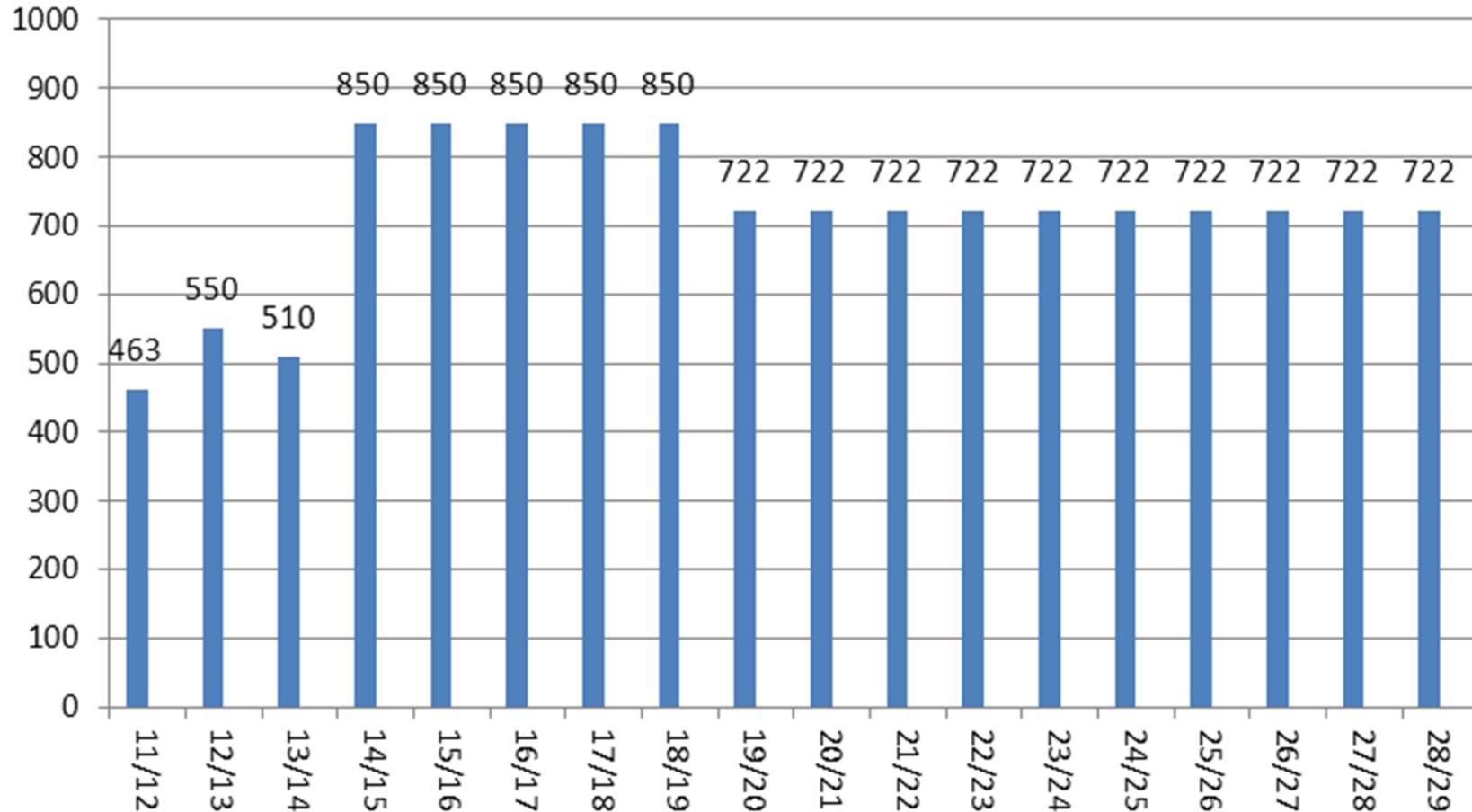
The spatial strategy



Place Based Policies/Green Belt Allocations

- » Policy KE1 – 2,150 new homes and 1,600 new jobs in Keynsham
- » Policies KE3A&B and KE4 – Green Belt site allocations and safeguarded land at Keynsham
- » Policy RA5 – Whitchurch Green Belt site allocation
- » Policy RA1: villages meeting facilities/public transport access criteria (around 50 homes)
- » Policy RA2: other villages (with HDB) outside Green Belt (around 10-15 homes)
- » Villages washed over by Green Belt – Policy HG.6 and NPPF

