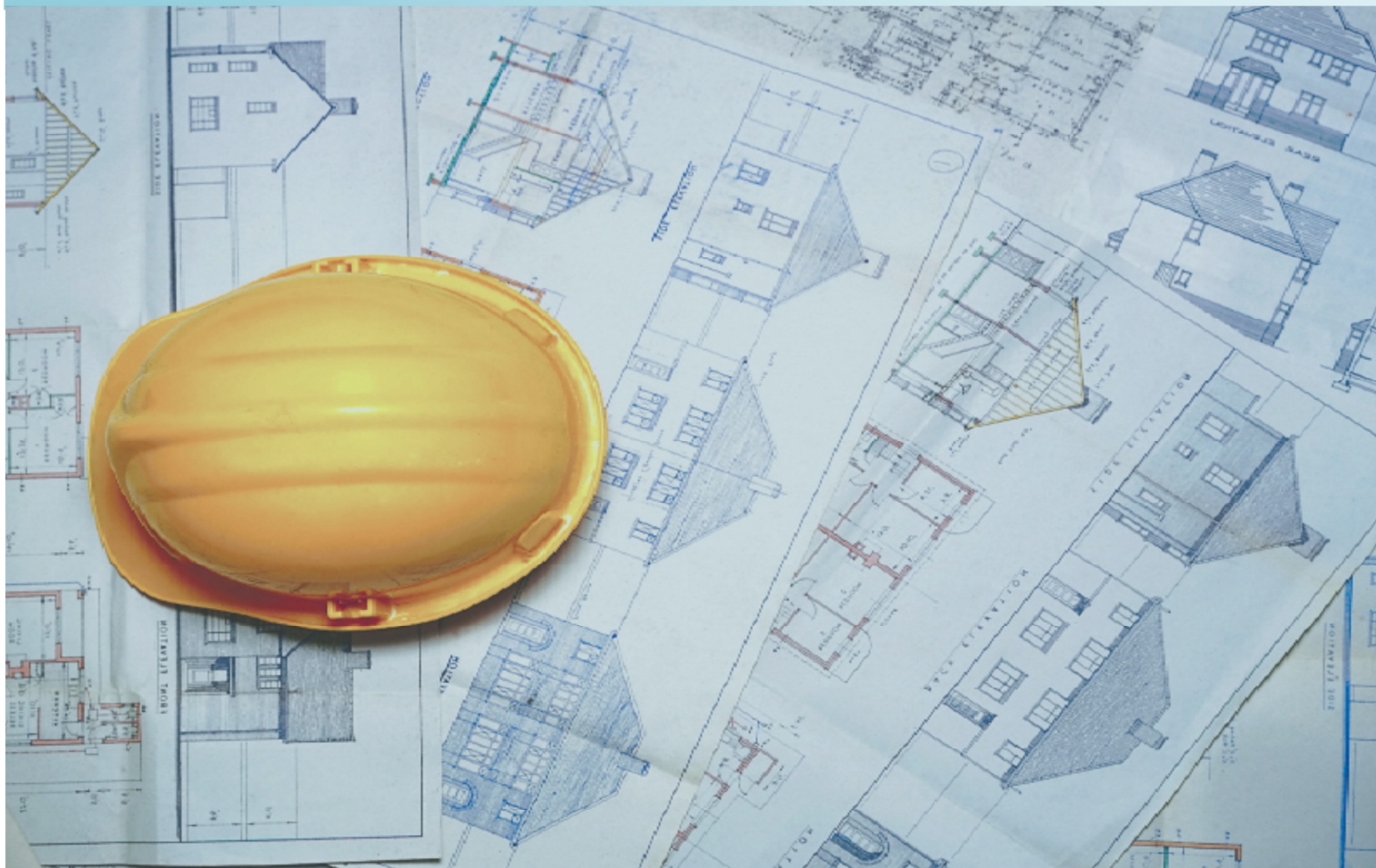


LOCAL DEVELOPMENT FRAMEWORK

INFRASTRUCTURE DELIVERY PROGRAMME

MAIN REPORT

NOVEMBER 2011



Bath and North East Somerset
Local Development Framework



Contents

Section	Title	Page	
PART ONE: Context	Introduction	3	
	Methodology & Structure	4	
	National Context	6	
	Local Context	10	
	Governance	16	
PART TWO: Current Situation and Anticipated Needs of Infrastructure within B&NES	Physical Infrastructure	19	
	Transport	19	
	Public Realm	24	
	Water & Drainage	25	
	Energy	31	
	ICT	37	
	Waste	39	
	Minerals	40	
	Social Infrastructure	42	
	Health	42	
	Education	44	
	Community Services	52	
	Post Offices	56	
	Leisure & Culture	56	
	Affordable Housing	57	
	Gypsies, Travellers and Travelling Showpeople	57	
	Green Infrastructure	59	
	Strategic Green Infrastructure Network	59	
	PART THREE: Summary Schedule of Infrastructure Required by Location		63

PART ONE: CONTEXT

1 Introduction

- 1.1 Infrastructure is a wide-ranging term, but consists of both “grey” and “green” infrastructure, including transport, housing, energy, water and communications assets. Maintaining these assets and investing in new ones is vital for the basic functioning of our society and economy, to support economic recovery and growth, and to tackle environmental challenges. Infrastructure can be broadly separated into three distinct sections:



Physical



Social



Green

- 1.2 Spatial planning plays a central role in ensuring that infrastructure can support competitiveness and sustainability of local economies through assessing needs and providing support for infrastructure and natural resources for economic development; ensuring housing supply expands to support employment growth; prioritising and coordinating delivery of infrastructure to manage synergies and conflicts between different local strategies and priorities; identifying and releasing land for services such as health and education facilities; bringing in money from the private sector by creating incentives and promoting and coordinating investment; providing a robust base for making bids for public funds and for assembling land for projects; and ensuring effective community engagement. Planning can also stimulate improved competitiveness and secure higher investment levels by providing investors with increased certainty about the future, allowing businesses to thrive.
- 1.3 The development of local infrastructure and delivery programmes (IDP) as part of the planning process has extended beyond that provided through developers’ contributions to cover all capital investment in the locality. The purpose of this IDP is to outline the key infrastructure requirements needed to support the scale of growth put forward in the **B&NES Core Strategy**¹, and therefore meet the requirements of national planning policy (PPS12)². This version of the

¹ <http://www.bathnes.gov.uk/environmentandplanning/planning/planningpolicy/localdevelopmentscheme/Pages/corestrategy.aspx>

² Key elements of PPS12: (i) Para 4.8 - Bold headline under Infrastructure heading:

“The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority and other organisations.” (ii) Para 4.10: outlines that there is a need for an “infrastructure delivery planning process” and says that “the outcome of the infrastructure planning process should inform the Core Strategy and should be part of a robust evidence base”. (iii) Para 4.45 (Delivery section) repeats that the Core Strategy should be based on “sound infrastructure delivery planning” (iv) The infrastructure tables also reflect the

IDP (October 2011) has been prepared as part of the evidence base supporting the examination of the Core Strategy and as such contains updated information on some of the infrastructure items contained in the April 2011 IDP.

- 1.4 The aims of the IDP are to support the Core Strategy by:
- Identifying key infrastructure requirements
 - Identifying desirable infrastructure requirements
 - Identifying when infrastructure is needed or will be delivered
 - Identifying which agencies are responsible for the provision of infrastructure
 - Summarising other information e.g. details of funding, risks, contingencies
 - Bringing together the sources of evidence for infrastructure requirements in one document
- 1.5 Furthermore, on adoption of the Core Strategy, the IDP will become the basis for future developer contributions in the form of a Community Infrastructure Levy.
- 1.6 The strategies and plans of infrastructure and service providers will not always be neatly aligned in terms of geography, plan period or projected growth, not least for the fact that key providers of infrastructure both inside and outside the Council have their own investment planning processes that will be out of synchronisation with the plan development process outlined in the Local Development Scheme. Information for infrastructure projects will also vary in detail depending on whether a scheme is at the options appraisal, feasibility or design stage.
- 1.7 **This document is therefore based on currently available information, and must be able to respond to changes in need and circumstances over the plan period. It will therefore need to be regularly reviewed and updated. Infrastructure planning involves an on-going process of dialogue and communication with infrastructure providers and as further evidence is developed and future funding is secured, additional items may be added to this document, or the status of items may be upgraded or altered.**

Methodology and Structure

- 1.8 An IDP is not a task that can be completed by planners alone. There is a need to draw on and influence the investment strategies and infrastructure programmes, both within the local authority and externally.
- 1.9 This document draws upon the following key sources of evidence:
- **Single Conversation: West of England Delivery & Infrastructure Investment Plan** (West of England Partnership with the Homes & Communities Agency 2010)³.
 - **Responding to Infrastructure Delivery and Planning Issues in the West of England** (Roger Tym & Partners, 2009). Although this report is premised on the level of growth stated in the RSS Proposed Changes, which was never adopted, some of the research undertaken to support this is still relevant⁴.
 - **B&NES Infrastructure Delivery Survey** (January- March 2010). This survey led to a number of one to one meetings with key infrastructure providers and partners. Follow up discussions with key service providers were also held in 2010 to identify the infrastructure implications of the alternative spatial strategy proposed in the B&NES Draft Core Strategy.
 - **B&NES Infrastructure Delivery Survey updates** (November 2010, April 2011 and October 2011). These surveys were sent to infrastructure providers and stakeholders to ensure the IDP was up-to-date for the Core Strategy hearings scheduled for January 2012.

key criteria included in PPS12, that the infrastructure planning process should address i.e. infrastructure needs and costs, phasing of development, funding sources, responsibilities for delivery (para 4.9) and contingency (para 4.10).

³ <http://www.westofengland.org/media/179567/wofe%20dip%20summary%20310310.pdf>

⁴ <http://www.westofengland.org/media/165661/item%207.%20sub-regional%20infrastructure%20report%20and%20appendix.pdf>

- **See Appendices for more details on consultation.**
- **B&NES Strategic Housing Land Availability Assessment** (May 2011). The SHLAA presents a strategic overview/summary of the housing land supply position in Bath and North East Somerset for the next five years and beyond to 2026. Assumptions about phasing of sites should be read in conjunction with this document.

1.10 Bath & North East Somerset Council was one of 15 authorities which took part in a Planning Advisory Service Pilot study on Infrastructure Planning (October 2009- October 2010). As part of this the Council tested the *PAS Steps Methodology for Infrastructure Planning*⁵ and received support from the Planning Advisory Service and Baker Associates⁶.

1.11 There are three main parts to this document. Part one describes the national and local context for infrastructure planning, governance arrangements, the Council’s approach to viability, the Community Infrastructure Levy, and Total Place. Part two describes the current situation and requirements for the three main types of infrastructure as described in PPS12 (physical, social and green), and each sub-type, where known. Part three summarises the ‘**what**’, ‘**how**’ ‘**where**’ and ‘**when**’ of infrastructure needs, and importantly, categorises the uncertainties surrounding funding and delivery.

1.12 Information in the schedule (contained in part 3) is organised into four levels of certainty:

- Completed infrastructure
- Committed capital programmes, or those that are secure or ongoing developments
- Uncertain capital available, or uncertain timescales
- Those projects that have had funding removed but are still required, or are longer term aspirations

1.13 Colour coding is used in the schedule to reflect the funding/delivery for specific projects:

Complete	Committed	Uncertain	Longer term/aspiration
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1.14 It is hoped that this colour coding can help to answer questions about the deliverability and realistic completion of projects. In future iterations of the IDP, colour coding can be altered to reflect more confident economic positions, or changing priorities for funding. This approach has been found sound in the recent examination of Bolton Councils Core Strategy⁷.

1.15 More detailed tables for each infrastructure item are included in the appendices, including the evidence for each item.

⁵ <http://www.pas.gov.uk/pas/aio/109121>

⁶ See IDP Pilot Project details and quarterly learning reports from the pilot authorities <http://www.pas.gov.uk/pas/core/page.do?pagelId=109617>

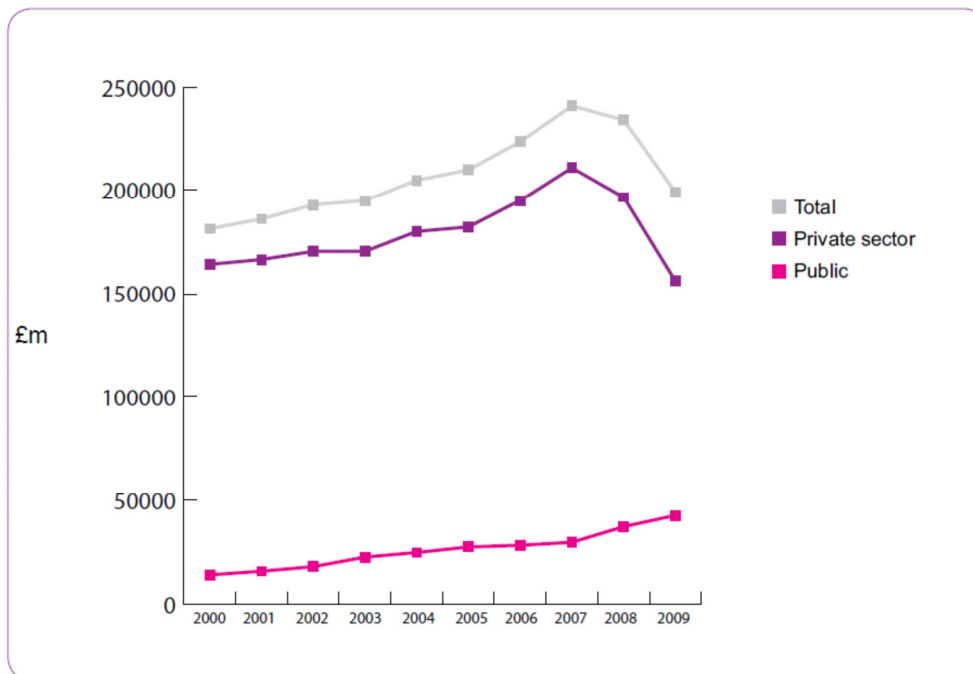
⁷ <http://www.bolton.gov.uk/sites/DocumentCentre/Documents/Bolton%20Core%20Strategy%20Inspectors%20Report.pdf>

2 National and Local Context

National

- 2.1 The Local Government Association has recognised that the current pattern of funding to support infrastructure is extremely complex and fragmented vertically across national, regional and local levels and horizontally across government departments, their agencies and the plethora of funding streams that exist within them⁸. In addition to Government funding, councils also look to other sources of public sector investment, including EU funding, utilities investment, lottery funding, and institutions such as universities, faith groups and cultural organisations.
- 2.2 Recent reports from the Institute of Directors⁹ and Policy Exchange¹⁰ have estimated the scale of required national infrastructure spend at £500 billion by 2020, or an annual investment programme of £50 billion per year for the next decade. However, these estimates only cover part of the picture, including strategic infrastructure requirements for energy, transport, communications and waste, but not local investment requirements, which can be substantial. The real level of investment required is in reality likely to be considerably higher.

Figure 1: UK infrastructure investment by sector 2008/09 (£million)



- 2.3 Figure 1 illustrates that the public sector is a small player in the nation's total investment in capital projects. Rather it has two roles: (1) to support and enable private sector investment for growth; (2) to buy public goods which the market would not otherwise provide. The public purse will not be able to fully fund the necessary infrastructure investment. The focus needs to be on creating the right conditions and incentives to bring in private sector investment in infrastructure.
- 2.4 **Infrastructure UK** was established in 2009 as a unit within HM Treasury with responsibility for UK infrastructure. Its role is to provide coordination over the planning and prioritisation of economic infrastructure; to enable the planned investment in UK infrastructure in line with the stated priorities through improving the conditions for financing, regulation, planning and skills in the infrastructure market; and to improve delivery of UK infrastructure projects and programmes, by achieving greater value for money in the design, procurement and delivery stages.

⁸ Local Government Group: <http://www.lga.gov.uk/lga/aio/13757366>

⁹ http://www.iod.com/MainWebsite/Resources/Document/policy_article_infrastructure.pdf

¹⁰ http://www.policyexchange.org.uk/images/publications/pdfs/Delivering_a_21st_Century_Infrastructure_for_Britain_-_Sep_09.pdf

- 2.5 The emergency budget of 22nd June 2010 set out a decisive path for reducing the deficit, with reductions in public spending responsible for meeting most of the gap. While the Budget recognised the importance of capital investment for economic growth, it did not relax the downward trajectory for capital spending first set out in the 2009 Pre-Budget Report. The Spending Review framework commits to identifying the areas of capital spending that will achieve the greatest economic returns.
- 2.6 The White Paper ***Local Growth: Realising every place's potential***¹¹ and the October 2010 Spending Review are key to the new approach to infrastructure planning introducing the following:
- The *National Infrastructure Plan*
 - Spending Review (including prioritisation of economically significant local transport projects and Regional Growth Fund)
 - Local Enterprise Partnerships (which will have a key role in setting local investment priorities)
 - Intention to introduce a new statutory duty to cooperate in plan making on local authorities, public bodies and private bodies critical to plan making, including infrastructure providers.
 - Investment streams such as the new homes bonus scheme
 - New borrowing powers, for example tax increment financing powers
 - Introduction of a Major Infrastructure Planning Unit for nationally important infrastructure projects (such as large scale wind farms and power plants), which will be the responsibility of the Planning Inspectorate.
- 2.7 The ***Infrastructure Planning Commission*** was established on 1st October 2009 under the Planning Act 2008 to streamline the planning system for Nationally Significant Infrastructure Projects (NSIPs). The Planning Act 2008 also provided for ***National Policy Statements*** (NPS - setting out the Government's objectives for the development of nationally significant infrastructure), a single consents regime, and a new duty on developers to provide stronger community engagement. The IPC will examine applications for development consent from the energy, transport, waste and waste water sectors, using criteria set out in the relevant NPS. The IPC will in the future become a Major Infrastructure Unit within the Planning Inspectorate.
- 2.8 The ***National Infrastructure Plan*** was launched on 25 Oct 2010¹², with a commitment to produce a more detailed version of the plan by the end of 2011. The plan identifies £200 billion of public and private infrastructure planned over the next five years. It includes a statement of intent for this new approach to infrastructure planning and focuses on 5 key areas of infrastructure:
- Energy;
 - Transport;
 - Digital communications;
 - Flood management water & waste;
 - Intellectual capital.
- 2.9 The ***Infrastructure Cost Review***¹³ (December 2010) reveals that the UK is more expensive than its European peer group and demonstrates that there are significant opportunities to reduce costs in the delivery of infrastructure by £2-3 billion per year. The review commits to developing a detailed implementation plan by March 2011 designed around five key interlinked objectives to:
- Create better visibility and continuity of the infrastructure investment pipeline, through publication of the future investment programme in the National Infrastructure Plan;

¹¹ www.bis.gov.uk/assets/biscore/corporate/docs/l/1068%20-%20local%20growth.pdf

¹² www.hm-treasury.gov.uk/ppp_national_infrastructure_plan.htm

¹³ http://www.hm-treasury.gov.uk/d/cost_review_main211210.pdf

- Implement effective governance of projects and programmes;
- Instil greater discipline in the commissioning of projects and programmes;
- Develop smarter ways to use competition; and
- Create an environment that encourages industry and the advisory community to invest in efficiency and reduce the direct costs of construction by developing cost effective delivery solutions.

