

Notes of the Consultation Response Group meeting held on  
Wednesday 26<sup>th</sup> February 2025 in the Town Council Office, 15 – 17 Temple Street  
Keynsham at 12 noon.

---

PRESENT: Cllrs D Biddleston, M Burton, E Cannon and C Fricker (Chair)

IN ATTENDANCE: Dawn Drury – Town Clerk

15. APOLOGIES FOR ABSENCE

There were none.

16. NOT PRESENT

Cllrs D Brassington and E Cannon

17. DECLARATIONS OF INTEREST

There were none.

18. NOTES OF LAST MEETING

*RESOLVED*

*To approve the notes of the Consultation Response Group meeting (previously circulated) held on 16<sup>th</sup> January 2025.*

19. RE-SETTING THE B&NES LOCAL PLAN & DISTRICT-WIDE SPATIAL STRATEGY  
(Questions to B&NES attached)

*RESOLVED:*

- (i) That the consultation paperwork be received and noted*
- (ii) That no additional new settlement locations or areas for development ideas for the Keynsham area be put forward to B&NES.*
- (iii) That the attached additional questions be sent to B&NES via email.*
- (iv) That this decision and the additional questions be reported to the Town Council meeting on 18<sup>th</sup> March 2025*

20. CO-LIVING POSITION STATEMENT – DRAFT CONSULATION (Response attached)

*RESOLVED:*

- (i) That the consultation paperwork be received and noted*
- (ii) That the attached consultation responses be noted.*
- (iii) That the Clerk submit the Town Council response to the Consultation by the deadline of 4<sup>th</sup> March 2025.*

21. DATE OF NEXT MEETING

*RECOMMENDED:*

*To note that a Doodle Poll will be sent out to ascertain the date and time of the Working Party's next meeting.*

The meeting finished at 9.25 a.m.

Signed: ..... (Chairman) Dated: .....

Keynsham Town Council responses to the consultation in blue.

### About you

Please complete this section before completing the survey. Your responses to these questions will only be used to understand the broad demographic make-up of respondents.

Name [Dawn Drury – Town Clerk](#)

Postcode [BS31 1HF](#)

Email address [townclerk@keynsham-tc.gov.uk](mailto:townclerk@keynsham-tc.gov.uk)

Tick if you'd like to be kept informed of progress on our SIP and other news and events from Western Gateway

Tick here

Please tell us in what capacity you are responding to this survey [Keynsham Town Council](#)

Strategy Section

### STRATEGY

Western Gateway's Strategic Investment Plan (SIP) lists 38 regional transport proposals for the period 2025-2035. These proposals have been selected and prioritised based on their potential to cost-effectively achieve the five aims of our adopted [Strategic Transport Plan](#).

**Sustainable growth and economy:** Supporting sustainable housing and employment growth by improving connectivity to enable all parts of our region to flourish.

**Decarbonisation and air quality:** Delivering the changes needed to reduce emissions from transport and achieve net zero carbon.

**Access to services and opportunities:** enabling access to services and opportunities for everyone whilst reducing the need to drive.

**Facilitating strategic north-south movement:** improving transport links from north to South to ensure prosperity and opportunity for all

**Movement of goods:** Easing freight movements on our strategic routes and supporting a shift to rail, coastal shipping and alternative fuels

Our Strategic Plan gives important background and context to this SIP.

**Do you feel any of these 5 aims more important than the others and should be given greater weighting in our scoring?**

*Please tick any you feel are more important or leave blank if you are or feel they are of equal importance.*

**Sustainable growth and economy**

**Decarbonisation and air quality**

**Access to services and opportunities**

**Facilitating strategic north-south movement**

**Movement of goods**

The Town Council consultation response group felt that these all had equal importance hence the section will be left blank.

## IMPACTS AND EFFECTS

### Costs of prioritised programme

The combined cost of the 38 prioritised proposals over the next 10 to 15 years totals an estimated £3.5 billion capital and £400 million revenue.

These costs are broken down into five- year implementation periods as follows:

2025 to 2030	Capital £1,118 million Revenue £109 million
2030 to 2035	Capital £1,345 million Revenue £149 million
2035+	Capital £1,104 million Revenue £142 million

**Total**                      **Capital £3,567 million Revenue £400 million**

### Sustainability appraisal

A Sustainability Appraisal has been conducted to investigate the potential impacts of the prioritised proposals on:

- The Environment
  
- Equalities
  
- Health

overall, the appraisal identifies generally positive benefits from the proposed programme, when compared to nothing or pursuing reasonable alternative options. It does also identify potential issues with some of the proposals, which will need to be considered and, where possible, mitigate it during further detailed development. The key positive and negative findings are summarised below, and the full reports can be read.

Environmental impacts

Benefits

- Overall improvements in air quality, including the management areas, by supporting a reduction in petrol and diesel vehicle use.
- Improved access to historic environment and heritage assets across the region
- Likely to have significant positive effects on the emission of greenhouse gases by supporting a shift to active and public transport.

Potential issues for mitigation

- Multiple developments could result in cumulative loss of best and most versatile agricultural land as a result of land take.
- Ten of the options identified are within flood zones one or two, so have the potential to affect or be affected by future climate change.
- Majority of options are identified as likely to have significant negative effects on designated heritage assets and or landscapes.

- Potential to have significant negative effects on biodiversity, but the impacts can only be quantified when the proposals are developed in more detail.