Core Strategy Housing Trajectory as at adoption

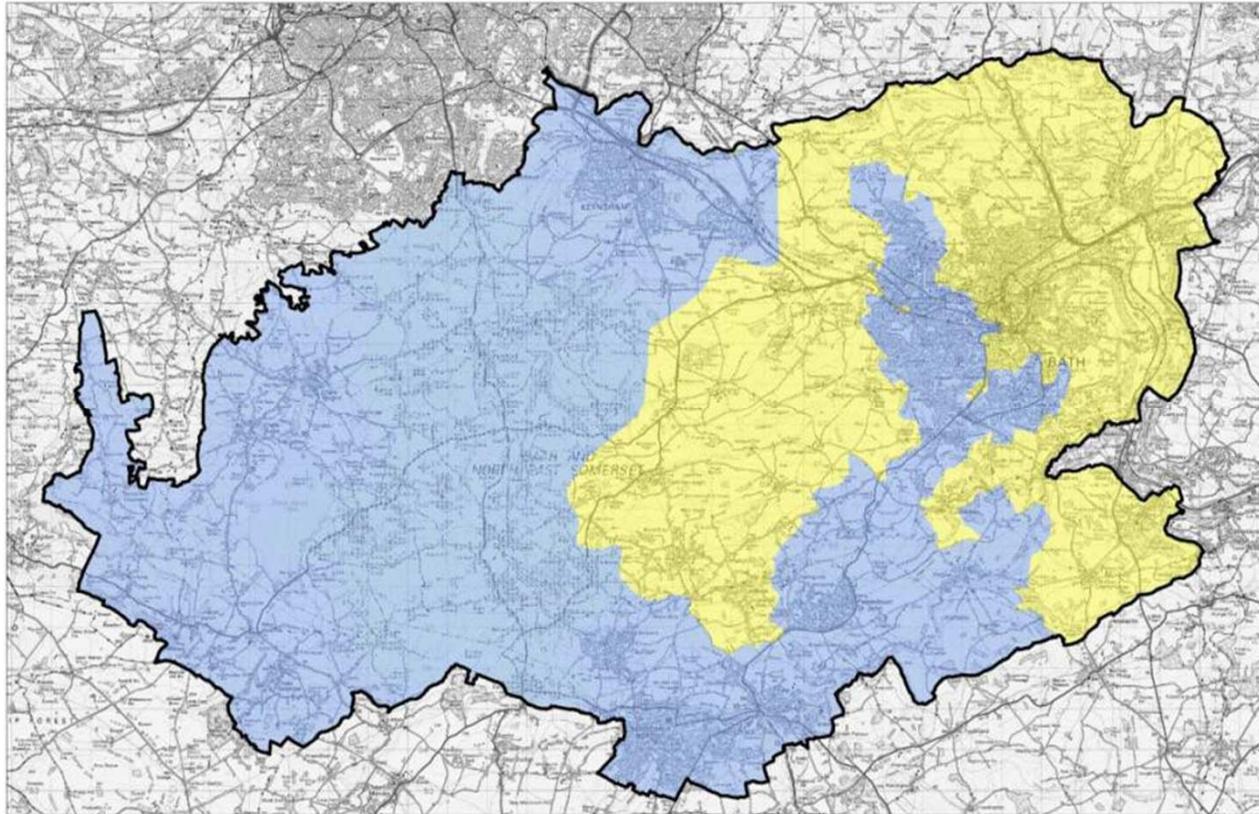


Housing applications

- » More control over housing applications - now have 5 Year Land Supply
- » 13,000 housing requirement not a cap - site not needed to meet District-wide requirement cannot be sole reason for refusal (e.g. brownfield windfalls)
- » RA1 villages:
 - » where 50 homes are committed – greenfield development outside HDB not needed
 - » Where sites still needed – allocate via Placemaking Plan but no prematurity argument (NPPG)
 - » Other than Whitchurch at villages excluded from Green Belt e.g. Saltford – no exceptional circumstances to remove land from Green Belt
- » RA2 villages: sites outside HDB may need to be identified in Placemaking Plan – no prematurity argument
- » Villages washed over by Green Belt e.g. Marksbury, Corston – infill only or sites solely for limited affordable housing

Affordable Housing (Policy CP9)

- » Policy reflects geographic variations in viability
- » Now seek AH on sites of 5-9 dwellings



Replaced LP Policies (Appendix 1)

B&NES Local Plan Policy	Topic	Replaced by Core Strategy Policy
ET.1	Employment Plan Overview	DW1 District Wide Spatial Strategy B1 Bath Spatial Strategy KE1 Keynsham Spatial Strategy SV1 Somer Valley Spatial Strategy
ET.4	Employment development at rural settlements	RA1 Development in the Villages Meeting the Listed Criteria RA2 Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria
ES.1	Renewable energy proposals	CP3 Renewable Energy
HG.1	Overall housing requirement and mix	DW1 District Wide Spatial Strategy CP10 Housing Mix
HG.4	Residential development in Bath, Keynsham, Norton Radstock and R.1 and R.2 settlements	B1 Bath Spatial Strategy KE1 Keynsham Spatial Strategy SV1 Somer Valley Spatial Strategy RA1 Development in the Villages Meeting the Listed Criteria RA2 Development in Villages Outside the Green Belt not Meeting Policy RA1 Criteria
HG.8	Affordable housing on allocated and large windfall sites	CP9 Affordable Housing
HG.9	Affordable housing on rural exception sites	RA4 Rural Exceptions Sites
HG.16	Gypsy and traveller sites	CP11 Gypsies, Travellers & Travelling Showpeople
HG.17	Purpose built student accommodation	B5 Strategic Policy for Bath's Universities
GB.1	Control of development in the Green Belt	CP8 Green Belt
BH.1	Impact of development on World Heritage Site of Bath or its setting	B4 The World Heritage Site and its Setting
S.1	Hierarchy of shopping centres	CP12 Centres and Retailing
S.2	Retail development within shopping centres	CP12 Centres and Retailing