2.10 The **Localism Act**¹⁴ received Royal Assent on 15th November 2011 and deals with a wide range of issues that could have an influence on infrastructure provision: the proposed General Power of Competence is an enabling power intended to give Local Authorities the “power to do anything that individuals generally may do”; the Community Right to Challenge introduces a right for voluntary or community bodies, Parish Councils and employees of relevant authorities to challenge the services run by local authorities and propose to take them over; the Community Right to Buy aims to help community organisations bid to take over community assets; a new right for communities to draw up a “neighbourhood development plan”; reforming the Community Infrastructure Levy (CIL) to allow the money raised to be spent on maintaining infrastructure, as well as building new infrastructure, give local authorities greater freedom in setting the rate that developers should pay in different areas, and give the government powers to require that some of the money raised is directed into the neighbourhoods where development takes place; the Duty to Cooperate will require local authorities and other public bodies to work together on planning Issues; and abolition of the Infrastructure Planning Commission, passing responsibility for taking these decisions to Government Ministers.

2.11 The Budget 2011 saw the launch of the Government's '**Plan for Growth**'¹⁵, which sets out radical reforms in areas that the Government views as barriers to enterprise. This plan commits the Government to:

- Ensuring all planning applications and appeals will be processed in 12 months and that major infrastructure projects will be fast-tracked;
- Renewing the UK's energy infrastructure. A reliable and cost-effective energy system, delivered through a higher proportion of low-carbon generation, is a pre-requisite for sustainable growth;
- Provide £200 million of new funding for rail projects;
- Provide an additional £100 million of funding for local authorities to repair potholes caused by the exceptionally cold winter, on top of the £100 million announced in February 2011;
- Publish the UK's long-term forward view of projects and programmes in autumn 2011 as part of the *National Infrastructure Plan 2011*;
- Publishing quarterly from autumn 2011, a rolling two year forward programme of infrastructure and construction projects where public funding has been agreed;
- Reform the way in which it procures public sector construction and infrastructure to reduce costs by up to 20 per cent.
- Allocate £3 billion in capital to the Green Investment Bank and catalyse significant additional investment in green infrastructure;
- Transfer the responsibilities of the Infrastructure Planning Commission (IPC) to the Major Infrastructure Planning Unit within the Planning Inspectorate;
- Introduce a duty on local authorities and public bodies to require them to co-operate on planning issues such as infrastructure. The Government will strengthen the current proposed duty to ensure that local authorities must demonstrate that they have planned for key sub-national infrastructure;
- Publish in April 2011 a binding set of principles of economic regulation to provide greater certainty for long-term investors in UK infrastructure;
- Deliver a package to support the UK's broadband digital infrastructure.

¹⁴ <http://services.parliament.uk/bills/2010-11/localism.html>

¹⁵ http://cdn.hm-treasury.gov.uk/2011budget_growth.pdf

- 2.12 The intention of the **Green Investment Bank** (GIB) is to overcome the barrier of financing major infrastructure projects. Capitalised with an initial £3billion it will begin operation in 2012-13. The Bank will make a radical contribution to increasing private sector investment in green infrastructure, including from new types of investor. Its mission will be to accelerate private sector investment in the UK green economy, with an initial remit to focus on relatively high risk projects which are otherwise likely to proceed slowly or not at all. It will work to a 'double bottom line' of both achieving significant environmental impact and making financial returns delivering value for money.
- 2.13 The **Infrastructure Cost Review Implementation Plan**¹⁶ (March 2011) sets out the measures to be taken by Government and industry to realise the savings identified in the *Infrastructure Cost Review*. The measures will enable Government and private sector infrastructure providers to work with the construction supply chain to develop new business models that will improve productivity, achieve better supply chain integration and promote innovation and growth.
- 2.14 The Cabinet Office released **Natural Hazards and Infrastructure**¹⁷ in March 2011, a guide to improving the resilience of critical infrastructure and essential services. The Government's approach is that the main responsibility for resilience of critical infrastructure lies with the owners and operators. However, government regulators and industry need to work together to ensure investment in infrastructure considers the need for security and resilience.
- 2.15 The **Community Infrastructure Levy (Amendment) Regulations 2011**¹⁸ make amendments to the CIL Regulations 2010. It came into force on 6 April 2011. Amendments include allowing councils to set their own flexible payment deadlines and offer developers the option to pay CIL by instalments, and removing the £50,000 minimum threshold for payments in kind.
- 2.16 The **Government Construction Strategy**¹⁹ (May 2011) acknowledges that the UK does not get full value from public sector construction, which accounts for 40% of the industry's annual workload, and has failed to exploit the potential for public procurement of construction and infrastructure projects to drive growth. The strategy contains a detailed programme of measures that will reduce costs by up to 20% by the end of this parliament, and confirms the publication from autumn 2011 a rolling two year forward programme of infrastructure and construction projects on a quarterly basis where public funding has been agreed.
- 2.17 Vince Cable (Secretary of State for BIS) announced on the 9th June 2011 the following topics for the next stage of the '**Plan for Growth**':
- Infrastructure – considering how to eliminate barriers and encourage greater investment in UK infrastructure.
 - Education and skills – looking across the whole of the education system from schools, FE colleges, universities and other training providers to consider how to maximise economic growth.
 - Logistics – covering rail, road, shipping and air freight interests and cutting across the wholesale industry, looking at opportunities and barriers to growth as the logistics sector evolves in response to the increasing complexity and globalisation of supply chains.
 - Mid-sized businesses – examining businesses that have expanded beyond the definition of SMEs, considering how to increase the number of firms that show significant growth at this level.
 - Rural economy – scrutinizing the constraints, opportunities and risks impacting on economic growth in rural areas, and considering specific issues including labour market characteristics, to support the Government's commitment to rebalancing the economy.
 - Open data – investigating the potential growth benefits and risks of opening up access to public sector data assets.

¹⁶ http://www.hm-treasury.gov.uk/d/iuk_cost_review_implementation_plan.pdf

¹⁷ <http://www.cabinetoffice.gov.uk/infrastructure-resilience>

¹⁸ <http://www.legislation.gov.uk/uksi/2011/987/contents/made>

¹⁹ http://www.cabinetoffice.gov.uk/sites/default/files/resources/government-construction-strategy_0.pdf

- 2.18 The Department for Business, Innovation & Skills published the **Low Carbon Construction Action Plan**²⁰ in June 2011. This was a response to the Low Carbon Construction Innovation & Growth Team Report. The plan includes an action to develop a route map to low carbon infrastructure. This project will aim to set out a broad vision for the infrastructure required to meet the 2050 80% carbon reduction targets. This is aimed to be completed by October 2011.
- 2.19 Six *energy National Policy Statements*²¹ received designation by the Secretary of State for Energy and Climate Change on 19th July 2011. These cover the overarching energy policy statement, fossil fuel electricity generating infrastructure, renewable energy infrastructure, gas supply infrastructure & gas and oil pipelines, electricity networks, and nuclear power generation. Future National Policy Statements will cover ports, transport networks (including rail and roads), aviation (all produced by the Department for Transport), water supply, hazardous waste, and waste water treatment (all produced by DEFRA).
- 2.20 In a speech²² to the London School of Economics on 14th September 2011 Deputy Prime Minister Nick Clegg announced that the Government will give special priority status to 40 of the biggest infrastructure projects in the country that are important for economic growth, including high speed broadband rollout, work to transform the efficiency of the national grid, Great Western Electrification and projects that reduce congestion on the road network.
- 2.21 Danny Alexander, Chief Secretary to the Treasury, announced the £500m '**Growing Places**' fund on 18th September 2011 to enable the creation of local infrastructure across England. This fund will be drawn from unallocated money from across Whitehall and is intended to provide a one-off up front capital investment for infrastructure to kickstart stalled projects, with the hope of galvanising private spending. The West of England authorities will be able to bid for this funding through the LEP.

Local

- 2.22 Local councils receive their funding from three main sources: grants from central government; council tax; and other locally generated income (such as fees and charges for services). Central government grants can be received as 'specific grants', which can come with restrictions on what they can be spent on, or through 'formula grant', which has no restrictions and can be used by the authority for any purpose. The formula grant funds a wide range of local services, including children's services, adult social services, police, fire, and highways maintenance, and is distributed to all local authorities using a complex formula.
- 2.23 One of the main components of formula grant is National Non-Domestic Rates, commonly known as business rates. Business rates are collected by local authorities from businesses in their areas like shops, offices, warehouses and factories, but they are currently paid into a central pool to be redistributed as part of formula grant. This system means that local authorities do not have any financial incentive to promote business growth in their area, as they will not receive any of the business rates receipts from new development.
- 2.24 The **Business Rate Supplements Act 2009**²³ does however enable local authorities to levy a supplement on the business rate to support additional projects aimed at economic development of the area. Business Rate Supplements (BRS) are not applicable to properties with a rateable value of £50,000 or below, and the total maximum BRS which may be levied by a levying authority is 2p per pound of rateable value.

²⁰ <http://www.bis.gov.uk/assets/biscore/business-sectors/docs/11-976-low-carbon-construction-action-plan.pdf>

²¹ http://www.decc.gov.uk/en/content/cms/meeting_energy/consents_planning/nps_en_infra/nps_en_infra.aspx

²² [http://www.nickclegg.com/nccom_news_details.aspx?title=Nick Clegg%3a Speech on the economy to London School of Economics&pPK=691d68dd-24aa-43f1-8193-5849e1a2bbc4](http://www.nickclegg.com/nccom_news_details.aspx?title=Nick+Clegg%3a+Speech+on+the+economy+to+London+School+of+Economics&pPK=691d68dd-24aa-43f1-8193-5849e1a2bbc4)

²³ <http://www.legislation.gov.uk/ukpga/2009/7/contents>

2.25 A Government statement²⁴ on the **Local Government Resource Review** was released on 17th March 2011. The Government is keen to move to a radically different system of funding and support for Councils built on strong incentives and local decision making, moving away from central grant allocations. The Review will consider giving Local Authorities greater financial autonomy and strengthening the incentives to support growth in the private sector and regeneration of local economies. The first phase of the Review will deliver proposals for reform by July 2011. It will include consideration of changes to the business rates system, and focus in particular on:

- Promoting growth by allowing Local Authorities to retain business rates;
- The extent to which these proposals can set local authorities free from dependency on central funding;
- Considering how to fund authorities where locally raised funding would be insufficient to meet budget requirements;
- Reviewing the scope for greater transparency;
- The position of councils whose business rate yield would be significantly higher than their current spending;
- How to ensure appropriate protections are in place for business;
- How to deliver Tax Increment Financing proposals against a context of greater retention of business rate revenues;
- How various aspects of the business rate system, including business rate revaluation and reliefs, should be treated;
- Examining the scope for further financial freedoms for local authorities, while standing up for and protecting the interests of local taxpayers;
- The wider implications of rates retention for related policies, including the work of the Commission on the Funding of Care and Support and the Government's other incentive schemes (the New Homes Bonus and the commitment to allow communities to keep the business rates for renewable energy projects).

2.26 The Government has subsequently published its proposals for **Business Rates Retention** in a consultation document on 18 July 2011, supplemented by eight technical papers published on 19 August 2011²⁵. This will allow Local Authorities to retain business rates and allow councils to work with the business community to make choices about how funds could be best used to finance new infrastructure whilst allowing local communities to benefit fully from the growth in their business tax base that comes from a thriving local economy. At present, the complex system for redistributing business rates through grant takes that opportunity away, and means that councils cannot raise investment funds against future business rates income.

2.27 DCLG has also confirmed the introduction of powers to allow **Tax Increment Financing** enabling councils to fund key infrastructure projects. TIF is a model widely used in the USA to grant local authorities financial freedoms to benefit from future increases in tax revenues that will result from development in order to fund infrastructure improvements in the present. Tax Incremental Financing and the retention of business rates will be introduced through the forthcoming **Local Government Finance Bill**.

2.28 A range of partnership models has developed over the last decade, driven by the **Private Finance Initiative** (PFI) and similar models such as building schools for the future (BSF), Local Improvement Finance Trusts (LIFT), and Local Education Partnerships – all designed to provide low risk investment opportunities for the private sector. PFI has played an important role in delivering new hospitals, schools, street lights, waste plants and housing. However, PFIs have been criticised as a top-down, restrictive model of partnership with complex and expensive procurement and contract arrangements, characterised by a lack of transparency over finances with the real risk remaining with the public sector. A Ministerial Statement by the Chancellor (15th November 2011²⁶) confirmed the Government's intention

²⁴ <http://www.communities.gov.uk/statements/corporate/localgovernmentfinance>

²⁵ <http://www.communities.gov.uk/publications/localgovernment/resourcereviewbusinessrates>

²⁶ http://www.hm-treasury.gov.uk/d/uk_pfi_wms_151111.pdf

to reform PFI, and consult on a new approach in using the private sector in the delivery of public assets.

- 2.29 In addition to PFI schemes, a number of other **Public Private Partnerships** (PPP) models have evolved, including Community Land Trusts, Joint Ventures and Local Housing Companies. These models are designed to bring in private sector expertise and finance and capture uplift in public land values, and capital receipts to reinvest these in more housing and infrastructure locally. The big challenge for local authorities is how to create confidence and attract investment across a wider range of development schemes with less reliance on government grant.
- 2.30 A number of areas have developed shared investment vehicles, or **Local Asset Backed Vehicles** (LABV) to invest local authority assets in a joint venture with private sector partners. This provides a way of packaging different developments together in an attractive investment offer and offers a way of securing investment in infrastructure that locates appropriate risks on the private sector's balance sheet.
- 2.31 A '**Delivery and Infrastructure Investment Plan**' (2010/11 – 2014/15) was prepared by the West of England Partnership in support of local authority Core Strategies through the 'Single Conversation'. The plan has been developed with the involvement of the Homes and Communities Agency (HCA), the South West Regional Development Agency and other bodies and identifies and prioritises the investment required to secure some of the new housing and jobs proposed by Core Strategies. The Delivery and Infrastructure Investment Plan phases the delivery of proposed housing and employment and the infrastructure required across the sub-region, and supports the creation of mixed and sustainable communities, including a supply of affordable and supported housing. It should however be noted that due to more up to date evidence and the revocation of the RSS, the quantum of development now being planned for in the B&NES draft Core Strategy is less than was considered in this document.
- 2.32 In the case of B&NES, the Council has highlighted Bath City Centre/Riverside, Midsomer Norton & Radstock town centres, Old Mills (Midsomer Norton), Keynsham Town Centre & Somerdale (Keynsham) as priority places to promote infrastructure investment and sustainable development within the West of England Delivery and Infrastructure Investment Plan.
- 2.33 The West of England submitted a proposal to the Secretary of State for a **Local Enterprise Partnership**²⁷, which was by DCLG. Whilst the Government will not be directive about the role of the LEP, it has discussed a number of potential roles that they could play, such as:
- Providing a voice for business in the planning system;
 - Leading the production of strategic plans that identify and align strategic economic priorities and guide infrastructure delivery;
 - Providing a strong business role facilitating for key infrastructure investment;
 - Producing evidence and technical assessments to inform decision-making; and
 - Facilitating decision making on complex applications.
- 2.34 The Government is introducing financial incentives available to LEPS and is allowing Local Authority LEP members to consider pooling or aligning revenue streams to support growth. Potential sources of funding currently available to LEPS include²⁸:
- European Social Fund
 - European Regional Development Fund
 - Rural Development Programme for England

²⁷ West of England Local Enterprise Partnership: Proposal to the Secretaries of State for BIS and CLG – September 2010
<http://www.westofengland.org/media/191203/west%20of%20england%20lep%20proposal%20september%202010.pdf>

²⁸ For more information see <http://www.bis.gov.uk/policies/economic-development/leps/lep-toolbox/further-information/funding-sources/project-programme-funding#rdpe#rdpe>

- Regional Growth Fund
- Enterprise Zones
- Tax Increment Finance
- Business Improvement Districts
- Local Sustainable Transport Fund
- Growing Places Fund

- 2.35 The Budget 2011 confirmed that a new **Enterprise Zone** will be created in the West of England area. Powers on offer include a 100% business rate discount (worth up to £275,000 over a five year period); retention of all business rates growth for at least 25 years; a simplified planning approach; and rollout of superfast broadband (guaranteed either through a supportive planning regime or government funding). The Enterprise Zone will be located at Temple Quarter, Bristol. Bath City Riverside has been designated by the LEP as an 'Enterprise Area' and will receive some of the financial benefits generated from the Enterprise Zone. The Council has aspirations to develop this area, which includes Bath Western Riverside, as a creative and knowledge-based 'City of Ideas' where local universities, high-tech manufacturing, creative industries and training academies will combine and create up to 2,000 new private sector jobs as well as 3,500 new high quality homes. Central Government will fund the business rate discount for the zone.
- 2.36 The **Regional Growth Fund**²⁹ (RGF) was announced on 29th June 2010 and is a £1.4bn central government fund operating from 2011 to 2014. It supports projects and programmes in England that lever private sector investment creating economic growth and sustainable employment. It particularly aims to help those areas and communities currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity. RGF Round 2 contained a number of bids submitted by the West of England LEP. There may be a "very small" third round to allocate any money not allocated under the first or second rounds. The LGA has welcomed the 'single pot' nature of the RGF, and the government's aim of placing the funding in the hands of the LEP.
- 2.37 The Three Dragons **Viability Study** undertaken by the Council³⁰ tested the impact of developer contributions in addition to affordable housing contributions of rates of £15,000 and £7,500 per dwelling. The affordable housing policies in the Core Strategy are therefore premised against this level of contribution.
- 2.38 In addition, in April 2011 the Council published the results of a **strategic viability validation study**³¹ which tested the impact of affordable housing requirements alongside s106 for 12 real sites identified as suitable and available for housing development in the Strategic Housing Land Availability Assessment (SHLAA) to demonstrate that these requirements are deliverable.
- 2.39 The **Community Infrastructure Levy** (CIL) is a mechanism for collecting contributions towards infrastructure from developers. The proceeds of the levy must be spent on (development or maintenance of) local infrastructure to support the development of the area. However, CIL does not cover the costs of providing revenue services such as waste collection and social care. The new system has been introduced to address the perceived inadequacies of s106 agreements and offers a more transparent and simplified system.
- 2.40 In order to increase and enable growth through the delivery of infrastructure, councils will need to use a combination of CIL, s106 and other funding mechanisms. This marks a change as local planning authorities used to depend on developers delivering infrastructure. The Council will now be responsible for managing the delivery of infrastructure in a timely manner to support development³².