#### Equalities impacts

##### Benefits

- Benefits to older and younger travellers particularly through improvements to public transport
- Benefits to disabled users through generalised improvements to travel environment plus specific schemes to increase accessibility.
- Benefits to black and ethnic minority users (who are less likely to drive) from active and public transport proposals.

##### Potential issues for mitigation

- Safety in the public realm and on public transport particularly for vulnerable users should be designed into proposals.
- Access for mobility impaired users, suitable lighting and safety matters should be maintained throughout construction phases.
- Representatives of users with protected characteristics should be engaged in the design of proposals.

#### Health impacts

##### Benefits

- Increase in physical activity, particularly as a result of active in public transport proposals.
- Increased access to education, employment and other opportunities, particularly in deprived areas.
- Proposals support the delivery and integration of good quality housing beyond the central urban areas.

##### Potential issues for mitigation

- Safety in public realm and on public transport, particularly for vulnerable users should be designed into the proposals.

- Some proposals have the potential to increase vehicle use which can reduce air quality and increase noise in neighbouring communities, particularly where HGV volumes increase.
- Large infrastructure scheme should be carefully planned and managed to avoid impeding walking, cycling and public transport during construction.

**Do you think the identified impacts are acceptable?**

Yes, if mitigated where possible

KTC's comments

Environmental impacts - there should be less weighting on heritage.

Why is there not a question of economic impact GDP and Economic Welfare? Economic Welfare should take precedent. Economics impacts need to be addressed otherwise the Western Strategic Transport Plan could suffer.

Our assessment of the priority proposals indicates that, in combination, the recommended schemes are likely to have a net beneficial effect on the level of carbon and greenhouse gases emitted, particularly from active travel and public transport proposals.

Which of the following most closely aligns with your view on the assessment of climate change impacts?

Unknown/No opinion

Carbon emissions are significantly important, or other factors are important.

Carbon emissions have same level of importance as other factors EG economic or social.

Carbon emissions should be treated as more important than others.

The whole programme of priority proposal should result in a net reduction in carbon emissions by 2050.

Every individual proposal in the recommended programme should reduce carbon emissions by 2050.

Other

Please add an explanation if you wish.

Choose the things that maximise the total reduction in carbon emissions.

## PRIORITISED PROPOSALS

As a result of our assessment process, 38 proposals have been prioritised for inclusion in our regional Strategic Investment Plan. These proposals were selected from their pool based on the regional significance and ability to deliver the five key aims of the Strategic Transport Plan at the lowest cost. Together, they form our recommendation to Government for investment in regionally important transport proposals in Western Gateway over the next 10 years.

Proposals are shown in the maps.

Please note that this SIP does not include proposals that are:

- local in scope (rather than regional)
- still in development or which cannot be started by 2035 (including those awaiting approval from government where relevant)
- include proposals named in our short term STP that are already underway.

This means that a number of proposals that are likely to be important in the future are not yet included in our current SIP but are expected to come forward in future iterations. This includes a number of motorway proposals that are potential candidates for Road Investment Strategy 3.

Conversely, proposals that are very local in nature - such as individual bus services (that do not cross Authority boundaries), potholes or improvements to specific routes or local infrastructure - are best dealt with through the relevant local authorities and are not suitable for inclusion in a Regional Strategic Investment plan.

Representations on local matters will not be addressed here but will be forwarded to the relevant Local Authority for consideration.

The maps show our 38 prioritise proposals, their order of priority and an indication of their cost. In the tables, you can also see how each proposal performs against each of the five key aims of the STP.

Do you generally agree with the outcomes of this assessment?

Unknown/No opinion



Yes

No

Partly

#### KTC comments

In respect of train travel, Keynsham Town Council have no objections to taking slightly longer journeys, however what needs to be right is the affordability and reliability of train travel for customers, in order to make a service attractive.

Improving links for travellers, to the Airport without expanding the actual Airport.

There is only a brief mention of the Airport within the document and not referenced elsewhere.

The service of through trains should not be discouraged but connecting services should be on time and in place for onward journeys.

Do you feel the prioritised proposals meets the needs of our region?

Unknown/No opinion

Yes

No

Partly

If no/partly, please add a brief explanation.

KTC comment only.

Sensible systems of proposals only.

Do you feel there is anything significant missing from this proposed programme?

Unknown/No opinion

Yes – major omission(s)

Yes – minor omission(s)

No

If yes, please add a brief explanation.

Decarbonization generally, but also decarbonization of the route between Chippenham and Bristol creating a fast local network.

There is no discussion about opening new stations.

Local services should be improved for stations that connect to main stations for onward travel to places like London, Reading and Swindon.

## B&NES CONSULTATION ON B&NES COUNCIL STATEMENT OF LICENSING POLICY UNDER THE LICENSING ACT 2003

Have your say on the Licencing Policy Statement

Do you agree with our proposed Statement of Licencing Policy?

Yes

No

Don't know

Tell us why you agree or disagree with the proposal

Please provide your comments on the proposed Statement of Licencing Policy

- To the best of Keynsham Town Council's understanding the Policy is now statutorily compliant.

- There is clarity in the document in respect of enforcement.
- B&NES Council has referenced Martyn's Law point 32.7 of the Policy Statement.

**Declaration to be completed by the Clerk on submission**

You must read the [privacy notice](#) and agree to this statement to take part in this online consultation.

I understand that the information I have provided will be used as part of the consultation process, and that my responses may be published in the final report.

I have read the Privacy Notice

I confirm that I agree