Placemaking Plan: Scope & Purpose

- » Complement Core Strategy - Part 2 of Local Plan
- » Allocating sites for development – land use mix/development & design principles
- » Update infrastructure requirements - align provision
- » Detailed Development Management policies (review remaining B&NES LP Policies)

Programme

- » Options document/consultation – Nov 2014
- » Draft Plan – September 2015
- » Submitted for Examination – January 2016
- » Examination – March 2016
- » Inspector's Report – July 2016
- » Adopted – September 2016

Options Document

- » Main site allocation options – test reasonable alternatives
- » Development Management policies – proposed approach/options
- » Feedback/consult on results of work with town & parish councils (& links with Neighbourhood Plans)
- » Public consultation
- » Stakeholder involvement in preparing Draft Plan

- » Charging Schedule submitted
- » Seeking to meet adoption deadline of April 2015
- » Next steps are to consider spend arrangements

Developing a Strategy for Keynsham

October 2014

Bath & North East
Somerset Council


Mott MacDonald

Vision

“To minimise the negative effects of traffic congestion in and around Keynsham and ensuring it retains its independence and its separate identity within an attractive rural setting by becoming a more sustainable, desirable and well-connected place in which to live and work”

The proposed Strategy has been developed taking into account:

- Local initiatives from the Joint Local Transport Plan and other funding sources;
- The Adopted Core Strategy and National Planning Policy Framework both of which support the principles of sustainable development;
- The views that are shared by key stakeholders recognising the importance of transport to the local economy and the wellbeing of the town, its residents and employees;
- The wider vision of Keynsham as an attractive place to live and work, with a thriving retail centre.

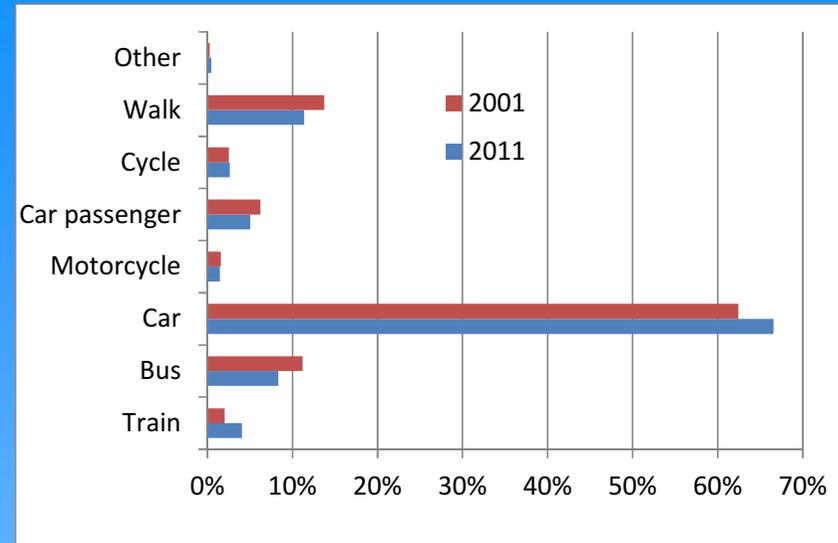
Objectives

The following objectives are proposed:

- Minimising the future increase in traffic congestion;
- Supporting and enabling the local economy;
- Promoting sustainable mobility;
- Widening travel choice;
- Improving connections, particularly to improved rail services and the town centre;
- Widening access to opportunities: jobs, learning, training, leisure and other local facilities;
- Improving air quality and reducing vehicle carbon emissions;
- Improving the quality of life for residents;
- Ensuring that all traffic management and pedestrian schemes are designed to take mobility needs in to account.

Traffic Demand

- Car is the dominant mode of transport with two thirds of trips to work in 2011 being made by car
- Traffic volumes and congestion are already a problem, with an Air Quality Management Area along the High Street and Charlton Road
- Traffic demand will increase in the future as a result of new developments
- Over 2,000 new houses are expected to be built between 2011-2029 in line with the Core Strategy