²⁹ <http://www.bis.gov.uk/policies/economic-development/regional-growth-fund>

³⁰ B&NES Viability Study, Three Dragons (2010) www.bathnes.gov.uk/corestrategy

³¹ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Planning/planning%20policy/Viability%20Validation%20Study%20-%20Affordable%20Housing%20April%202011.pdf>

³² <http://www.pas.gov.uk/pas/aio/1611732>

- 2.41 To implement CIL the authority must have an Adopted Core Strategy and an associated IDP. All capital infrastructure projects that the Council would like to see CIL contributions go towards must be included in the IDP. CIL is essentially a tariff based system which can be differentiated by geography and by use (i.e. residential, industrial, office, retail etc.). Although the IDP will provide the basis for calculating CIL, the **Charging Schedule** must also be subject to viability testing and independent examination. Any developer will then be able to calculate their expected CIL charge based on their development mix and developable floor area. The Council revised its Local Development Scheme during 2011 to set out a timetable of work for implementation, in which CIL would be developed alongside the **Placemaking Plan DPD**. Work commenced on CIL in July 2011. A draft Charging Schedule will be consulted on during Autumn 2012, and CIL will be in place by Autumn 2013.
- 2.42 Adopting a CIL would provide:
- An additional income stream for infrastructure delivery for the local authority
 - A fixed rate tariff system which unlike s106 gives certainty to the development industry
 - A simplified and cost effective system of securing funding from development. The authority can keep up to 5% of the receipts to cover the additional administrative costs.
 - Finance for 'live' infrastructure projects that have been prioritised by the Council and local communities.
- 2.43 The Council already makes extensive use of **planning obligations** to fund infrastructure demands arising from major development, and an SPD³³ was adopted on 8th July 2009 to provide clear guidance on the Council's approach. The SPD covers affordable housing, children's services, lifelong learning, transport, green space, play services and sport & recreation. The Planning Obligations regime can operate until April 2014 under interim arrangements, but after this date it will largely be replaced by CIL and will only be able to address specific site issues. CIL and Planning Obligations will therefore become complementary. Between July 2009 and March 2011 the Council had secured some £13 million in s106 agreements.
- 2.44 Based on housing alone, CIL and s106 agreements have the potential to raise approximately £36 million over the Core Strategy Plan period³⁴ (this is dependent on the CIL viability assessments being agreed).
- 2.45 The **New Homes Bonus** (NHB) provides a financial incentive for local authorities to build more homes by providing them with the means to mitigate the strain the increased population causes. The NHB commenced in April 2011, and will match fund the additional council tax raised for new homes and properties brought back into use, with an additional amount for affordable homes, for the following six years. The final allocations for Year One (2009/10 delivery) of the New Homes Bonus were announced on 4 April 2011, where B&NES was awarded £611,349. This equates to a total payment over 6 years of £3,668,092. Taking the Core Strategy period as a whole to 2026, the total value of new housing from the NHB to B&NES is in excess of £88million³⁵. The NHB will be funded by Central Government by using the funding previously allocated to Local Authorities in the Housing and Planning Delivery Grant (£250m national funding for 2010/11) and taking £250m per year off Local Authorities formula grant. Local authorities will have flexibility on how to spend the un-ringfenced grant and will be paid in line with the local government finance timetable; provisional allocations will be announced in early December and final allocations in early February.
- 2.46 Individual infrastructure components are often considered in isolation, and as a result opportunities for synergy and more efficient use of resources between service providers are sometimes missed. There is a growing emphasis on co-locating services to enhance the

³³ <http://www.bathnes.gov.uk/environmentandplanning/planning/planningpolicy/localdevelopmentscheme/Pages/obligationsspd.aspx>

³⁴ <http://democracy.bathnes.gov.uk/ieListDocuments.aspx?CId=462&MId=3300>

³⁵ Calculated using the CLG New Homes Bonus calculator, SHLAA housing trajectory 2010/11 – 2025/26, assuming 35% affordable housing and 42 Traveller pitches

effectiveness and efficiency of service delivery. The following key opportunities for integrated provision have been highlighted as part of the preparation of the IDP:

- Greater coordination between highways and various infrastructure provision and maintenance to minimise disruption and reduce costs
- A holistic approach to green infrastructure can provide additional opportunities e.g. a flood defence as a country park, cycling routes adjacent to SUDS drainage solutions, tree planting and biomass fuel generation e.g. Somerdale, Keynsham
- Increasing joint work between sports and leisure and the PCT in promoting sports and active lifestyles

2.47 The following key opportunities for co-location have been highlighted as part of the preparation of the IDP:

- Extended use of schools including the building for community or further education use and the grounds for play and sports e.g. Wellsway School in Keynsham
- Co-location and rationalisation of public sector office space e.g. Council Office Relocation Strategy and new “one stop shops” for customer service
- Shared facilities between acute and primary care e.g. Keynsham Health Park
- Co-location of emergency services e.g. desire for Avon Fire & Rescue and Great Western Ambulance Service to relocate from Cleveland Bridge station

2.48 **Total Place** is a new initiative that looks at how a ‘whole area’ approach to public services can lead to better services at less cost. It seeks to identify and avoid overlap and duplication between organisations – delivering a step change in both service improvement and efficiency at the local level, as well as across Whitehall.

2.49 Three total place projects are being taken forward in the West of England sub-region:

1. Low Carbon Economy: Project One Public Sector Carbon Reduction; Project Two: Low Carbon Economy Project³⁶
2. Asset Management Project
3. Think Family

2.50 The first of these is being run by Bath & North East Somerset Council and will identify opportunities to reduce carbon emissions, including sustainable energy projects, and recommend joint projects cutting across sectors and across authority boundaries.

2.51 The asset management project is being led by South Gloucestershire Council. This project will consider all property assets held by the public sector, focusing initially on Councils, PCTs and Emergency Services in the West of England and then extending to cover national agencies such as central government departments. Subject to additional funding, the project will also include community organisations such as Town & Parish Councils.

³⁶ See Project Outcome Specifications for (1) South West Councils – Total Place West of England Low Carbon Initiative, 2010/11 Project One – Public Sector Carbon Reduction and (2) Total Place: West of England Low Carbon Initiative, 2010/11 Project Two – Low Carbon Economy. Total Place funding is secured to take forward this project.

3 Governance

- 3.1 This section outlines the process in place to ensure that infrastructure needs are delivered, monitored and regularly reviewed.
- 3.2 The preparation of the Core Strategy is currently led by the Council's Planning Policy team with cross service input.
- 3.3 A cross party board has been set up to consider, in detail, the Local Development Framework – this group is known as the LDF Steering Group. It convenes as and when needed at key points in the process. In addition to this all LDF documents must be agreed by Council.
- 3.4 The LSP Executive will provide steer on key policy decisions related to infrastructure planning and an annual report will be taken to this board. Progress on the IDP will be reported to the LSP Board for partnership-wide steer as directed by the Executive Board³⁷.
- 3.5 To inform the ongoing development of the IDP, at least annual contact will be maintained with Infrastructure Providers identified in the IDP, the "IDP Stakeholders Group". Contact will be made in the first instance by written correspondence, but as necessary additional telephone and face to face contact will be made. In addition joint work on infrastructure projects and/or funding bids will be undertaken.
- 3.6 Wider stakeholder involvement will be incorporated within consultation exercises associated with the Core Strategy.

Monitoring arrangements

- 3.7 Annual progress on the delivery of infrastructure will be reported and the Infrastructure Delivery Programme will be amended accordingly. This will allow the following to be monitored:
- Progress on scheme delivery and funding
 - Status and risk of infrastructure schemes
 - Update on infrastructure planned
- 3.8 This will be referred to in the Council's Annual Monitoring Report for Planning and will be reported as outlined above.

Maintenance and Review of the IDP

- 3.9 The IDP is a living document and will need to be maintained and reviewed at regular intervals and this review will be reported annually.

³⁷ 08.06.10 LSP Executive Report

http://www.bathnes.gov.uk/SiteCollectionDocuments/Community%20and%20Living/LSP%20Board%20Papers%2008%2006%2010%203_.pdf

Summary Table illustrating of governance arrangements for the IDP

Group	Role in relation to the IDP
Council	Local Councillors are elected by the community to decide how the council should carry out its various activities. They represent public interest as well as individuals living within the ward in which he or she has been elected to serve a term of office.
Local Strategic Partnership ³⁸	<p>The LSP was formed in June 2002; it is made up of public services such as the Council, the Police, the B&NES Primary Care Trust and Somer Housing Group - as well as voluntary, community, and business sector representatives.</p> <p>Specific to the IDP the role of this group is:</p> <ul style="list-style-type: none"> • To receive intermittent updates on progress at key stages and to provide strategic direction. • Board members to feed back to respective organisations on outcomes. • Board members to ensure their respective organisation is participating fully in the IDP process and providing appropriate information. • To understand high level risks associated with the IDP.
LSP Executive Board	<p>Specific to the IDP the role of this group is:</p> <ul style="list-style-type: none"> • To champion the project and raises awareness at senior level. • To advise on the scope of the project. • To advise on priorities for development of the project. • To provide guidance to the Project Sponsor and decision makers on overall strategic direction. • To approve an implementation plan that delivers the benefits within agreed costs. • To receive regular high level progress and financial reports. • To understand the level of exposure of the Council to tangible and intangible risks. • To recommend referrals to Overview and Scrutiny Panel when appropriate. • To ensure strategic liaison with related service areas and other strategic partners.
LDF Steering Group	Cross party member working group involved in the preparation of LDF documents and their evidence base.
Development Coordination Group & Built Environment Leaders Groups	<p>Officer led cross-service groups with responsibility for discussing infrastructure and planning issues. Specific to the IDP the role of this group is:</p> <ul style="list-style-type: none"> • To advise the LPA on process and outputs. • To review project risks and advise on any new/changed risks having regard to the wide perspective of the group.
IDP Stakeholder Group	This is a group who will be involved in delivering, funding and identifying infrastructure needs - involving a range of stakeholders and

³⁸<http://www.bathnes.gov.uk/communityandliving/LocalStrategicPartnership/Pages/Local%20Strategic%20Partnership%20-%20Structure%20Chart.aspx>

	<p>organisations. Stakeholder group meetings will be held as necessary. Contact to be maintained with the LPA on at least an annual basis. Specific to the IDP the role of this group is:</p> <ul style="list-style-type: none"> • To provide information from individuals' organisations or service areas to inform the IDP. • To participate in workshops to build shared understanding of each others' capital projects and infrastructure requirements. • To participate in discussion on potential for co-location and co-ordinated infrastructure provision. • To participate in discussion on service delivery changes and new requirements. • To participate in the update and annual review of the IDP
<p>Local Planning Authority</p>	<p>Responsibility for preparing and maintaining an IDP to support the Local Development Framework, working with all other parties. Specific to the IDP the role of this group is:</p> <ul style="list-style-type: none"> • To prepare the IDP, making use of information obtained from key stakeholders and publicly available information. • To maintain the IDP going forward. • To organise regular meetings of the IDP stakeholder group, chair and issue notes, ensure delivery on agreed actions.
<p>Local Enterprise Partnership</p>	<p>West of England Local Enterprise Partnership potential to have a significant role in local infrastructure planning. Precise nature of this role to be confirmed</p>

PART TWO: CURRENT SITUATION & ANTICIPATED NEEDS OF INFRASTRUCTURE WITHIN B&NES

4 Physical Infrastructure



Transport

Rail

- 4.1 The ***Eddington Transport Study***³⁹ commissioned by the government in 2006 estimated that congestion would cost the country as a whole £22 billion per year in travel delays and lost output by 2025 unless something is done to ensure transport networks are able to keep up with demand. This gives the context for the following paragraphs.
- 4.2 Bath benefits from good rail (time) connections to Bristol and London, although peak time rail services are running at capacity and there is still only an hourly rail link between Keynsham and Bristol for most parts of the day. There is also a rail station located at Freshford.
- 4.3 ***Electrification of the Great Western Main Line*** has been confirmed between Cardiff, Bristol and Didcot, providing an electrified mainline from Cardiff to London Paddington, which will benefit stations within B&NES. Replacement of the current “Intercity 125” high speed diesel fleet with new, higher capacity, more environmentally friendly trains has also been confirmed, providing a quicker service between Bristol and London (the ***Intercity Express Programme***). The ***Network Rail Route Plan K 2011 Update***⁴⁰ includes the following infrastructure items: signalling renewals by Network Rail at Bristol Temple Meads, Bristol Signalling Centre area, and repositioning of signals at Bath Spa will improve reliability, provide additional capacity and reduced platform reoccupation times. This facilitates an enhanced cross-Bristol service benefiting Bath Spa, Oldfield Park and Keynsham.
- 4.4 Capital improvements to Bath Spa station and links to this have been secured from the Southgate development and will also be sought as part of the Bath Western Riverside development. Improvements to Keynsham railway station will be secured as a development requirement for the Somerdale site, including pedestrian and cycle facilities, disabled access and improved links between the station, Somerdale and town centre.
- 4.5 The ***Greater Bristol Metro Rail Project*** will provide improvements to suburban services around Bristol, including improved frequency to provide half hourly services involving new rolling stock

³⁹ <http://www.thepep.org/ClearingHouse/docfiles/Eddington.Transport.Study%20-%20Rod.pdf>

⁴⁰ http://www.networkrail.co.uk/documents/About%20us/12402_Route%20K%20-%20West%20of%20England%202011%20Update.pdf

and some new infrastructure. This scheme is promoted within LTP3. However, it is not funded in the current Comprehensive Spending Review period to March 2015. Further guidance is expected from DfT towards the end of 2011, when the current CSR is concluded, to advise how the Greater Bristol Metro Rail Project could be progressed. This is not a reflection of the 'worth' of this scheme, simply a reflection of its 'state of readiness'.

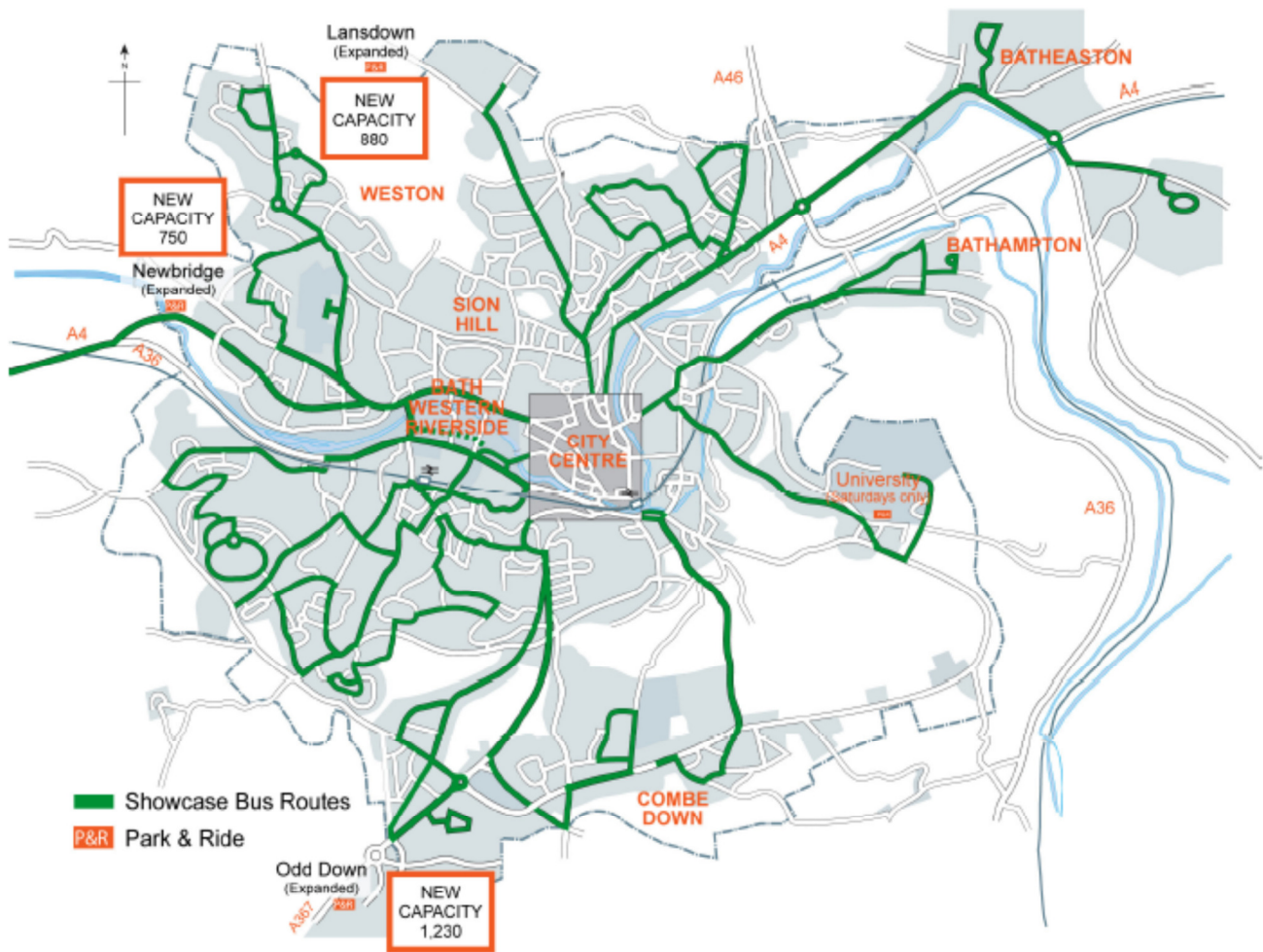
- 4.6 The Secretary of State for Transport announced⁴¹ on 15th November 2011 the intention to develop a strategy to deliver a better value railway for the benefit of passengers, taxpayers and the wider economy. In furtherance of that strategy DfT has undertaken to develop and publish detailed proposals on delivering a sustainable railway including reform of Network Rail, which will be in the form of a Command Paper published early in 2012. DfT also plans to consult on the scope to devolve responsibility for some rail passenger services in parts of England to sub-national bodies.

Bus

- 4.7 The **Greater Bristol Bus Network** includes improvements to bus infrastructure between Bath, Bristol and Radstock/Midsomer Norton, major improvements to bus corridors, and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised curbs and at the most popular stops real time passenger information. Ten new showcase route corridors and over 70 bus routes within the West of England are benefiting from local improvements, which started in the summer 2010 with work on the M32 bus lane, and due to complete in 2019. The benefits of similar improvements within Bath and North East Somerset can already be seen on the Hicks Gate Roundabout and the A367 Odd Down Bus Lane.
- 4.8 The **Bath Transportation Package** includes upgrades to bus stop infrastructure on 9 service routes including real time passenger information; expansion of the Odd Down Park and Ride by 250 spaces, Lansdown Park and Ride by 390 spaces, and Newbridge Park and Ride by 250 spaces; variable message signs on the main approaches to Bath, and within the city centre; city centre works including High Street improvements and timed access restrictions; and works to support Bath Western Riverside including a Bus Rapid Transit system serving the site. The Bath Package aims to provide a modern integrated easy to use public transport system which seeks to:
- Create a step change in public transport providing an attractive alternative to the private car
 - Reduce congestion and improve air quality
 - Bring environmental improvements

⁴¹ <http://www.dft.gov.uk/news/statements/greening-20111115>

Figure 2: Bath Transportation package Map



- 4.9 Following the Comprehensive Spending Review, the Bath Transportation Package has been put in the Department for Transport’s “development pool” of transport schemes being considered for investment in future years of around £600m⁴². The Government are asking all schemes in this pool to review their costs and the Council has done this by reducing the cost of the package to £31.8m. The amendments to the package have removed all statutory processes such as CPOs and allow for the remaining elements to be implemented immediately. A ‘best and final offer’ was submitted to the DfT on 9th September 2011.
- 4.10 The amendments to the Bath Transportation Package included the deletion of the A36 bus lane which is part of a long standing improvement line which it is recommended that the Council continues to protect through planning policy, and can be implemented in the future should resources allow. The Council is also reviewing options for a park and ride to the east of Bath.
- 4.11 The ‘**Key Commuter Routes**’⁴³ Local Sustainable Transport Fund application is an integrated package promoting low carbon alternatives to single occupancy car-use on six key commuter corridors capturing 40% of journeys to work across the West of England. This bid covers the West of England travel to work area. A combination of walking, cycling and public transport infrastructure will be supported by a package of marketing, promotion and other interventions to support modal change. Significant work has already taken place along these corridors under the auspices of the Greater Bristol Bus Network and Cycling City projects. The actions will enable the West of England Authorities to capitalise on this work. On the Bath to Bristol Corridor, actions will be focused on improving bus travel, by:
- Introducing Real Time Information at bus stops and interchanges;

⁴²<http://www.bathnes.gov.uk/transportandstreets/roadshighwaysandpavements/roadworks/roadreport/MajorSchemes/gbbn/Pages/default.aspx>
⁴³<http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf>

- Improved service reliability

The Department for Transport has awarded the Council £750,000 to advance this project.

- 4.12 The **ITSO Smart Ticketing** Local Sustainable Transport Fund Project application will 'enable most public transport journeys to be undertaken using smart ticketing technology throughout SW England' to support economic growth, reduce carbon, and enhance social mobility. The investment in smart ticketing infrastructure and the regional back office support platform through this project will improve the performance of bus operators through better boarding times leading to faster end to end passenger journeys (and associated carbon emissions savings); it will contribute to reducing congestion through modal transfer; and will generate passenger growth through the introduction of better ticketing products in accordance with the identified impacts associated with a migration to smart ticketing. Overall, it will help to sustain and grow the regional bus network, improve the commercial operational base, leading to more sustainable transport opportunities for existing and new passengers. This regional submission has been developed around three core complementary scheme packages:

- Delivering the roll out of operational ITSO compliant ticket machines and required support services across all registered local bus services in SW England by the end of 2012/13.
- Delivering Europe's 1st open access regional ITSO HOPS Card Management System (CMS) Package, and England's 1st Region wide E-Money platform for transport ticketing.
- Support Smart Ticketing adoption within community based organisations in SW England, and assist other English Local Authorities in meeting DfT smartcard based policy deadlines.

The Department for transport approved the bid in July 2011 and will contribute £2.98m.

Strategic Highway

- 4.13 Capital projects have not yet been defined but include safeguarding routes e.g. proposed Whitchurch bypass and Temple Clutton bypass (safeguarded routes in saved Local Plan policies). Future projects could also improve the A4 between Bristol and Bath and introduction of an A36/A46 link to the east of Bath, and improvements to the Strategic Road Network. These schemes are subject to further investigation.

Local Highway

- 4.14 The Council recently consulted on the proposal to implement a two way traffic flow along a short section of the A36 Rossiter Road in Bath⁴⁴. The main objective of the project would be to divert "through" traffic, including HGV's, away from Widcombe Parade, thereby improving the environment within Widcombe village. The scheme is currently being reworked following the consultation.

Car parking

- 4.15 The management of car parking is a key mechanism to achieve wider economic, environmental, safety, social and quality of life objectives. There are currently 11 public car parks serving Bath city centre and three Park and Ride car parks, providing a total capacity of 5273 spaces. The current off-street parking strategy for Bath is a balanced parking strategy that provides high quality Park and Ride car parks for long stay parking, while maintaining some city centre car parks for medium and short stay use and allowing some controlled on-street parking for short stay. An updated **draft Parking Strategy for Bath** was considered at the September Overview and Scrutiny Panel which will in due course be released for public consultation.

⁴⁴ <http://www.bathnes.gov.uk/transportandstreets/Pages/RossiterRoadConsultation.aspx>

- 4.16 Some existing car park sites in central Bath have been identified as key development sites. The draft Parking Strategy states that city centre parking levels will have to be broadly maintained at current levels. Redevelopment of city centre car parking sites can still be supported provided parking levels are maintained either on or off site.

Cycling and pedestrian facilities

- 4.17 The **Two Tunnels** route will use an old railway track bed along the old Somerset and Dorset Railway Line from Combe Down creating a direct route between Bath and the Midford valley, 2½ miles south of the city before joining the long distance Sustrans NCN24 route. The Two Tunnels route is being built by Sustrans working in partnership with Bath and North East Somerset Council as part of the Connect2 project. A Two Tunnels Community group who originated the project and who campaign for the route are also active in campaigning and fundraising to support the project.
- 4.18 Once completed, walkers and cyclists will experience two illuminated tunnels and a viaduct along the route that will provide a link between town and country, with its unique blend of industrial heritage, wildlife and geology. The project will renovate the disused Tucking Mill viaduct and open up two disused tunnels, one of which (Combe Down) is over a mile long.
- 4.19 The project will bring together the communities of Bath, Midford and nearby communities of Oldfield Park, Twerton, The Oval, Beechen Cliff, Bloomfield, Widcombe, Perrymead and Foxhill, will all be able to make everyday journeys to local schools, shops, work and for leisure, by foot or by bike. Initial estimates suggest that this greenway will attract one million journeys every year by both local people and visitors to Bath. The route will also link to the successful Colliers Way in the South and the Bath-Bristol cycle path in the West.
- 4.20 The **Five Arches Greenway** scheme significantly re-connects the towns of Radstock and Midsomer Norton, overcoming the hilly terrain around the Radstock area which currently makes walking and cycling difficult. A new traffic-free route, passing along a disused railway path links these two communities to shops, leisure and school facilities including the new skate park at Gullock Tynning, avoiding the existing busy roads in the local area. The Five Arches Greenway links to the Norton Radstock Greenway, which in turn links in to National Cycle Network Route 24 (The Colliers Way). The official opening of Five Arches Greenway, Midsomer Norton took place on Saturday 24th September 2011.
- 4.21 The **'Key Commuter Routes'**⁴⁵ Local Sustainable Transport Fund application is an integrated package promoting low carbon alternatives to single occupancy car-use on six key commuter corridors capturing 40% of journeys to work across the West of England. This bid covers the West of England travel to work area. A combination of walking, cycling and public transport infrastructure will be supported by a package of marketing, promotion and other interventions to support modal change. B&NES Council has announced plans to create a new route from Bathampton and Batheaston to the city centre which will join up with the existing footpath from the A46 to Grosvenor Bridge East, which will also be connected to National Cycle Network 4⁴⁶. The Department for Transport has awarded the Council £750,000 to advance this project.
- 4.22 The Somerdale redevelopment scheme will require improved pedestrian/cycling infrastructure with direct linkages to the town centre and train station, including disabled access. As part of this, there is opportunity to create a new 'level' route for pedestrians and cyclists across the A4 with a lightweight bridge which would connect the Memorial Park to the railway station, addressing the A4 and railway line as major physical barriers within the park. Improved links are desired from Keynsham to the large number of long-distance footpaths and other adjacent recreational routes and strategic cycleways that surround the town, such as National Routes 3 & 4 and Regional Route 10.

⁴⁵ <http://www.travelplus.org.uk/media/215878/woe%20lstf%20key%20component%20bid%20april%202011.pdf>

⁴⁶ <http://www.thisisbath.co.uk/New-cycle-route-path-planned-city-centre/story-13112787-detail/story.html>

- 4.23 The grocery shop in Farmborough has recently closed. A new footpath is desired which would connect the village to the local food store. This would ensure that the village meets the criteria for future small scale development. The cost estimate for this is based on an estimated cost of providing a path at £100 per meter, plus an assumed legal cost, land take and telegraph pole and hedgerow relocation. The transport solution would be a kerbed footway 1.5m wide. Developer contributions to support development of a community shop (either in kind or financial) in the village of Farmborough could be an alternative solution to this issue potentially at lower cost. The Parish Plan Steering Group is currently looking into the potential for a community run shop. This project only has a rough cost estimate and the practicalities (e.g. land ownership, deliverability) and impact on scheme viability are still to be considered.

Smarter Choices

- 4.24 Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging home working.
- 4.25 The **Bath Transport Interventions Study**⁴⁷ (2010) included an assessment of smarter choices options for the city using the G-BATH model. This indicated that a package of workplace and school travel plans, together with personalised travel planning could reduce car trips by 4% of higher with suitable funding. The study also highlighted the number of short car trips within the city, a proportion of which could be diverted to walking and cycling. A package of walking and cycling improvements along the river corridor was estimated to remove 680 car trips in the AM peak hour. A combination of smarter choices interventions across the city and walk/cycle improvements along the river corridor was estimated to reduce journey times by 2 minutes on most routes.

Electric Vehicles

- 4.26 The Government's approach to electric vehicles is set out in the **Plug-In Vehicle Infrastructure Strategy**⁴⁸. The Government is committed to growing the market for plug-in vehicles in the UK. The shift to ultra-low emission vehicles offers the potential to decarbonise road transport while still enabling mobility and stimulating green jobs and investment. The Spending Review made provision of over £300m over the life of the current Parliament for the Plug-In Car Grant to reduce the upfront cost of eligible vehicles to consumers and businesses. Recognising that continued growth in recharging infrastructure will be driven by private sector investment, which could be constrained by the ability to raise finance, there is the potential for the Green Investment Bank to provide targeted financial solutions for appropriate plug-in vehicle infrastructure projects.
- 4.27 The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2011, coming into force on 1st October 2011, extends permitted development rights to charging points for electric vehicles.

Public Realm

- 4.28 The Council is responsible for maintaining adopted roads and pavements together with street lighting, signage and street furniture. The upgrade of the public realm has a role to play in the continuing development of the economy and the image of the place.

⁴⁷ Bath Transport Interventions, Transport Modelling Report, Mott MacDonald, February 2010:

www.bathnes.gov.uk/transportandstreets/travel/Pages/travelbetterlivebetter.aspx

⁴⁸ <http://assets.dft.gov.uk/publications/making-the-connection-the-plug-in-vehicle-infrastructure-strategy/plug-in-vehicle-infrastructure-strategy.pdf>

- 4.29 Public realm improvements are required to Keynsham High Street, particularly at:
- Junction of Bath Hill and High Street containing a new public space replacing the current public space in front of the Town Hall following redevelopment.
 - Space in front of St. John’s church
 - Junction of High Street and Charlton Road
- 4.30 Also required within Keynsham is the enhancement/creation of network of pedestrian routes between High Street, Temple Street, the Memorial Park entrance and the river, and Bath Hill East car park. Improved disabled access to shops should also be provided in any public realm improvements.

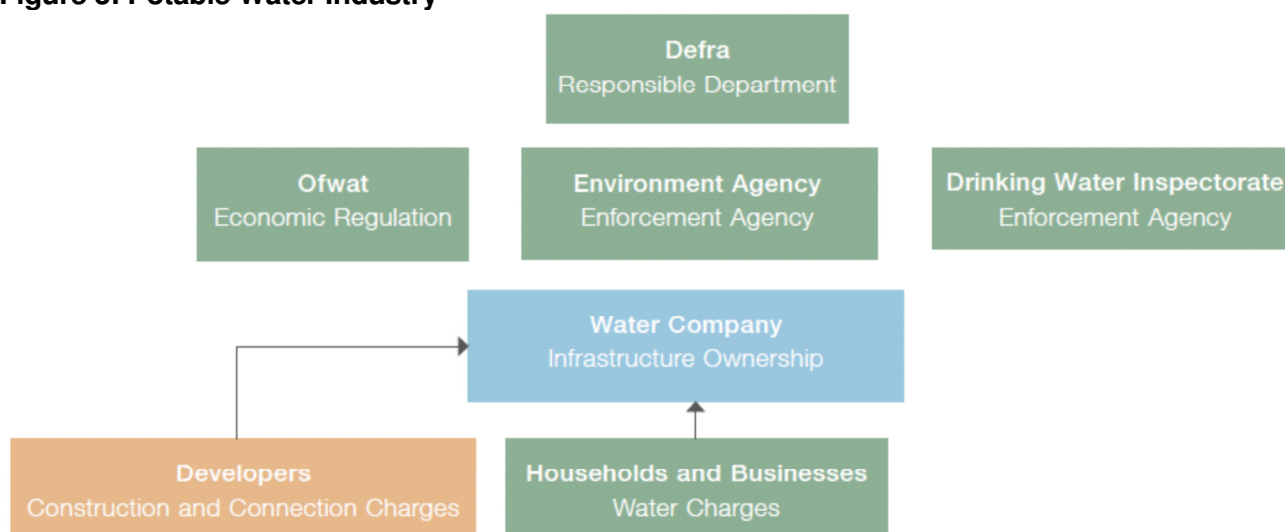
Water and drainage

Potable water supply

Primary legislation	Water Resources Act 1991 ⁴⁹
	Water Industry Act 1991 ⁵⁰
	Environment Act 1995 ⁵¹
	Water Act 2003 ⁵²
Companies operating within B&NES	Bristol Water
	Wessex Water

- 4.31 The management of water supply and treatment is undertaken by a number of private sector water and sewage companies. The privatisation of this industry was a direct result of the 1989 Water Resources Act. As can be seen from the diagram below, the industry is regulated by **Ofwat**, but the Environment Agency and the Drinking Water Inspectorate enforce standards. Ofwat (The Water Services Regulation Authority) focuses on consumer value, balancing the future investment that water companies require and how much they can charge their customers. Water companies set out their longer term aspirations in the form of a Strategic Direction Statement (SDS) that the business plan sits within. The **Environment Agency** (EA) and the **Drinking Water Inspectorate** (DWI) are both responsible for the environmental performance of the industry. The EA deals with abstraction licenses (licence enabling the diversion of surface or ground water for a designated purpose) and the DWI carrying out technical audits of water companies in order to ensure they deliver safe drinking water in line with Water Quality Regulations.

Figure 3: Potable Water Industry



⁴⁹ <http://www.legislation.gov.uk/ukpga/1991/57/contents>

⁵⁰ <http://www.legislation.gov.uk/ukpga/1991/56/contents>

⁵¹ <http://www.legislation.gov.uk/ukpga/1995/25/contents>

⁵² <http://www.legislation.gov.uk/ukpga/2003/37/contents>

- 4.32 Water companies are required by the Water Industry Act (updated 2003) to produce Water Resource Management Plans (WRMP) which focuses on the “balance between supply and demand for water over the next 25 years”. There is now a requirement for a Strategic Environmental Assessment (SEA) to be undertaken against the WRMP. The SEA is then consulted on, and this is the stage at which local authorities can engage with the process. Baseline projections are made based on current demand and supply levels with the aim that there will be no deficits in any of the 25 years that cannot be provided for, taking account of projected population growth. Should potential shortfalls be identified, water companies are required to set out options to correct this imbalance. In doing so, they are obliged to take account of a twin-track approach to water resource management that promotes water use efficiency as well as additional supply. One of the duties of the water companies is to provide water supply and sewage facilities to any development identified within adopted development plans. Water supply infrastructure such as new reservoirs will be guided by a new National Policy Statement.
- 4.33 The identification of any new infrastructure required is mapped out in the WRMP and 5 year business plans. As private businesses, the funding for strategic infrastructure and development of the system is through internal investment which is inevitably related to consumer prices. If water becomes a scarcer commodity, then there will be uplift in the costs to water companies of developing new water resources that will be passed on to consumers through higher prices. For new developments the costs of the local infrastructure needed for connections is charged to the developer, nominally at cost. There is also an infrastructure levy charged for new connections, based upon the number of water-using appliances, this is typically about £250 per residential premises for potable water, but varies between water companies.
- 4.34 **Bristol Water** provides drinking water to over 1.1m people; it serves the majority of the district with the exception of the city of Bath and its immediate surroundings, which are served by **Wessex Water**.
- 4.35 Wessex Water has an approved **Water Resources Management Plan**⁵³ for future growth across the region. Future demand can be met from existing resources and there are contingency plans in place of drought measures. No new abstraction licenses are required.
- 4.36 The **Bristol Water Resource Plan**⁵⁴ takes account of forecast growth to plan water supply for the next 25 years, having regard to the impacts of climate change and opportunities to increase water efficiency. Leakage reduction and metering are major elements of the strategy. Bristol Water has identified the requirement for the provision of further raw water reservoir storage. Based on current information, it is envisaged that the reservoir will be located within Sedgemoor District; however, there is a degree of uncertainty with regards to the precise nature, timing and location of this project.
- 4.37 Engineering appraisal will be required for major sites to confirm the scope and extent of improvements to the existing infrastructure. Ongoing consultation with Wessex Water & Bristol Water should be maintained to ensure infrastructure capacity improvements are planned to match the rate of development.
- 4.38 There are further opportunities for abstraction that could be explored, such as the reinstatement of small sources, or abstraction from the river Avon. Bristol Water retains the use of temporary water use restrictions as a last resort.
- 4.39 The Environment Agency has produced a **Catchment Abstraction Management Plan** (CAMS) for the River Avon⁵⁵. This calculates the amount of water available in the CAMS area by dividing the catchment into 10 management units (WRMUs) and giving each unit a water resource assessment status. This proposed water status gives an indication of the likelihood of anyone