Travel to Work by Keynsham residents

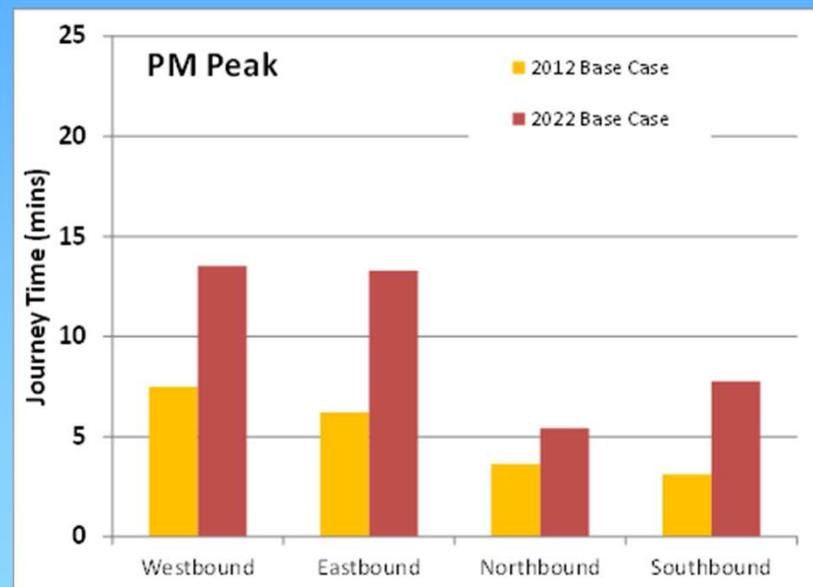
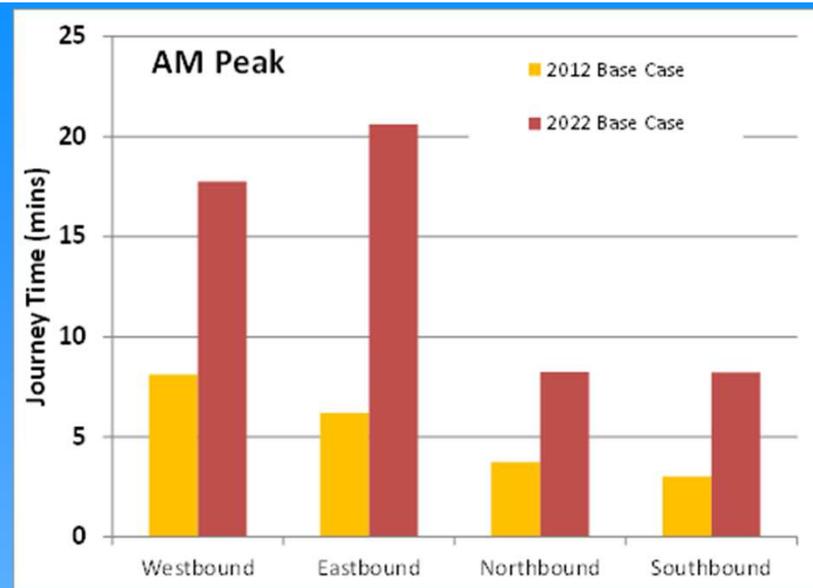


Traffic Demand

- Congestion is predicted to worsen, as demonstrated by large increases in journey times through Keynsham if nothing is done
- Capacity of the High Street and its junctions is a key constraint

Key Action: Place a strong emphasis on reducing the impact of vehicles by supporting trips that are made by means other than car, by more people using improved rail and bus networks and increasing levels of walking and cycling.

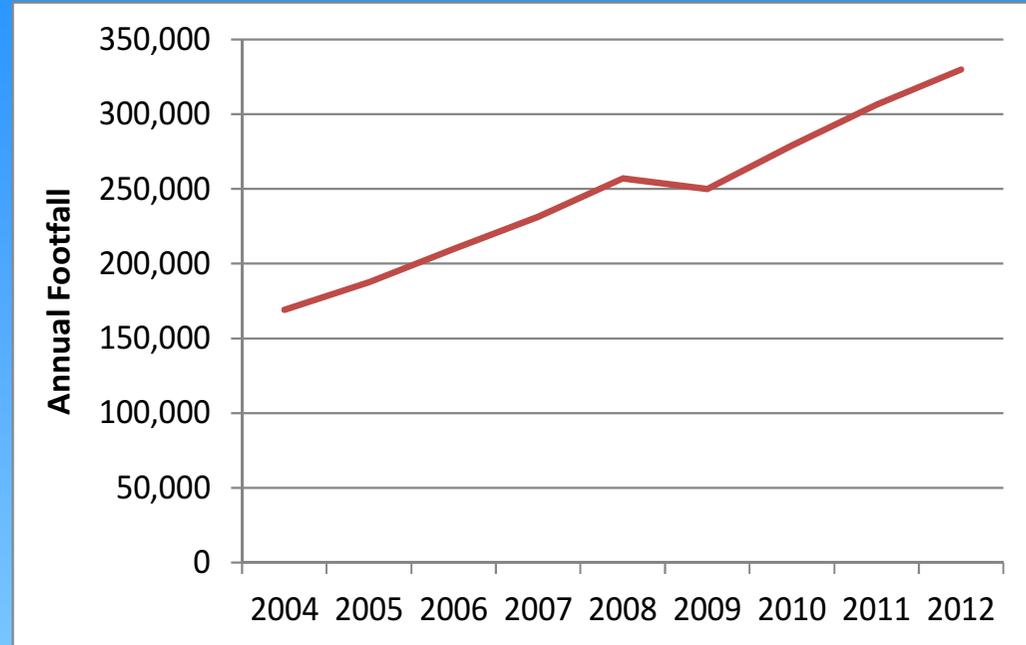
Bath & North East
Somerset Council



Mott MacDonald

Rail Improvements

- Rail use has doubled since 2004, with around 330,000 passengers using Keynsham station in 2012.
- The proposed MetroWest network envisages the upgrading of services across a wide area with more frequent trains between Bath Spa and the Bristol area.
- Changes on Great Western Mainline will increase the capacity available from Bath Spa to London Paddington via Chippenham, Swindon and Reading.