⁵³ <http://www.wessexwater.co.uk/water-and-sewerage/threecol.aspx?id=578>

⁵⁴ <http://www.bristolwater.co.uk/environment/wrp.asp>

⁵⁵ <http://publications.environment-agency.gov.uk/PDF/GESW1004BIJV-E-E.pdf>

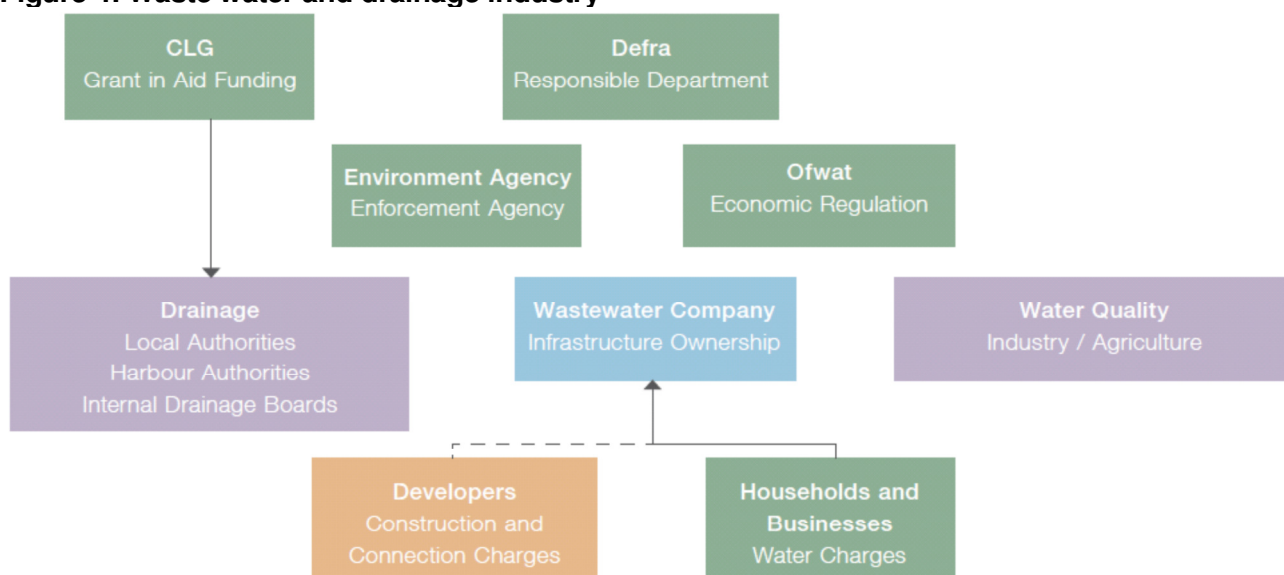
obtaining a water abstraction licence in each management unit and how strict the conditions might be. The plan indicates that within B&NES, the River Avon WRMU and Chew Valley WRMU remain classed as 'no water available'. New licences for surface and groundwater abstraction are likely to be issued, but may have conditions limiting or stopping abstraction when river flow is very low. Bathford Groundwater WRMU, which is partially within B&NES, remains classed as 'over licensed'. New licences for groundwater abstraction maybe issued, but may have conditions limiting or stopping abstraction during low surface water flows.

Waste water and drainage

Primary legislation	Water Act 1989 ⁵⁶
Companies operating within B&NES	Wessex Water

- 4.40 Urban waste water, commonly referred to as sewage, is generally a mixture of domestic waste water from baths, sinks, washing machines and toilets, waste water from industry and rainwater run-off from roads and other surfaced areas. Sewage needs to be adequately treated before it's discharged into rivers, estuaries or coastal waters, otherwise it could damage the environment. Sewage is treated by two different processes as standard. Primary treatment involves settling out much of the solid matter, followed by secondary treatment which uses bacteria that 'digest' and break down organic substances. Sometimes, further (tertiary) treatment is required to protect sensitive water environments. This can involve disinfecting the treated effluent to protect bathing or shellfish waters. It can also involve the removal of phosphorus or nitrates (nutrients present in sewage) to protect sensitive waters.
- 4.41 The organisational framework for wastewater treatment is very similar to that described for potable water supply, in that the provision of waste water services is undertaken by private water and sewage companies. To provide a fuller picture of the sector, it is also important to recognise the role these companies play in providing stormwater drainage systems and safeguarding water course water quality. This results in a complex interplay between several organisations in the management of a catchment area as illustrated in the diagram below.

Figure 4: Waste water and drainage industry



- 4.42 The **Environment Agency** assumes overall responsibility for flood risk management and maintaining water quality, the latter controlled using tools such as abstraction and discharge consents. As with potable water supply, **Ofwat** is the economic regulator tasked with providing best value to consumers and maintaining competitiveness of pricing between the 'regional

⁵⁶ <http://www.legislation.gov.uk/ukpga/1989/15/contents>

monopolies' served by each wastewater company. The financing of sewers and treatment plants required to keep discharge quality within set standards falls to industry and the utilities companies. Wastewater companies are required to produce five year business plans/asset management plans (AMPs) setting out investment and charging over that period, which is subject to scrutiny by Ofwat.

- 4.43 One important difference when comparing the regulatory framework for water supply and wastewater treatment is that there is no equivalent document to the Water Resource Management Plan for which waste water companies would have to look at a 25 year plan period. An area of concern here is that the five year AMP process does not adequately provide for the long term planning of wastewater discharges taking account of proposed housing development. A significant development in planning for water quality is the requirement under the European Water Framework Directive (WFD) for **River Basin Management Plans** to be produced. The WFD introduces a 6 yearly cycle of river basin planning which involves setting environmental objectives for all groundwaters and surface waters within the river basin district, and devising programmes of measures to meet those objectives. B&NES lies within the River Severn River Basin District⁵⁷.
- 4.44 The urban waste water treatment directive (91/271/EEC)⁵⁸ has the objective of protecting the environment from the adverse effects of untreated 'urban waste water', more commonly referred to as 'sewage'. The directive establishes minimum requirements for the treatment of significant sewage discharges. It was adopted by European Union member states in May 1991 and transposed into legislation across the UK by the end of January 1995.
- 4.45 Large scale new waste water treatment facilities will soon be assessed against a new National Policy Statement on wastewater.
- 4.46 As private businesses, the funding for strategic infrastructure and development of the system is through internal investment which is inevitably related to consumer prices. If sewerage volume increases then there will be an uplift in the costs to wastewater companies of developing new treatment works and increasing sewer capacity that will be passed on to consumers through higher prices.
- 4.47 **Wessex Water** provides the sewerage service for B&NES, taking sewerage from properties through a network of piping to pumping stations and sewage treatment plants within the district. The largest plant is in Saltford, which takes sewerage from Bath and there are smaller works in the Norton Radstock area. Physical assets in the district include pumping stations, treatment plants and the sewer network. The Bath pumping station is located in the Western Riverside area and pumps sewerage to Saltford. Wessex Water produces an **asset management plan**⁵⁹ (the 'business plan'), agreed with the regulator Ofwat, that reflects the funding necessary to operate the business and to undertake new investment every 5 years.
- 4.48 Infill development provides the opportunity to increase capacity as surface water can be separated from combined sewers which provides potential links to SUDs projects. Modelling is required to confirm and quantify the scope of work required by a development.
- 4.49 Engineering appraisal will be required for major development sites within B&NES to confirm the scope and extent of improvements to the existing infrastructure. Ongoing consultation with Wessex Water will be maintained to ensure infrastructure capacity improvements are planned to match the rate of development. Delivery methods will include the inclusion of conditions or entering into planning agreements to ensure that proper provision is made for sewerage, both on and off site. These may cover points of connection to the existing sewerage system, provision of extra capacity in the system and the phasing of the development

⁵⁷ <http://publications.environment-agency.gov.uk/PDF/GEMI0910BSSK-E-E.pdf>

⁵⁸ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31991L0271:EN:NOT>

⁵⁹ <http://www.wessexwater.co.uk/about/threecol.aspx?id=2984>

- 4.50 Major improvements to the sewerage capacity are needed to facilitate substantial development within Keynsham. This includes off-site sewerage improvements needed to accommodate development beyond about 500 houses as there is insufficient local capacity. There is a planned upgrade of Keynsham treatment plant to increase treatment capacity by Wessex Water. A risk was identified that there could be insufficient space for upgrading the plant in its current location but this issue has since been resolved via the Joint Waste Core Strategy process.
- 4.51 Off-site sewerage improvements are needed at Midsomer Norton and Radstock before any significant residential development occurs. Engineering appraisal will be required to confirm network capacity for preferred sites and site specific requirements. Minor improvements will accommodate new development sites of less than 25 dwellings. Planned improvements to Radstock Sewage treatment works will be required beyond 2015 to accommodate increasing foul flows.

Flood risk and drainage

- 4.52 The **Department for Environment Food and Rural Affairs** (DEFRA) has national policy responsibility for flood and coastal erosion risk management. DEFRA does not build or manage flood defences. Instead, government provides funding through grants to the **Environment Agency** and local authorities. The Environment Agency also administers grants for capital projects to local authorities and Internal Drainage Boards.
- 4.53 The way that funding from DEFRA is allocated to flood and coastal erosion risk management projects in England has changed⁶⁰, allowing more schemes to go ahead and to give each community more of a say in what is done to protect them. Instead of meeting the full costs of just a limited number of projects, the new approach could make Government money available towards any worthwhile scheme over time. Funding levels for each scheme will relate directly to the number of households protected, the damages being prevented, plus the other benefits a scheme would deliver. For the first time, grants for surface water management and property-level protection will be available alongside funding for other risks and approaches. Many projects will still be fully funded under this approach, and those already under construction are not affected. Local flood authorities are working together in partnership with others to develop local flood risk management strategies for their areas, as required under the Flood and Water Management Act.
- 4.54 The Environment Agency has a maintenance programme for their assets and seeks to ensure the existing standard of protection offered by defences in the B&NES area is maintained. There are however currently no planned schemes for improving the standard of protection for defences in the B&NES area using DEFRA grant-in-aid funding. Given limited public funding available any new flood defence schemes are required to be subject to appraisal to ensure they are socially and environmentally sustainable, technically feasible and economically justified.
- 4.55 For any new flood defence scheme funded by DEFRA grant-in-aid, the appraisal includes assessing the number of properties that would benefit. This is part of the process to determine whether a scheme is economically justified. In the context of the Core Strategy however future planned development cannot be included as part of this appraisal for grant-in-aid funding. As detailed in **Planning Policy Statement (PPS) 25**⁶¹ developers cannot normally call on public resources to provide defences and other measures for their proposed development where they are not already programmed for the protection of existing development. The delivery of new or improved defences required to make new development safe would therefore normally be expected to be funded by the development.

⁶⁰ <http://archive.defra.gov.uk/environment/flooding/funding/documents/flood-coastal-resilience-intro-guide.pdf>

⁶¹ <http://www.communities.gov.uk/publications/planningandbuilding/gps25floodrisk>

- 4.56 The B&NES **Flood Risk Management Strategy**⁶² (FRMS – Atkins 2010) has concluded that there is no comprehensive strategic solution to reduce peak flow in Bath that is technologically and economically viable. The strategy proposed is one of on-site flood defences combined with upstream compensatory storage. Provision of compensatory storage off-site is more cost effective than providing it on site and allows for greater flexibility in masterplanning. These improvements will also benefit locations downstream from Bath. Creation of compensatory storage would require forward funding ahead of the receipt of developer contributions and government support is required to facilitate this. On site flood defences will still be required irrespective of whether a strategic flood compensation area can be delivered. If a strategic compensation area is not delivered the space required for compensation would be on a site by site basis and therefore would reduce the development capacity of river corridor sites. This will also have an impact on the design of river corridor development. Costs of an on-site solution may also be prohibitive for some sites and will challenge their ability to be brought forward by the market.
- 4.57 Subsequently the **Bath Compensatory Storage Study Phase 1 Report** has been published (White Young Green, November 2011⁶³). B&NES has undertaken an assessment to review the compensatory storage volume requirements for each Bath development site. The results of the study indicate that approximately 205,000m³ of flood storage volume will be required to compensate for the storage volume lost at the development sites. Using the River Avon hydraulic model and ground terrain data a total of eight potential storage sites have been identified as potentially being able to provide compensatory storage, but only three of these are considered to have serious potential for development. The three sites that have been identified for further consideration are the sites at Kensington Meadows, Batheaston and Bathampton. It estimated that a total compensatory storage volume of approximately 337,580m³ could be provided across the three sites. A further volume of approximately 144,270m³ is potentially available at the Kensington Meadows and Batheaston sites should the storage volume be extended up to 1m depth below the 1 in 2 year flood level. The estimated total volumes takes account of embankments that would be required around the site perimeters in order to allow ground levels to slope down to the base level within the compensatory areas.
- 4.58 The Compensatory Storage Study recommends that the three sites are now discussed further with Bath and North East Somerset Council and the Environment Agency in order to determine whether the sites, at this stage, are considered suitable for further investigation. Following consultation with stakeholders it will be necessary to identify a preferred site that can be progressed to the next phase of this study. The next phase will include further investigation of the potentially suitable site and will look to confirm whether the sites are technically feasible and logistically viable.

⁶²

<http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Flood%20Risk%20Management%20Strategy%20Final%20Report.pdf>

⁶³ [http://www.bathnes.gov.uk/environmentandplanning/planning/planningpolicy/localdevelopmentscheme/Pages/EvidenceBase-FloodRisk.aspx#bath compensatory storage study](http://www.bathnes.gov.uk/environmentandplanning/planning/planningpolicy/localdevelopmentscheme/Pages/EvidenceBase-FloodRisk.aspx#bath%20compensatory%20storage%20study)

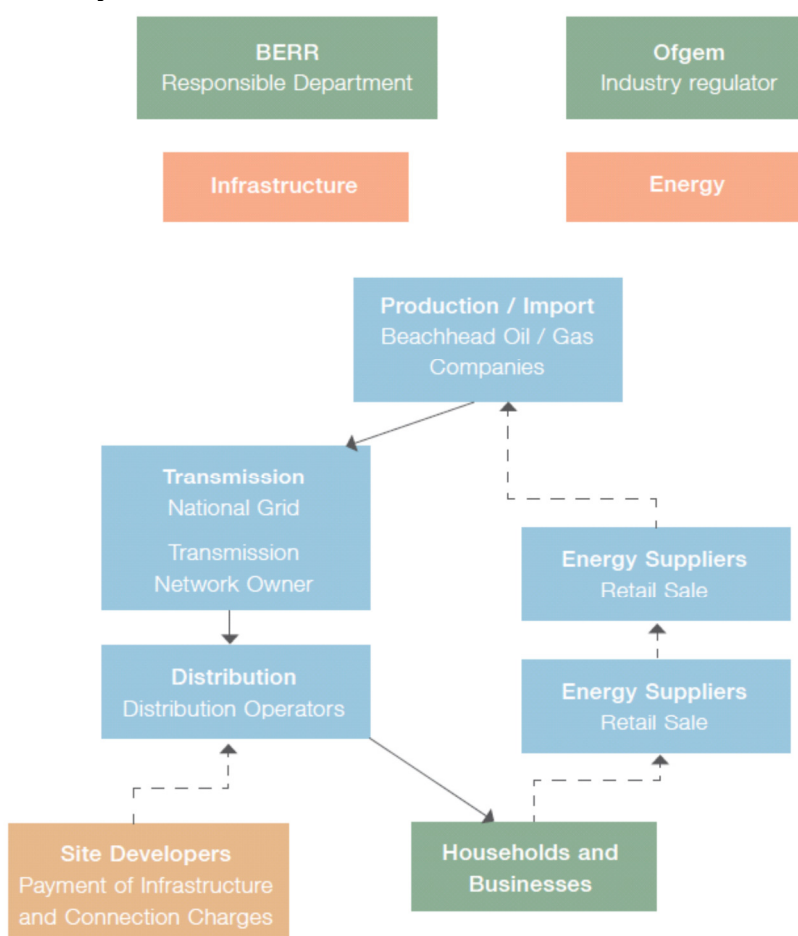
Energy

- 4.59 Six energy **National Policy Statements**⁶⁴ received designation by the Secretary of State for Energy and Climate Change on 19th July 2011. These cover the overarching energy policy statement, fossil fuel electricity generating infrastructure, renewable energy infrastructure, gas supply infrastructure & gas and oil pipelines, electricity networks, and nuclear power generation.

Gas

Primary legislation	Gas Act 1986 ⁶⁵
	Utilities Act 2000 ⁶⁶
	Energy Act 2004 ⁶⁷
Companies operating within B&NES	Wales & West Utilities
	National Grid

Figure 5: Gas Industry



- 4.60 The gas industry is broken into a series of transmission, distribution and supply functions:
- **Transmission:** Gas producers deliver gas to UK terminals from offshore facilities at fields beneath the sea around the British Isles and through pipelines which connect to the UK from Norway, Holland and Belgium. From the terminals, gas enters the national transmission system (NTS) which is the high-pressure part of National Grid's pipeline network and delivers it to regional distribution companies. The NTS operates at pressures of up to 85 bar (85 times normal atmospheric pressure, over 1250 psi). The gas is pushed through the system using 23 strategically placed compressor stations and

⁶⁴ http://www.decc.gov.uk/en/content/cms/meeting_energy/consents_planning/nps_en_infra/nps_en_infra.aspx

⁶⁵ <http://www.legislation.gov.uk/ukpga/1986/44>

⁶⁶ <http://www.legislation.gov.uk/ukpga/2000/27/contents>

⁶⁷ <http://www.legislation.gov.uk/ukpga/2004/20/contents>

supplies gas to UK end consumers from over 175 off-take points. These include large end users which are primarily large industrial consumers and power stations, who receive gas directly from the NTS rather than through a distribution network, and the twelve local distribution zones (LDZ) that contain pipes operating at lower pressure which eventually supply the smaller end consumers, including domestic customers⁶⁸. Apart from these the NTS cannot be directly connected to, and requires costly diversions if proposals are built upon their location. This activity is a regulated monopoly.

- **Distribution:** Local Distribution Zones are operated by gas Distribution Operators (DOs). Wales & West Utilities are responsible for the transportation of gas from the national grid network to consumers within B&NES. DOs operate as regulated monopolies.
- **Shippers:** Own the gas as it is transmitted and distributed. They purchase it from producers and importers and act as wholesalers. There is no price control on their activities.
- **Supply:** Gas supply companies buy gas from the shippers as it passes through the meter and retail it to consumers. The income from consumers is separated between the energy supplier, meter operator and DO who owns the connection for use of the distribution infrastructure. There is no price control on their activities.
- **Meter operation:** This function is often performed by the local DO but is open to the consumers' choice and is the process of recording billing data from consumers' meters.

- 4.61 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the **National Grid** network are as a result of specific connection requests (e.g. power stations), and requests for additional capacity on the network from gas shippers. National Grid has no works planned for the gas transmission network in Bath and North East Somerset's administrative area at present.
- 4.62 **Wales & West Utilities** (WWU) take responsibility for new connections, but are only obliged to provide these where it is economic; hence there is often limited gas infrastructure in more rural areas. WWU are required to "maintain an efficient and economical pipeline system" under the Gas Act 1986. WWU have a plan (the Long Term Development Statement⁶⁹) to guide new investment in the gas distribution network for the next 10 years based on estimated growth in the market. WWU will expand or grow large areas of the network to ensure minimum capacity in anticipation of developments which are normally phased over many years and have already been approved and committed to by the local authority. These expansions will be funded by WWU as part of their investment procedure.
- 4.63 In the long term WWU adopt a year-to-year approach in order to identify long-term priorities and optimize expenditure. These plans, which may be replacement or reinforcement projects, are subject to change as and when the need arises, (such as any change in local authority plans), and especially with regard to safety of the network which takes precedence. As a result no such lead-times for delivery exist.
- 4.64 Average pressures for the low pressure system running through B&NES are:
- Bath: 40mbar
 - Keynsham: 32mbar
 - Midsomer Norton and Radstock: 40mbar
 - Peasedown: 35mbar
- 4.65 Wales & West Utilities confirm that these are healthy pressures. However, it is important that the network pressures do not fall below 21mbar which is the statutory minima.
- 4.66 In terms of costs for reinforcement and network growth, Wales & West Utilities have two different systems depending on the level of growth. For individual sites/single users, any

⁶⁸ <http://www.nationalgrid.com/uk/gas/>

⁶⁹ http://www.wuutilities.co.uk/Content/Publications/pdf/Long_Term_Development_Statement.pdf

reinforcement of the network would be designed following a request for a quotation and put through an economic test on a case by case basis to determine the level of the customer's financial contribution, (if any). For larger sites Wales & West Utilities would address the issue of expanding the network if necessary to meet these future requirements.

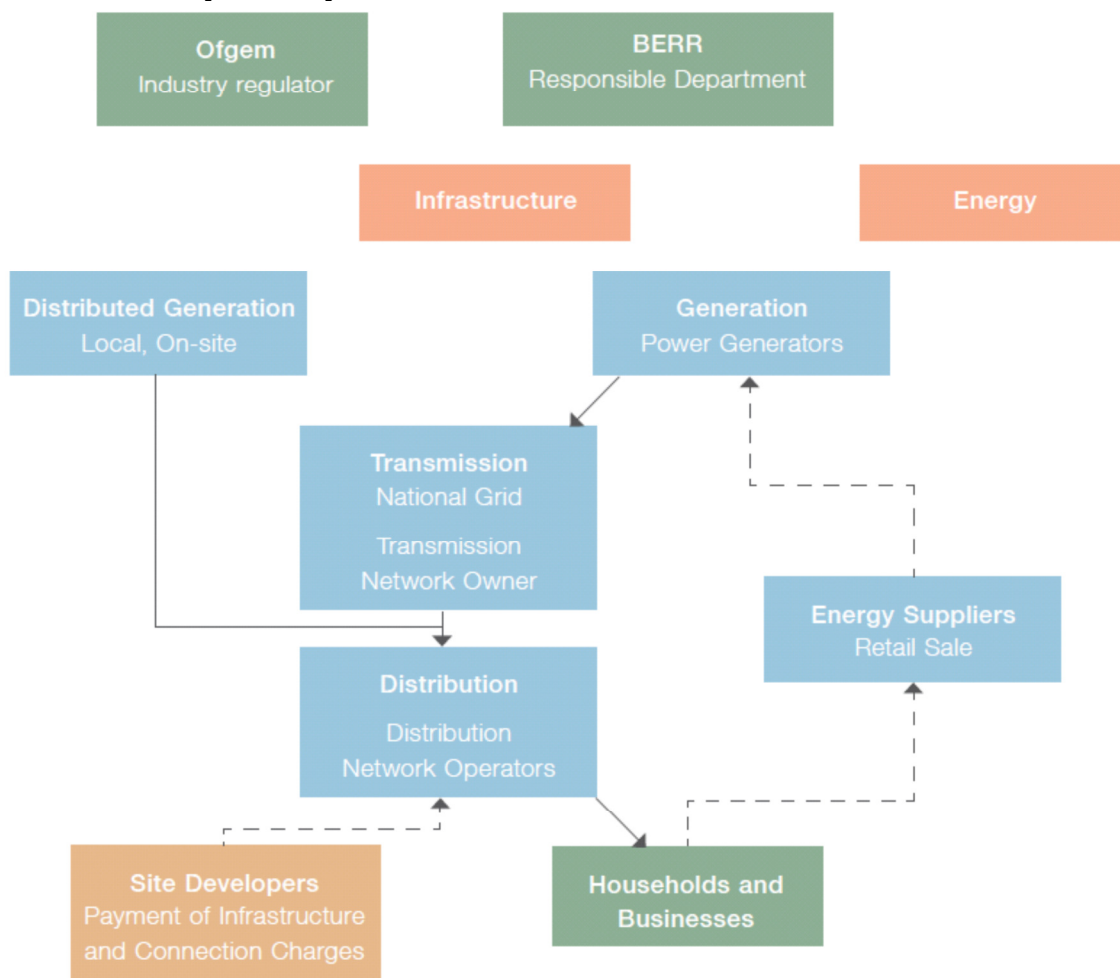
Electricity

Primary legislation	Electricity Act 1989 ⁷⁰
	Utilities Act 2000
	Energy Act 2004
Companies operating within B&NES	National Grid
	Western Power Distribution

- 4.67 Since the privatisation of the English electricity industry in 1990, five separate roles of generation, transmission, distribution and supply and meter operation have been created:
- **Generation:** A large number of companies are involved in the generation of electricity using nuclear, coal, gas and wind power etc, however, the market is dominated by six companies. Electricity is traded on a wholesale market and through private agreements between generators and suppliers. There is no price control of generation.
 - **Transmission:** The UK extra high-voltage grid (275kV and 400kV) is owned and operated by the **National Grid Electricity Transmission (NGET)**, and is a regulated monopoly. NGET has the responsibility for balancing supply and demand to maintain operation of the country's network.
 - **Distribution:** **Western Power Distribution (South West) Plc** is the licensed electricity distribution network operator (DNO) within B&NES, distributing electricity from the national grid to consumers. DNOs operate as regulated monopolies. They own the network and power distribution system, are responsible for the maintenance, repair, reinforcement of the network to cope with changing patterns of demand and extending the network to connect new customers.
 - **Supply:** This refers to the retail function of the industry, which operates as a competitive market without price control. The income from consumers is separated between the energy supplier, meter operator and DNO for use of the distribution infrastructure. The DNO makes payments to NGET for use of its system.
 - **Meter operation:** This function is often performed by the local DNO but is open to the consumers' choice and is the process of recording billing data from consumers' meters.

⁷⁰ <http://www.legislation.gov.uk/ukpga/1989/29/contents>

Figure 6: Electricity Industry



- 4.68 **Ofgem** is the body which regulates the industry with a remit to look after the interests of current and future consumers. As with the delivery of most utilities in the UK, the distribution functions are regulated monopolies where Ofgem regulates distribution prices. General income and levels of investment are agreed with Ofgem on a 5 year cycle, based on historic trends and major known future developments. Connection charges are made in accordance with their published charging statement, which requires developers to fully contribute to the network being installed for their sole use and disproportionately contributing to shared network reinforcement.
- 4.69 DNOs are required to produce long term development statements, which cover a five year time period and are updated on an annual basis. Projections of electricity distribution requirements and the subsequent need for grid capacity are generally based on known consumption growth trends and connection requests by developers, rather than on specific growth projections set out in Local Development Frameworks. Similar statements are produced for transmission which covers seven year periods.
- 4.70 Whilst DNOs could plan over a longer term they will only install infrastructure as developers apply for connection as this is the main funding mechanism. It is usually where there is a large scale development in a locality and more than one developer is involved that the process of procuring electricity connections can delay development; particularly where reinforcement of infrastructure is needed. In such circumstances forward planning and the creation of a funding mechanism is usually the only way to proceed as it is difficult for DNOs to build infrastructure without orders for connection.
- 4.71 **National Grid** has no high voltage electricity overhead transmission lines / underground cables within B&NES and no future planned works for this area at present.

4.72 **Western Power Distribution** can confirm that overall the existing distribution network within B&NES is robust and capable of accommodating moderate incremental load. Specific reinforcement of the network is determined on a case by case basis and is predominantly customer driven to supply new residential, commercial or industrial developments. However, it is anticipated that to maintain continuity of supply in line with expected growth it is likely that new Primary Substations will be required at Bath University and for later phases of the Bath Western Riverside Development. Western Power Distribution also maintains the long-term aspiration of increasing the nominal voltage level of the Bath distribution network from the existing level of 6,600V to 11,000V. This will have the effect of significantly increasing the capacity of the HV network but will require extensive investment and infrastructure works.

Decentralised, renewable and low carbon energy

4.73 As part of its commitment to tackling climate change and ensuring energy security, the Government is putting in place a range of financial incentives to encourage the deployment of small scale, onsite, renewable energy which include the Renewables Obligation, the Feed-in Tariffs scheme, the Renewable Heat Incentive and the **Renewable Transport Fuel Obligation** (RTFO) to provide the revenue support that investors need. The onus is on the renewables industry to make the most of the financial incentives available, while the Government's role is to streamline regulation. The DECC **Microgeneration Strategy**⁷¹ sets out actions to tackle these non-financial barriers.

4.74 The **renewable heat premium payments scheme**⁷², which was launched on 1 August 2011, is an interim scheme which gives homeowners grants of up to £1,250 to install ground-source and air-source heat pumps, solar thermal systems and biomass boilers. All installations must be complete and vouchers redeemed by 31 March 2012, upon which the scheme will be replaced by the Renewable Heat Incentive.

4.75 Begun on 1st April 2011, the **Feed-In Tariff**⁷³ (FIT) scheme allows households, businesses and other organisations to claim financial support for electricity they produce from small scale renewable and low carbon sources. FITs have three financial benefits: a payment for all the electricity produced; additional bonus payments for electricity exported to the national grid; and a reduction on standard electricity bills. FITs work alongside the Renewables Obligation and the **Renewable Heat Incentive**⁷⁴ (RHI) which will support generation of heat from renewable sources at all scales. RHI will begin operation during November 2011. RHI will offer a government subsidy per kilowatt hour (kWh) of heat generated, lasting 20 years and giving a 12% rate of return.

4.76 The **Renewables Obligation**⁷⁵ (RO) is the current main mechanism for supporting large-scale generation of renewable electricity. The Spending Review of 20th October 2010 announced this will continue, confirming the Government's commitment to the renewables target. Since its introduction in 2002, it has succeeded in more than tripling the level of renewable electricity in the UK and is currently worth around £1.4 billion/year in support to the renewable electricity industry. The RO works by placing an obligation on licensed electricity suppliers to source a specified and annually increasing proportion of their electricity sales from renewable sources, or pay a penalty. The RO is administered by Ofgem, which issues Renewables Obligation Certificates (ROCs) to renewable electricity generators.

4.77 On the 8th December 2010 the **Energy Bill**⁷⁶ was introduced to the House of Lords, and is expected to receive Royal Assent on 18th October 2011. The Bill has three principal objectives: tackling barriers to investment in energy efficiency; enhancing energy security; and enabling investment in low carbon energy supplies. The Bill seeks provision for the **Green Deal**: to create

⁷¹ <http://www.decc.gov.uk/assets/decc/11/meeting-energy-demand/microgeneration/2015-microgeneration-strategy.pdf>

⁷² http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/incentive/factsheet/factsheet.aspx

⁷³ http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/feedin_tariff/feedin_tariff.aspx

⁷⁴ http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/incentive/incentive.aspx

⁷⁵ http://www.decc.gov.uk/en/content/cms/meeting_energy/renewable_ener/renew_obs/renew_obs.aspx

⁷⁶ http://www.decc.gov.uk/en/content/cms/legislation/energy_bill/energy_bill.aspx

a new financing framework to enable the provision of fixed improvements to the energy efficiency of households and non-domestic properties funded by a charge on energy bills that avoids the need for consumers to pay upfront costs.

- 4.78 On 30th August 2011 **Barclays Bank** announced a £100m renewables fund for farmers for wind, solar and hydro projects. They join **NatWest** and the **Royal Bank of Scotland** who announced in May a joint £50m fund for wind and solar projects.
- 4.79 The Core Strategy encourages the introduction of combined heat and power and the development of a **District Heating** network focused on “District Heating Priority Areas” which are shown to have existing and future technical feasibility for the technology⁷⁷. This technology is currently seen to be one of the most cost effective ways of reducing carbon emissions in new buildings. For example, the implementation of a district heating scheme in Bath has been investigated and shown to have the potential to deliver significant CO₂ reductions (3097 tonnes CO₂ pa) and long-term financial (3.96% IRR) returns⁷⁸. This would require attracting a large enough customer base on long term heat contracts to realise carbon savings and financial returns. Without a district heating network new development sites will still be required to meet the same carbon targets, although at additional cost. An existing network acts as an enabler to making carbon savings in the existing building stock; through modelled connection and through future network expansion. This is particularly relevant to network options in Bath where heritage and conservation designations make it one of only a few effective interventions. Developer contributions can only be received where network connections are agreed prior to construction. Capturing large development sites improves project returns.
- 4.80 **Energy Service Companies** (ESCOS) are an example of alternative energy framework provision. They are also being used increasingly by local authorities who are seeking to deliver low carbon infrastructure to the private sector. An ESCO continues operation by using revenue generated from the sale of energy services.
- 4.81 Solar panels, ground-source heat pumps and the flues from biomass boilers have been permitted developments since 2008. Air-source heat pumps and small wind turbines will become permitted developments on 1 October 2011⁷⁹. Homeowners and businesses will no longer need to apply for planning permission to install the technologies. The order also extends permitted development rights to charging points for electric vehicles.

⁷⁷ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Bath%20and%20North%20East%20Somerset%20District%20heating%20report-%20Part%201.pdf>

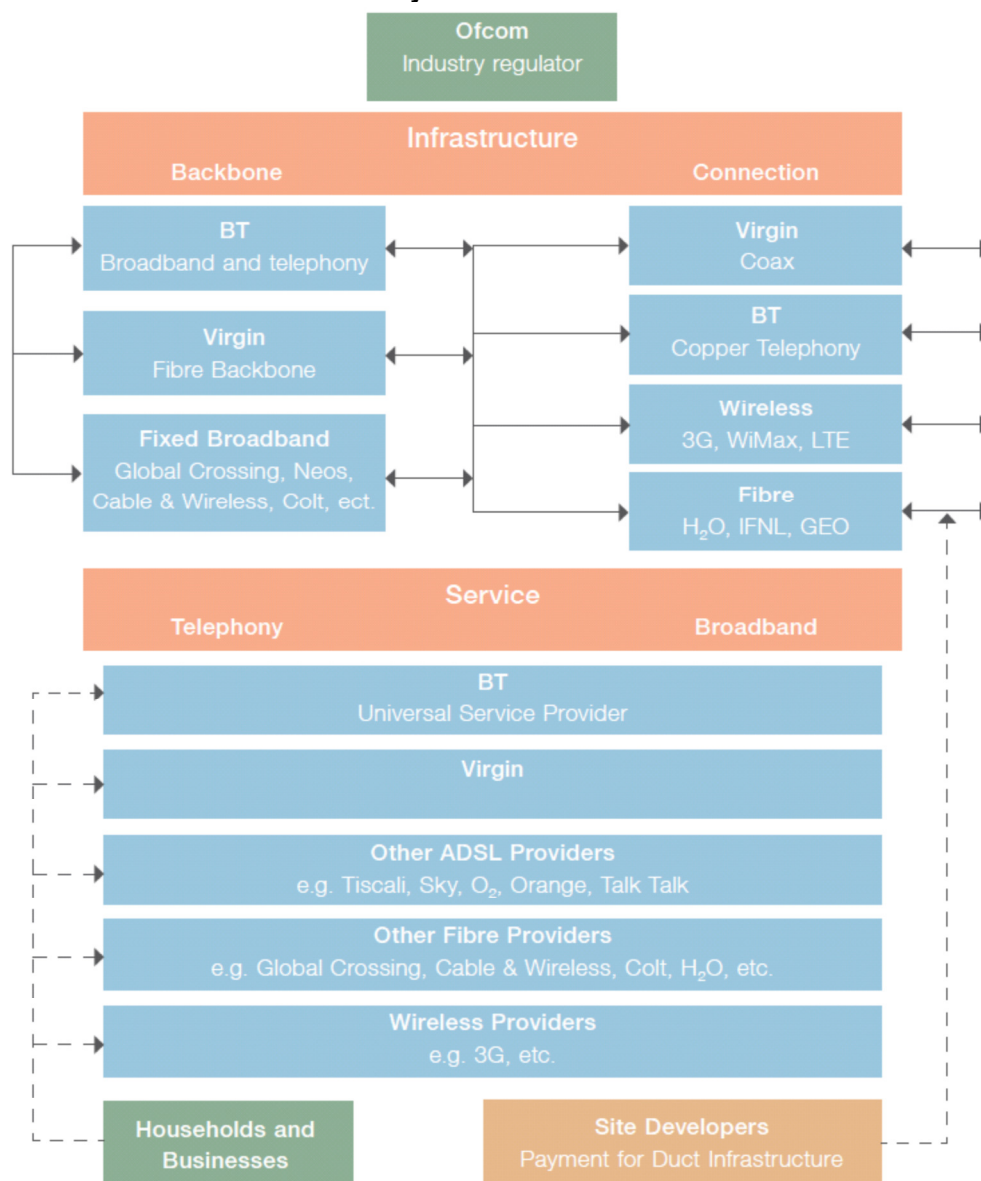
⁷⁸ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Bath%20and%20North%20East%20Somerset%20District%20heating%20report-%20Part%201.pdf>

⁷⁹ http://www.legislation.gov.uk/ukxi/2011/2056/pdfs/ukxi_20112056_en.pdf

Information and Communication Technology

Primary legislation	Telecommunications Act 1984 ⁸⁰
	Communications Act 2003 ⁸¹
Companies operating within B&NES	Numerous

Figure 7: Telecommunications Industry



4.82 The banner of telecommunications encompasses a range of services including television, radio, landline telephone, mobile telephone and internet. The telecommunications sector has two main overarching components, firstly direct infrastructure provision and connections and secondly delivery of services to consumers. Terrestrial networks such as landline telephone and broadband are most likely to be affected by construction activities:

- Backbone infrastructure:** The main trunk of the network from which connections will feed, of which there are three kinds. Firstly the BT national network of fibre and copper trunk lines. Secondly the national fibre network owned by Virgin Media and thirdly more national and more localised fibre networks owned by a number of companies. All the

⁸⁰ <http://www.legislation.gov.uk/ukpga/1984/12>

⁸¹ <http://www.legislation.gov.uk/ukpga/2003/21/contents>

backbone infrastructure interconnects and companies send signals over each other's networks.