Rail Improvements

Continued co-operation between local authorities will help maximise the benefits of the service improvements

Local improvements are proposed including:

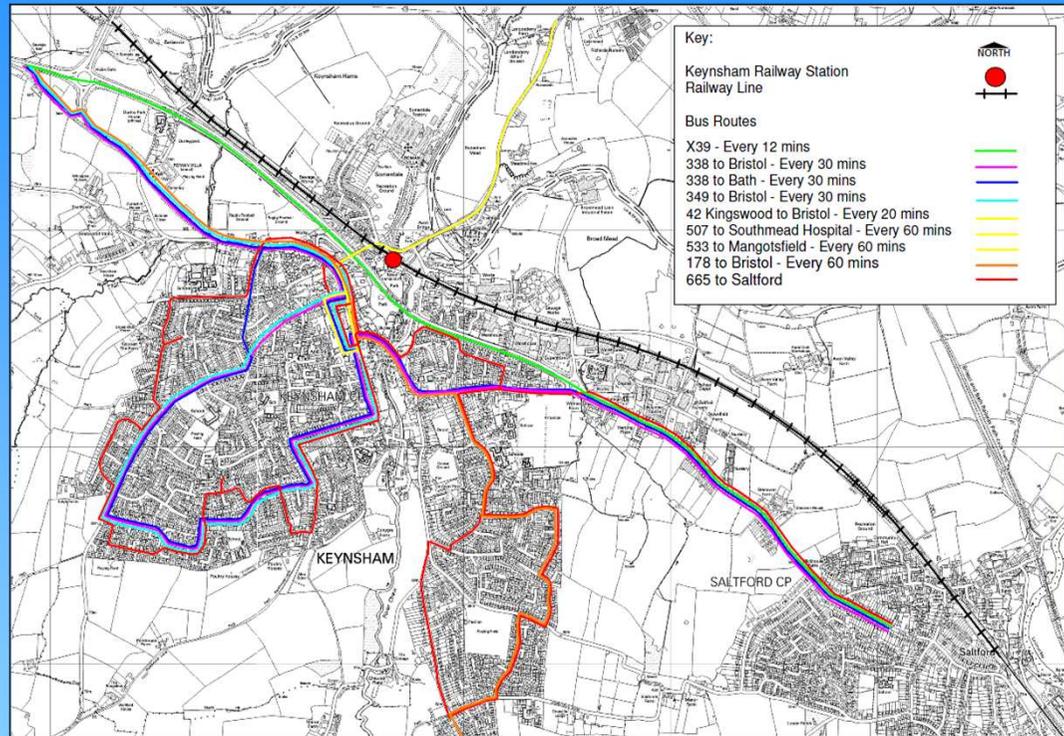
- Improved accessibility for pedestrians and cyclists, nearby bus stop
- Increased car and cycle parking
- Improved security
- Real time service information
- Improved waiting facilities.

Key Action: The growth in rail capacity and the range of services available as part of the MetroWest and other schemes will support significantly more rail journeys to/from Keynsham. Access provision to the station has to be improved if the take up of these enhanced services is to be maximised.



Bus Services

- There is a declining core market for buses.
- Improvements are outweighed by problems of unpredictable traffic conditions and negative perceptions of using the bus.
- It is essential that bus services and bus stop locations are improved in order to maximise take up of rail – potential linking of bus services to the station has been investigated.
- The combination of bus and rail services is crucial if car usage is to decline.



Specific measures to encourage higher bus use include:

- Better multi-media service information (joint initiative between operators, the Council and users)
- Improved linkages between bus and rail services
- Smart ticketing, as being introduced currently, and mobile phone ticketing
- Revised fare structure, especially for inter-urban services
- Measures to reduce delays to buses e.g. as part of capacity improvements at key junctions.



Key Action: Improve bus services, with ticketing and other measures, in order to improve reliability and create better linkages between bus and rail services. This will provide viable alternative travel options to car use, promoted through travel plans and comprehensive marketing.

Car Parking

- Over 2,000 new houses in Keynsham (Core Strategy) will cause an increased demand for parking spaces in the town centre.
- Demand should be less than the 30% increase in number of households, as both existing and new parking demand should reduce with measures to encourage other modes.
- The new Town Hall will have a Travel Plan for staff and visitors trips which could reduce the demand for parking and/or change demand patterns.
- Expected increase in parking demand of up to 20% for the Council-run car parks.

Key Action: Ensure that increased parking stock in the town centre is planned for. Undertake parking surveys once the Town Hall is complete to ascertain if there is currently any spare short or long stay capacity, to enable estimates of the required future capacity to be made.



Walking and Access for All

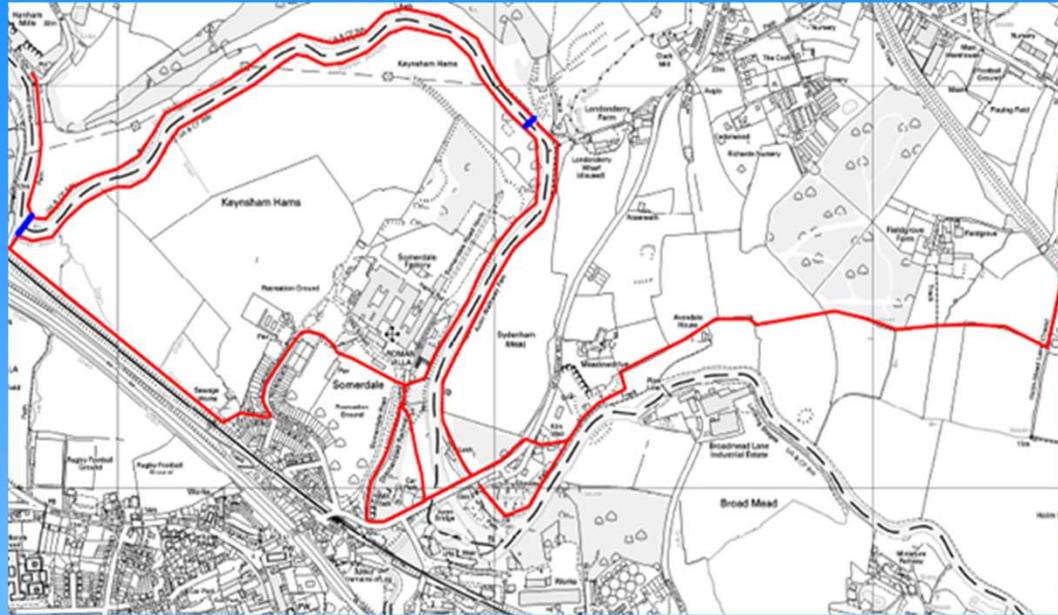
- An improved walking network will support a shift from motorised modes and help to get *'more people, more active, more often'*, in line with the councils 'Fit for Life' Strategy
- Mobility impairments need to be considered taking into account age structure, with 23% of residents over the age of 65.
- Specific measures will include:
 - Improvements to benefit people with impairments e.g. crossings, surfacing, lighting, access to bus stops;
 - Reducing street clutter where possible; and
 - Engagement with all those directly affected.



Key Action: Undertake an audit of the pedestrian facilities in the town centre and on the main routes used for walking to and from the town centre and the rail station, taking into account the needs of those with mobility impairments.

Cycling

- Currently, Keynsham is poorly served by cycle infrastructure, with no cycle routes between south of town and the town centre and rail station
- Sustrans have completed a draft review of potential cycling routes
- Potential local schemes include:
 - Routes alongside the River Avon between Bath and Bristol, linking into National Cycle Network and Bristol Temple Quarter Enterprise Area
 - Keynsham 'Spine Route' along the River Chew to rail station and town centre
 - Extension of the existing Bath Road shared route to Saltford
 - A 'quietway' along Chandag Road with shared space and traffic calming
 - Improved east-west routes linking into the Spine Route and to access schools



Cycling

Recommendations:

- Short term - improve access to schools through consultation with local cycle groups and schools;
- Medium to long term – new routes taking into account the recent Sustrans review
- Improving and creating more secure cycle parking at the rail station, workplaces, residential developments, leisure facilities and town centre
- Promotion of the new cycle routes through leaflets, route maps, school liaison etc.



Key Action: In partnership with Sustrans and the neighbouring authorities of Bristol and South Gloucestershire identify priority cycling routes to/from and within Keynsham in order to build a cycling culture for people of all abilities. Target appropriate opportunities to fund these schemes.

Developments

- A number of new developments are currently being built, with others planned as part of the Core Strategy.
- Developers must consult bus operators to plan bus access from an early stage, rather than trying to retro-fit bus links through a fixed development layout.
- A Transport Assessment is required for new developments detailing sustainable travel opportunities and traffic mitigation methods.
- Travel Plans should be provided for new developments, containing targets on sustainable travel set to a specific timeframe.

Key Action: Ensure that new developments have good accessibility by non-car modes through the planning process, which is backed up by active and effective Travel Plans that are enforceable through a Section 106 agreement.

Travel Plans

- Contribute to giving people a better understanding of their travel options and encourage a move towards sustainable modes.
- School travel plans and workplace travel plans for major employers should be progressed.
- The impact of travel plans can be demonstrated by lasting changes in travel behaviour, supporting sustainable travel choices and reducing peak time car travel.



Key Action: Ensure that travel plans are promoted for all major trip generators in the town to support a move from car to other means of travel.