- **Connection infrastructure:** There are a number of different types of connection from the backbone infrastructure to consumers. These consist of copper circuits for telephony and broadband through Asymmetric Digital Subscriber Line (ADSL), coaxial connections for telephony and broadband, wireless connections from local antennae and in some instances fibre connections are being provided for telephony and broadband.

- 4.83 The two service areas offered are telephony and broadband. Companies are able to offer services over the infrastructure, whether they own it or not. Some companies are able to restrict the use of their infrastructure, however, **Ofcom** guidance is for BT to provide open access for service providers and this is increasingly the principle by which other infrastructure connections operate.
- 4.84 In the residential and small business markets, BT provides telephony only and also broadband services over its copper connections. Other service providers also offer telephony and broadband services over BT's copper connections using ADSL. There is also a trend for people to use wireless connections for both broadband and telephony. In the larger commercial market the distinction between broadband and telephony is becoming blurred in terms of the connections which are generally fibre or wireless.
- 4.85 The backbone infrastructure providers develop their networks in response to market demand, be that the quantity of traffic or sufficient scale new developments; they fund this provision. Where the scale of new development precludes the provision of backbone infrastructure then connections will be provided, if by no-one else by BT under their universal service obligation for telephony. On sites they will require provision of ducting for cables usually at the developers cost. Some companies charge consumers for the connection at a fixed rate (e.g. BT), others cover this cost through service agreements with the consumer or the service provider.

Broadband

- 4.86 Broadband was only made available in 1990 and within a decade it has become viewed as a key utility like electricity upon which people's livelihoods and social interactions depend. The UK has one of the highest levels of broadband penetration in the world and one of the highest take-up rates of mobile broadband. However, unlike landline telephone services, there is no right to broadband and provision to-date has been based on commercial criteria by the internet service providers (ISPs) who operate in a largely deregulated market geared to optimising choice and competitive pricing. The market is expected to provide superfast broadband to around two thirds of the country. However, a third of the country is not commercially attractive for the roll-out of superfast broadband. This tends to be more rural areas with lower population densities and greater distances from local exchanges. The Government believes it is essential the whole country share in the benefits of high-speed internet access and is investing £830 million by 2017 to bring superfast broadband to the third of UK homes and businesses that would otherwise miss out. **'Britain's Superfast Broadband Future'**⁸² is a national action plan to stimulate private investment and competition, and create an environment in which business can flourish by removing key barriers around hardware and cutting costs, bringing superfast broadband to 90% of the population. The proposals include:
- A 'digital hub' in every community with a high speed connection to the nearest exchange.
 - A mixed-technology approach with fixed, wireless and satellite all having a role.
 - Investing £50 million in a second wave of projects to test how the Government delivers this, overseen by Broadband Delivery UK within BIS
 - Ensuring access to existing infrastructure, including BT's network of ducts and poles
 - New guidance to builders and contractors on how to ensure new buildings are broadband-ready

⁸² <http://www.culture.gov.uk/images/publications/britainsSuperfastBroadbandFuture.pdf>

- Awarding 800MHz and 2.6GHz spectrum for mobile services
- Working with local authorities to reduce the cost of broadband rollout by clarifying existing guidance on streetworks and micro-trenching

4.87 The West of England, of which B&NES is part, has recently been allocated £1,430,000 by Broadband Delivery UK/BIS towards carrying out this project⁸³.

4.88 The **Smart Economic Growth for B&NES**⁸⁴ study states that provision of future-proofed broadband and band width, especially in those areas designated as key employment development sites, will be key to attracting higher value-added businesses in the sectors being targeted by the Council. BT Openreach is already acting to improve connectivity in Bath, Midsomer Norton and Radstock, but there is a need to encourage fibre roll-out in other areas, especially Keynsham in order to promote the regeneration of the town centre and major sites such as Somerdale.

Mobile Broadband

4.89 Mobile telephony is a largely deregulated market in the UK. Mobile operators can therefore make a commercial decision as to where to seek to build base stations to provide their service. Ofcom, the regulator responsible for the efficient use of spectrum, recently consulted on its approach to the 2012 auction of spectrum key to the roll-out of 4G mobile services in the UK⁸⁵. It will help operators to accommodate the growth in “bandwidth hungry” smartphones and tablet computers. Ofcom intends to include a coverage obligation of 95% of the UK population in the licence for the 800MHz spectrum. Ofcom expects this to result in coverage for future mobile broadband services approaching today’s 2G coverage by the end of 2017.

4.90 Coverage conditions have been applied to licences for operators over the years to ensure a basic network. For 2G (2nd generation technology voice and text) or GSM networks the original coverage conditions were discharged many years ago and have been significantly exceeded on a voluntary basis. For new 3G (3rd generation technology, voice, text and internet) networks, an 80% population coverage was placed on each licence holder to encourage network roll-out which could equate to approximately 45% land area coverage averaged over the whole of the UK. Ofcom’s latest research on the UK mobile market has lead it to declare that currently mobile markets are serving UK citizens and consumers well and competition between mobile operators is driving this success⁸⁶.

4.91 On 3rd October 2011 the Chancellor announced that the Government will invest up to £150 million to improve mobile coverage in the UK⁸⁷. This investment will improve the coverage and quality of mobile services for the 5 to 10 per cent of consumers and businesses that live and work in areas of the UK where existing mobile coverage is poor or non-existent. The Government will aim to extend mobile service coverage to 99 per cent of the UK population. The procurement of additional mobile phone mast sites to increase coverage will begin in 2012.

Waste

4.92 Waste infrastructure provision is largely left to private sector and waste industry market mechanisms although local government contracting and procurement can have a significant role in stimulating infrastructure development. The Government aims to ensure that there are no unnecessary barriers to the market delivering the necessary infrastructure. A report by the Associate Parliamentary Sustainable Resource Group (APSRG) (September 2011) estimates

⁸³ <http://www.culture.gov.uk/images/publications/BDUK-Funding-Allocation-16-08-11.pdf>

⁸⁴ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/Planning/planning%20policy/June2011/CD4-E10%20Smart%20Growth%20Report%20FINAL%20June%202011.pdf>

⁸⁵ <http://stakeholders.ofcom.org.uk/consultations/combined-award/>

⁸⁶ <http://stakeholders.ofcom.org.uk/consultations/msa/statement/>

⁸⁷ http://www.hm-treasury.gov.uk/press_112_11.htm

that the UK will need to invest £8bn in improving waste infrastructure and management by 2020 to meet EU directives and avoid a fine for failing to cut the amount of waste going to landfill⁸⁸.

- 4.93 Local authorities remain responsible for developing local authority waste plans as part of their wider strategic planning responsibilities. The West of England's **Joint Waste Core Strategy**⁸⁹ aims to minimise waste and maximise self-containment within the West of England for Local Authority Collected Waste (mainly household waste) as well as other substantial waste streams such as from businesses across the sub-region. It includes a spatial strategy for the provision of residual waste treatment facilities. Two strategic sites are identified for residual waste treatment within B&NES: Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down in Bath. Smaller scale waste management sites can be identified in future DPDs as required.
- 4.94 Local authorities are also responsible as Waste Collection and Disposal Authorities for delivering the collection service and treatment technology outcomes that best meet the need of the local people they serve. The Council adopted its Towards Zero Waste 2020 waste management strategy in 2005 and this is currently under review with a new action plan to be agreed.
- 4.95 Council waste assets in the district are significant and include 3 public recycling centres, collection depots and waste transfer sites, which deliver the wide-ranging and high-performing collection, recycling and disposal services that our residents are encouraged to participate in⁹⁰. These assets will need to be redeveloped or new facilities planned, in line with potential growth in population and households; to adapt to possible changes in waste legislation and to maximise efficiencies and cost savings.
- 4.96 The Government made a commitment to work towards a 'zero waste' economy in the **Coalition Programme for Government**⁹¹ of 20 May 2010 and reiterated their commitment to the waste hierarchy during a 2011 policy review⁹² giving top priority to waste prevention, followed by preparing for re-use, recycling, other types of recovery (including energy recovery), and last of all waste disposal.
- 4.97 Where waste cannot be prevented or recycled, there are a number of technologies available to treat waste rather than send it to landfill. Each of these may have a role to play, given the variety of waste arising and the local situation. One example is an anaerobic digestion plant which could offer a local, environmentally sound option for treating segregated food waste or other suitable waste such as sewage sludge. This helps to divert waste from landfill, reduce greenhouse gas emissions, produce renewable energy and produce fertiliser, returning valuable nutrients to the land. Such facilities are being promoted by DEFRA in their **Anaerobic Digestion Strategy and Action Plan**⁹³.

Minerals

- 4.98 Limestone is the principal commercial mineral worked in the area and is used predominantly for building and walling purposes. There are currently two active sites in the District at Upper Lawn Quarry at Combe Down in Bath and Hayes Wood mine near Limpley Stoke. Although there are known reserves, there is little likelihood of any former quarry or mine being reopened and worked during the plan period. Bath and North East Somerset will continue to rely on the import of minerals for general building construction. The transport of minerals is entirely by road and it is likely this will remain the case for the foreseeable future.

⁸⁸ <http://www.policyconnect.org.uk/sites/default/files/Rubbish%20to%20Resource%20Financing%20New%20Waste%20Infrastructure.pdf>

⁸⁹ <http://www.westofengland.org/media/202981/jwcs%20-%20full%20page%20v8.pdf>

⁹⁰ <http://www.bathnes.gov.uk/environmentandplanning/recyclingandwaste/disposalsites/Pages/default.aspx>

⁹¹ http://www.direct.gov.uk/prod_consum_dg/groups/dg_digitalassets/@dg/@en/documents/digitalasset/dg_187876.pdf

⁹² <http://www.defra.gov.uk/publications/files/pb13540-waste-policy-review110614.pdf>

⁹³ <http://www.defra.gov.uk/publications/files/anaerobic-digestion-strat-action-plan.pdf>

- 4.99 In terms of aggregates B&NES has never made any significant contribution to regional aggregates supply and because of the scale and nature of the mineral operations in the District and the geology of the area it is considered that this situation will continue for the plan period.
- 4.100 The Core Strategy confirms the Council's commitment to ensuring that mineral resources within the district continue to be safeguarded and sets out the strategic approach to minerals in the District. There is now an obligation on all Mineral Planning Authorities to define Minerals Safeguarding Areas to ensure mineral resources are not needlessly sterilised by non-mineral development. Detailed policies on managing minerals development, identifying sites and Minerals Safeguarding Areas will be developed through the Placemaking Plan as part of a review of existing minerals policies in the Local Plan.
- 4.101 Whilst it is not anticipated that there will be any significant changes to the current position regarding minerals during the plan period, and no additional infrastructure requirements have been identified, the situation will be reviewed should any new sites be identified through the Placemaking Plan.

5 Social Infrastructure



Social

Health

- 5.1 The **Health and Social Care Bill**⁹⁴ entered the House of Commons on 16th February 2011. The Bill provides for the creation of an independent NHS Board to allocate resources, developing the regulatory body for NHS foundation trusts so it becomes an economic regulator that oversees aspects of access and competition in the NHS, and abolition of Primary Care Trusts and Strategic Health Authorities. The Bill is currently at the Report Stage in the House of Commons.
- 5.2 NHS B&NES (the Primary Care Trust) and the Council work within a formal Health and Well Being Partnership to commission integrated health, social care and housing services. Average life expectancy within B&NES is amongst the best nationally and health status is well above average, but there is an unacceptable nine year gap in life expectancy and an eleven year gap in time free from illness. Incidence of cancer, coronary heart disease, long term conditions and smoking are materially higher in our more deprived communities. Having adjusted for local demographics, we have a higher than expected level of obesity in children, alcohol related harm and hip fractures. As our population ages we are experiencing rising levels of dementia and demand for mental health services for older people. In the next 10 years the number of people age 85+ will double with a corresponding drop in the proportion of people age 50 – 64 who traditionally care for older relatives⁹⁵.

Primary Care Provision

- 5.3 **Primary Care Trusts** are being phased out by the Government. A new social enterprise body has been created by B&NES Council and NHS B&NES to run £50m of services. This has been formally supported by the board of the South West Strategic Health Authority and will be launched in October 2011. The organisation will employ around 1,700 staff and will be responsible for more than 60 services across health and social care.
- 5.4 There are 28 **GP practices** within the PCT area; all lists are open, signifying that supply is at least matching demand. Provision is evidenced as being high quality through annual QUOF scores and by low exception reporting rates.
- 5.5 There are a high number of **dental practices** for the population size: 32 practices including 2 corporate groups and a range of independents. There is no overall market domination by any single group. There is a very good geographical spread. Dental services benchmark high

⁹⁴ <http://services.parliament.uk/bills/2010-11/healthandsocialcare.html>

⁹⁵ Health and Well Being Partnership 5 Year Strategic Plan 2010-2015:

<http://www.banes.nhs.uk/SiteCollectionDocuments/About%20Us/Strategies%20and%20Plans/Strategic%20Plan%20v1.5%20webload%202011.pdf>

against the vital signs quality indicators. B&NES has the lowest re-attendance rate in the South West. Building & estates are of variable quality.

- 5.6 B&NES has 35 local **pharmacists** spread across our local communities with no overall market domination and no significant performance issues.
- 5.7 There are 22 high street **opticians**, a relatively high number for the population size. Capacity to monitor quality of provision is limited but plans are being put in place for self assessment. The Partnership acknowledges this as an area on which they need to make more progress.
- 5.8 No specific issues were raised in relation to primary care provision as part of the evidence gathering process for the IDP from B&NES PCT.

Urgent and Elective Secondary Healthcare Provision

- 5.9 **The Royal United Hospital NHS Trust for major acute hospital services** (RUH) provides acute treatment and care for a catchment population of 500,000 in Bath and the surrounding towns and countryside of North East Somerset and Western Wiltshire. Acute care is focused on the young and old and therefore the demographic profile of the population has a greater influence on the demand for services than the total number. Locally it is these two age groups that are expected to grow. The Trust was rated “good” for quality of care and management of resources by the Care Quality Commission for 2008/09. The RUH will become an NHS Foundation Trust in Spring 2012.
- 5.10 The RUH has a five year plan (The Estates Plan⁹⁶) which will see outdated buildings replaced by new facilities including a new cancer centre and a new 368 space car park. This builds on the commitment in the RUH Strategic Direction document⁹⁷ (2009-2013) to deliver a phased estate redevelopment programme that substantially improves the environment of care for patients and staff.
- 5.11 The **University Hospitals Bristol NHS Foundation Trust** rated “good” for quality of care in 2008/9 and is the main university and teaching hospital providing the majority of tertiary services to the population of NHS B&NES.
- 5.12 The **Royal National Hospital for Rheumatic Diseases** is the provider of secondary care rheumatology services for B&NES, and a more specialist head injury service with a national reputation. Early Foundation Trust now struggling to demonstrate financial viability, scoring “good” for quality of care and “fair” for management of resources.
- 5.13 **Independent Sector Treatment Centres:** The nationally commissioned centre at Shepton Mallet provides choice in elective surgery with well established elective flows. The PCT is commissioning up to £3m of services from the new NHS treatment centre at Emersons Green which opened in 2009, this is likely to impact on RUH, the existing ISTC and Bristol providers. Additionally a new private hospital has recently opened in Peasedown St John and this is likely to be an NHS choice option.

Mental Health Provision

- 5.14 **Avon and Wiltshire Mental Health Partnership NHS Trust** is the main provider of specialist in patient and community mental health services. The Trust has been challenged both financially and in service terms but following investment from commissioners is now providing care which demonstrates fidelity to the DH model. The Trust is currently reviewing its timescale to progress into the Foundation Trust pipeline.

⁹⁶ http://www.ruh.nhs.uk/about/trustboard/2011_06/documents/15_appendix_1.pdf

⁹⁷ http://www.ruh.nhs.uk/about/business_plan/documents/RUH_Strategic_Direction_2009-2013.pdf

Community Health and Social Care provision

- 5.15 **B&NES Community Health & Social Care Services** is the main provider of community health and social care services. This is a new organisation created in April 2009. The Council has undertaken a substantial residential care home re-provision programme which led to the opening of three new Community Resource Centres, one in Bath, one in Midsomer Norton and one in Keynsham. The re-provision also includes three new extra care schemes.
- 5.16 **Wiltshire Community Healthcare Services for maternity services** provides maternity services for B&NES residents on the RUH and Paulton hospital sites and in the community. Currently managed by NHS Wiltshire, it is not yet clear what the future may hold as that PCT determine the future of their in house provided services.

Education

- 5.17 The **Education Act**⁹⁸ received Royal Assent on 15 November 2011. This wide-ranging Act includes introduction of targeted free early years care for children under compulsory school age; removal of certain duties on school governing bodies, local authorities and further education institutions; changes to the arrangements for setting up new schools; amendment of the Academies Act 2010 to allow 16 to 19 academies and 'alternative provision' academies; and new measures relating to school finance.
- 5.18 Educational attainment at Key Stages 1, 2, 3 and 4 in B&NES is generally higher than the regional and national average. However, similar to regional and national trends, B&NES experiences some educational inequalities based on gender and income:
- Male students consistently achieve lower results than females, from Key Stage 1 through to Level 3.
 - The results achieved by students eligible for Free School Meals (FSM) are significantly lower than the results achieved by non-FSM students.
- 5.19 In B&NES, a significantly higher proportion of 16 and 17 years olds remain in fulltime education, compared to regional and national trends. Analysis of educational attainment at Level 3 between 2005 and 2007 has shown that student achievement in B&NES has been slightly lower than the regional and national average. A higher than average proportion of the working age population in B&NES has Level 3, 4 or 5 qualifications compared to the regional and national average.

Early Years

- 5.20 The **Childcare Act 2006**⁹⁹ requires local authorities to carry out and publish a sufficiency assessment of childcare in their area at least every 3 years, the latest of which was published in 2010¹⁰⁰. Local authorities are under a duty to ensure that there is sufficient childcare provision to meet the requirements of parents in the local authority's area who require childcare in order to enable them to take up, or remain in, work, or undertake education or training which could reasonably be expected to assist them to obtain work. It is expected that delivery of provision is through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.