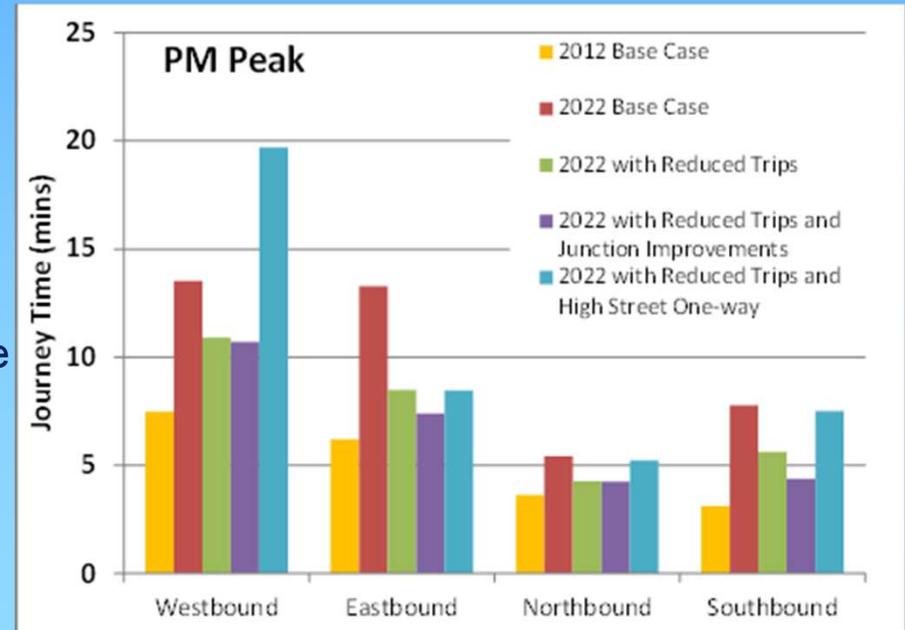
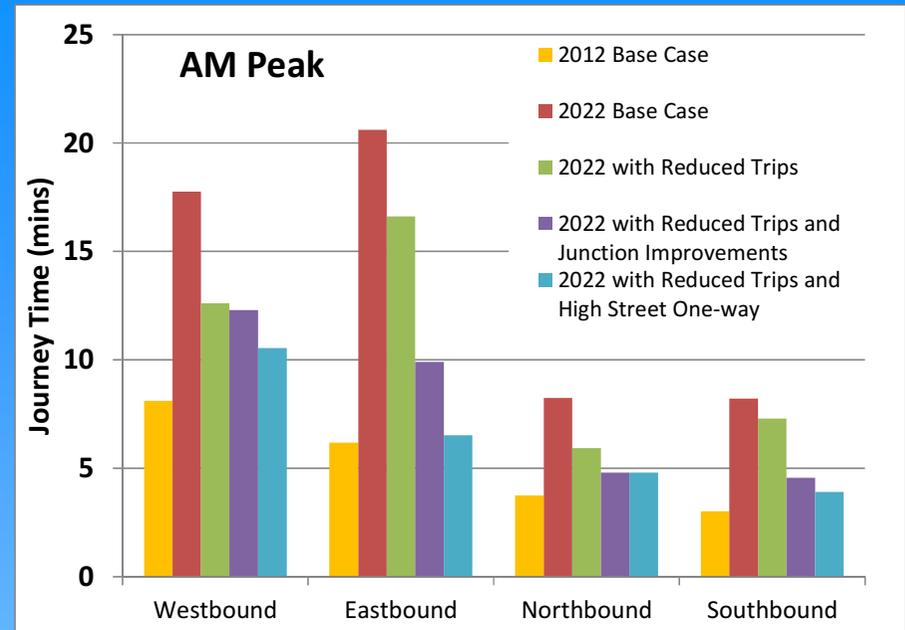
Town Centre and Junction Improvements

- Increased rail use and walking/cycling for local trips will help to reduce traffic growth
- However, with Reduced Trips long delays are still predicted
- Improvements to key junctions will reduce the level of increased delays
- Two potential layouts were considered with the High Street as one-way southbound
- Traffic modelling showed a better performance with Ashton Way retained as two-way
- Long delays were predicted for westbound traffic in the PM peak due to the constraint of High Street / Ashton Way junctions
- A one-way scheme should be possible with existing traffic levels or for off-peak hours only with future traffic demand



Key Action: Pursue specific junction improvements and investigate other measures further:

- Two southbound lanes are provided at the proposed Keynsham Road / Avon Mill Lane signalised junction
- The existing Wellsway, Bath Road, Bath Hill mini-roundabout is converted to a signalised junction to increase its capacity
- A study into Hick's Gate is undertaken to determine a suitable scheme to increase its capacity
- Investigate schemes to introduce one-way operation on the High Street in the short term, possibly during off peak hours only (10:00-16:00) PD3
- Investigate other strategic improvements that could reduce the volume of through traffic in the town centre, allowing one-way operation of the High Street to cater for future traffic demand.



Slide 17

PD3

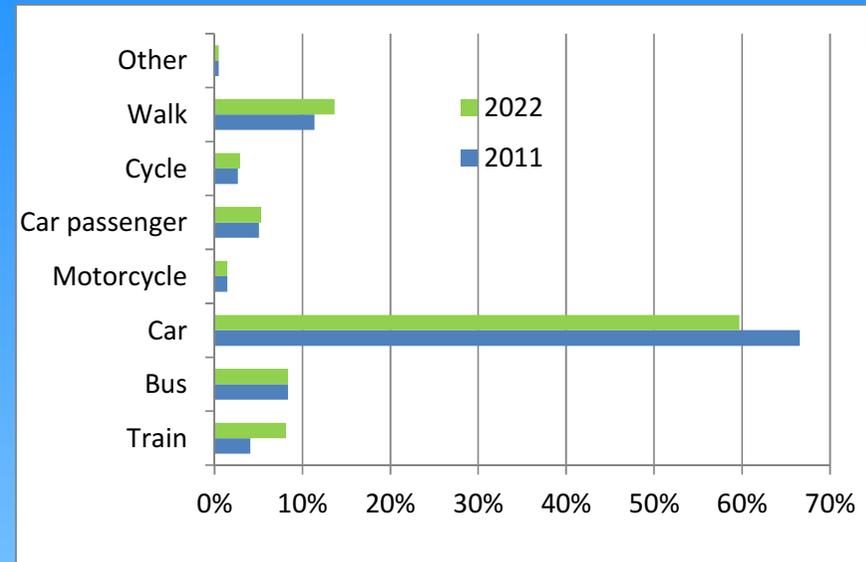
This was highlighted by the Road Safety Review and we are unlikely to promote this.

Peter Dawson, 10/09/14

Delivering the Strategy

- The strategy will be successful only if local people are engaged in its development and feel they have a stake in the outcomes.
- Short term priorities have been identified that would provide immediate benefits to the area.
- The impacts of the strategy will need to be measured on a regular basis and assessed for their contribution towards the objectives.
- All measures outlined need to be delivered in combination to show significant long term outcomes.
- The headline target is to reduce the proportion of Keynsham residents driving to work to below 60% by 2021.

Key Action: Produce a Delivery Plan with a five year profile against which continuous improvement can be demonstrated through an annual review



Travel to Work Mode Share Target

Slide 18

PD1

Should use numbers not % so increase in Cycle/bus use is clear
Should we have greater expectation re: bus use
Peter Dawson, 10/09/14



Mott MacDonald

www.mottmac.com

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Minute Item 9

What we are aiming to achieve here is an Area Profile and Action plan for the Forum. This will include evidencing need, highlighting challenges, identifying priorities and setting out an action plan.

This is an on-going piece of work and will take some time to achieve. The Chew Valley had the opportunity to look at this in detail but due to a very busy agenda its not possible to look at this in detail tonight.

However, some work has already been carried out on what the issues are and this was done back in September last year under the CVAP. I have also reviewed the parish plans to see if there were other common issues across the area that were missing. So to review the issues that you highlighted, there were categorised under eight themes where you highlight specific issues.

Traffic, access and public transport

- Increase in traffic volume, speeding and rat runs across the whole area
- Car parking/charging/lack of control
- Lack of pavements and safe walkways for pedestrians
- Opportunity for Park and Ride facilities to Bristol and Bath from Keynsham and Whitchurch

Children & Young people

- Impact of reduction of the Children's Centre service is of great concern
- Support for families / parenting advice and help
- Lack of facilities for young people
- Lack of funding for youth centres and youth workers

Developments and Infrastructure

- Impacts of the major developments in Keynsham on surrounding villages particularly traffic.
- Prepare for developing (housing) – improve infrastructure schools, roads, traffic, health

Economic Development & Enterprise

- More jobs in Keynsham
- Need for workspace in Keynsham
- Empty shops and the role of the High Street (Keynsham)

Environmental Sustainability and Climate Change

- Development of green belt (including gypsies and travellers)
- Protecting rural England & character of villages and village life
- Fracking
- Air quality
- Neighbourhood maintenance - Verge cutting and litter

Health & Wellbeing

- Increase in use of Food Banks
- Welfare benefit cuts and the impact on families & children
- Ageing population & social isolation
- Public Transport to the RUH

- Extend and promote the Village agents scheme

Stronger Communities

- Lack of affordability of services and facilities – eg Care & Repair costs are very high, community facilities need to be affordable
- Maintain Keynsham's identity – not as a suburb of Bristol
- Lack of affordable housing for local people
- Lack of available land for affordable housing
- Getting the right balance of housing tenure
- Differences between town and rural communities
- Not sure how possible it would be to share resources between Parishes? (talking specifically about youth provision)
- Improve local leisure facilities
- Loss of identity – risk of villages/towns joining up
- Village Halls and Community assets are important
- Increased need for Food Banks and CAB – concerned about poverty & public sector cuts
- NIMBYISM – problem in the rural area

Safer Communities

- Anti-social Behaviour

What we do need to do is look at setting the Forum some priorities. We need to be realistic about what we can achieve and we shouldn't put our efforts into areas where work is currently undertaken. Need to continue to review the priorities and the area profiles may highlight further priorities for the Forum's to focus on.

When you review the eight themes that have been highlighted some the needs are being met by programmes already being undertaken, such as the Placemaking and Neighbourhood plans, so where should the Forum focus its approach.

The Chew Valley agreed two priorities:-

Access to services

- thinking rural and delivering within a rural setting?
- focus should be on older and vulnerable people's services?
- Health and wellbeing services for all ages?

Traffic, access and public transport

- Access for health related issues?
- Access to school and work?
- Access for leisure?

Not suggesting that the Keynsham Area Forum focusses on these priorities but it is impossible for the Forum to look at all eight themes and make these a priority. Need to focus our efforts on the areas that really matter.