⁹⁸ <http://www.education.gov.uk/aboutdfe/departmentalinformation/educationbill/a0073748/education-bill>

⁹⁹ http://webarchive.nationalarchives.gov.uk/20100418065544/http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060021_en.pdf

¹⁰⁰ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Education%20and%20Learning/Family%20Information%20Service/CSA%202011%20Final%20Report%20JAN%202011.pdf>

Figure 8: Childcare ratio analysis

Children's Centre	Ofsted Capacity						Chosen Capacity	
	2010			2007/08			2010	
	Childcare places	Number of children 0-11	Ratio of childcare places to children	Childcare Places	2007/08 Number of children 0-11	2007/08 Report	Childcare places	Ratio of childcare places to children
Chew Valley	598	1910	0.31	537	2348	0.23	472	0.25
Keynsham	684	2386	0.29	744	2581	0.29	544	0.23
Midsomer Norton	674	2015	0.33	688	2277	0.30	546	0.27
Moorlands	516	1885	0.27	566	2160	0.26	457	0.24
Parkside	931	2552	0.36	467	1346	0.35	887	0.35
Paulton	283	1491	0.19	230	1467	0.16	234	0.16
Peasedown	461	1571	0.29	417	1749	0.24	433	0.28
Radstock	194	1180	0.16	283	1145	0.25	192	0.16
St Martins	722	2528	0.29	484	1903	0.25	640	0.25
Twerton	259	1435	0.18	272	1719	0.16	206	0.14
Weston	950	2606	0.36	762	1876	0.41	814	0.31
Total	6244	21559	0.29	6304	22587	0.28	5453	0.25

5.21 Key findings from the report were:

- there has been a notable increase in childcare provision since the last report with relatively stable population growth
- newly established provision may not always provide places where they are needed the most
- the Bath area has seen an influx of baby and very young age provision, however working families with pre-school age children may experience difficulties finding provision which is totally flexible
- the majority of providers are happy with the level of childcare in their local area, with the exception of Paulton and Chew Valley. The completion of the Children's Centres at Chew Valley and Paulton will help to alleviate the shortage in provision experienced by some families
- families with disabled children report encountering significantly greater difficulty in finding childcare across the whole of Bath and North East Somerset

5.22 Conclusions from this sufficiency report must be considered within the following context/facts:

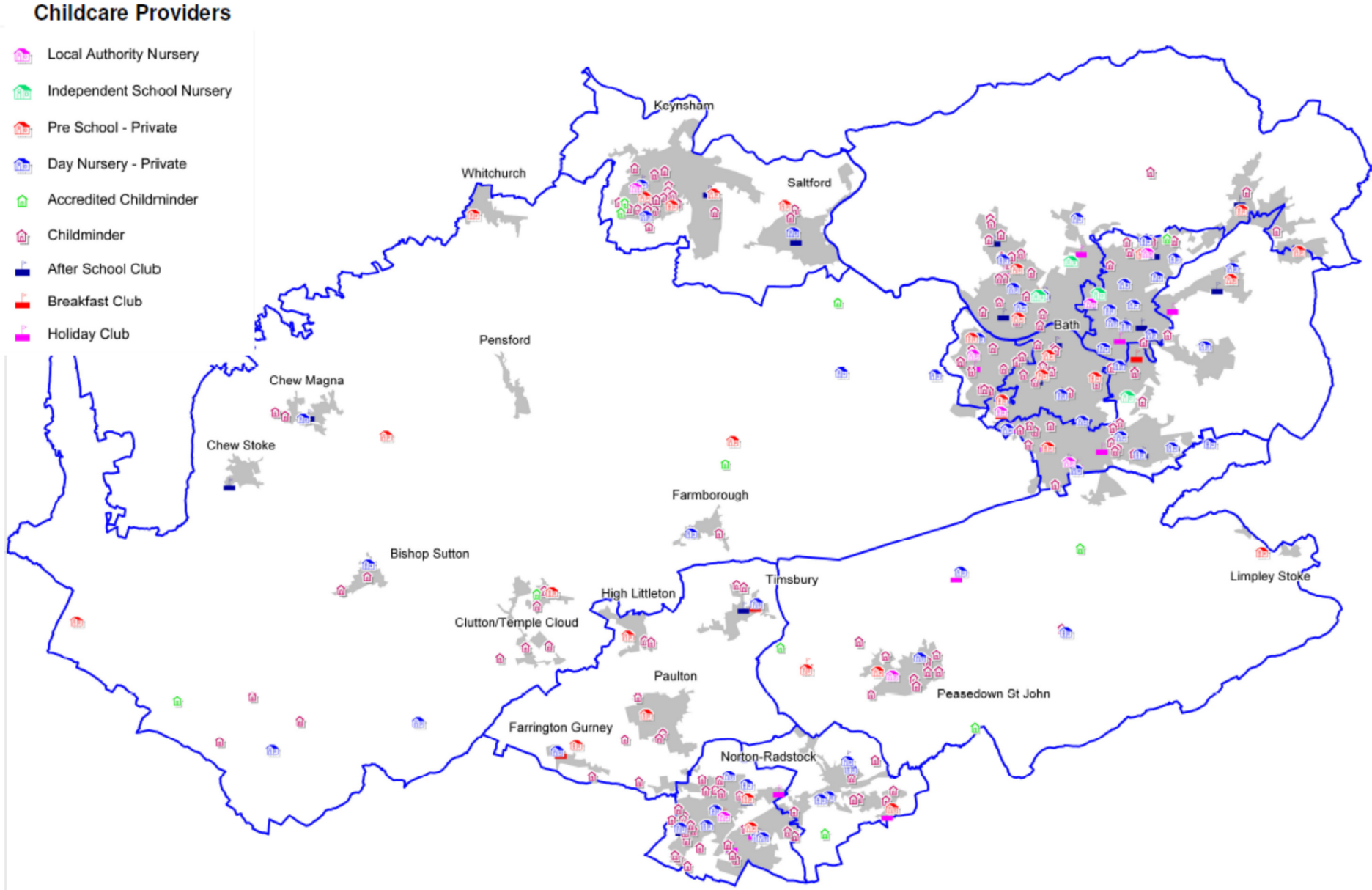
- the local area has a larger than national average number of private and voluntary providers over which the Council has limited influence
- the choice of childcare provider is a personal decision and there will always be some provision which is more popular than others
- the number of children requiring childcare and the number of childcare places being provided is in a constant state of flux
- the most popular form of childcare continues to be family members as demonstrated in the last sufficiency report

5.23 Early years provision is triggered by changes to local infrastructure that will result in insufficient childcare as a result of the development; and/or market failure either due to financial failure of a provider serving an area or regulation failure e.g. Ofsted report unsatisfactory indicating that

provision is poor within that area and an alternative is required in order for children to benefit and achieve good or better outcomes.

- 5.24 Much of the early years capital work carried out by the Council during the last 10 years was a result of funding received from the Department for Education. Following the current spending round announcements from 2011-2013 there is no capital funding coming to the Council from this source. However, the legislation of the 2006 Childcare Act is still in place and the Council has a statutory duty to ensure sufficiency of early years provision.

Figure 9: Childcare providers within B&NES



Primary education

- 5.25 Primary education is normally provided in primary schools although, in some areas, there are separate infant and junior schools. There are a total of 61 maintained infant, junior or primary schools within the B&NES area together with three special schools covering the primary age range. These are shown in the map below (figure 11).
- 5.26 Because of changes in the law, no infant class can now have more than 30 pupils in it. The declared intention of this Government is to reduce class sizes and thus improve the quality of the children's educational experience. Admission to Academy and Denominational Schools is the responsibility of the Academy Trust or the governors of Denominational schools.
- 5.27 There are three special schools and three primary schools with Resource Bases within the area, for children who have particular special education needs.
- 5.28 The Council is aware that some of the older primary schools in particular are not easily accessible for physically disabled children or parents. The Council is working towards making all schools more accessible; however, the strategy agreed by the Council is that at least one primary school will be made fully accessible in each area, so that every child will have an accessible local school. Seventeen primary schools have therefore been designated "Accessible Schools" and while not all of these are fully accessible yet, they can generally meet a limited range of disabilities. The brand new primary schools are all fully accessible.

Figure 10: Designated accessible schools

The 18 designated accessible schools are:	
Area	Primary School
North & Central Bath	St Andrews CE VA Primary Widcombe Infant and Widcombe Junior
North West Bath	St Mary's Catholic Primary
South East Bath	St Martin's Garden Primary School Freshford Primary
Central Bath & North East Somerset	Paulton Infant and Paulton Junior
North Bath & North East Somerset	Castle Primary
West Bath & North East Somerset	Chew Stoke Primary
Bathavon	Batheaston Primary
Midsomer Norton	Midsomer Norton Primary
Peasedown	Shoscombe Primary
Radstock	St Mary's Primary, Writhlington
The new fully accessible Primary Schools are:	Academy of Trinity Primary St John's Catholic Primary St Keyna Primary St Nicholas Primary

- 5.29 A list of admission numbers for the 2012/2013 academic year for Primary schools within B&NES can be found in the **Primary School for your child** booklet¹⁰¹.
- 5.30 At present there is an increasing primary and secondary age population within B&NES and it is anticipated that the increase in primary age children will reach the first year of secondary school in 2017/18 resulting in an increase in secondary school age pupils at this time. Whilst growth in all age ranges is anticipated over the Core Strategy plan period, the most significant increase is for the age range entering primary school. However, it is difficult to predict whether the increase

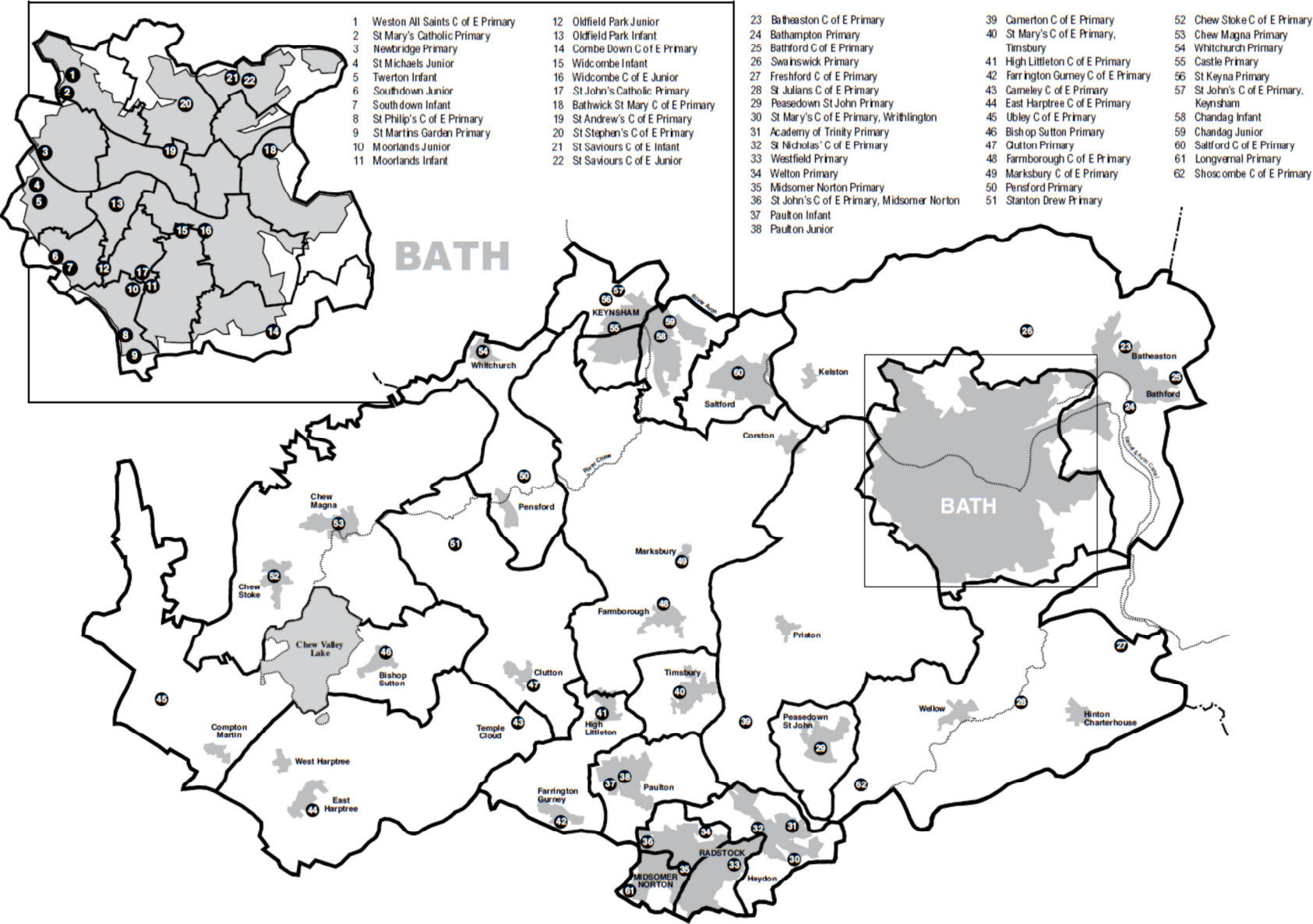
¹⁰¹

<http://www.bathnes.gov.uk/educationandlearning/Schoolsandcolleges/schooladmissions/Documents/A%20Primary%20School%20for%20your%20Child%202012-13.pdf>

in primary school aged pupils will be sustained, and early indications show that this increase may be levelling off.

- 5.31 The Governments **Primary Capital Programme** is a major commitment to capital investment in Primary Schools nationally over the next 14 years, which seeks to address the most pressing needs of 50% of schools. Through the programme the Government aims to support transformation in learning and teaching in primary education by helping Local Authorities to improve or rebuild at least 50% of their schools. The aim is to address the national objectives of providing equal access to quality school places and raise educational standards. This will ensure that buildings are not only functional and flexible enough to adapt to 21st Century learning needs but are inspiring to pupils, teachers and the wider community.
- 5.32 The re-development of MOD Foxhill, Bath is likely to trigger the need for a new primary and early years facility on site, this is likely to be required in the early stages of development in order to accommodate the children from the new development as they appear. Many of the existing primary schools in Bath have limited capacity for extension or expansion on site.
- 5.33 Similarly, the re-development of Somerdale, Keynsham is also likely to trigger the need for a new primary and early years facility on site in the early stages of development. The extension of Castle Primary School in South West Keynsham will be secured as part of the Development Requirements for the K2 Local Plan Allocation. There is potential for a small number for additional Primary School places and early years facilities to be required elsewhere in Keynsham during the plan period. Developer Contributions to be sought to secure these facilities from new development that triggers its need.
- 5.34 At Midsomer Norton & Radstock and in rural areas there is considered to be greater capacity for existing primary schools and early years facilities to accommodate growth utilising developer contributions to add extra capacity. This is due to both the lower levels of growth anticipated and the greater potential for extension or expansion of existing facilities. In other parts of the Authority, whole new primary schools are likely to be required.

Figure 11: Primary Schools within B&NES



Secondary education

- 5.35 There are a total of 13 maintained secondary schools within Bath and North East Somerset. There are three special schools catering for children of the secondary age range.
- 5.36 All schools are comprehensive and all, but one, provide for the 11- 18 age range. The exception to this is St Gregory's Catholic Secondary School which provides for 11-16 year olds with pupils normally transferring at 16 to St Brendan's Catholic Sixth Form College in Brislington, Bristol.
- 5.37 Seven schools in the LA are co-educational and nondenominational. These are Broadlands and Wellsway in Keynsham, Chew Valley in Chew Magna, Norton Hill and Somervale in Midsomer Norton, Ralph Allen in Bath and Writhlington in Radstock. In addition Oldfield School in Bath will be co-educational from September 2012 when it will admit boys to the year 7 age group.
- 5.38 There are five Academy Schools within the area. Academies are publicly funded independent schools, free from local authority and national government control. Academies receive the same level of per-pupil funding as they would receive from the local authority as a maintained school, plus additions to cover the services that are no longer provided for them by the local authority. Academies receive their funding directly from the Young People's Learning Agency (an agency of the Department for Education) rather than from local authorities. The Academies within B&NES are Beechen Cliff School, Hayesfield Girls School, Norton Hill School, Oldfield School and Somervale School.
- 5.39 Within the LA there is one Church of England and one Catholic Secondary Comprehensive School, both located within Bath. These are St Mark's (Church of England) and St Gregory's (Catholic).
- 5.40 There are three single sex schools within the area. These are Beechen Cliff and Culverhay Schools for boys and Hayesfield School for girls. All are located within Bath.
- 5.41 There are three foundation schools within the area. These are Chew Valley School, Ralph Allen School and Writhlington School.
- 5.42 The Special Schools for secondary age children are Fosse Way at Midsomer Norton and Three Ways and The Link in Bath. In addition Broadlands Secondary School has a special unit.
- 5.43 Ralph Allen, Broadlands, Norton Hill and Writhlington are now fully accessible to meet the educational needs of a disabled child to access the curriculum.
- 5.44 A list of admission numbers for the 2012/2013 academic year for Primary schools within B&NES can be found in the **Secondary School for your child** booklet¹⁰².
- 5.45 The Local Education Authority considers that the majority of existing schools (primary and secondary) are at or heading towards capacity and it is anticipated that there will be minimal or nil surplus capacity to absorb children generated from new housing development and therefore developer contributions will be required to accommodate them. If additional secondary provision is required this is likely to be provided via the expansion of existing facilities.
- 5.46 In Keynsham, any development within the Broadlands School catchment can take up existing capacity within this school which is currently occupied by pupils from outside the Local Authority

¹⁰²

<http://www.bathnes.gov.uk/educationandlearning/Schoolsandcolleges/schooladmissions/Documents/A%20Secondary%20School%20for%20you%20Child%202012-13.pdf>

area. For development within the Wellsway School catchment, this school is close to capacity, so contributions are likely to be required to expand capacity.

Further education

- 5.47 There are two further education colleges in the district (City of Bath College and Norton Radstock College). Responsibility for Further Education is being transferred from the LSC to the Council. Both colleges have been in discussion with the LSCC on significant projects to overhaul facilities and these have stalled due to a lack of central Government funding.

Higher education

- 5.48 There are two higher education institutions in the district (University of Bath and Bath Spa University). The University of Bath has prepared a Masterplan and its needs for the plan period can be met on campus in line with Local Plan policy GDS.1/B11 which has been saved alongside the Core Strategy. Bath Spa University is in the process of preparing a Bath Spa University Masterplan (considering all sites) and a specific Newton Park Campus Masterplan. It is seeking to improve its academic buildings and increase on-campus residence.

Community Services

Police

- 5.49 Avon & Somerset Police force is one of the largest in England, policing a population of almost 1.6 million people, and in B&NES operates from stations in Bath, Keynsham and Radstock. There is also a neighbourhood centre in Twerton. The Central Bath station includes custody suites. The demand for policing is driven more by the level of crime than population growth per se.
- 5.50 Avon and Somerset Police Authority receives direct Government funding in the form of Police Grant, National Non Domestic Rates (also known as Business Rates) and Revenue Support Grant. The balance of resources is raised from precepts (Council Tax) on the Unitary Authorities and District Councils in the force area. The Strategic Policing Plan shows that the force is substantially under-funded when compared to other similar police forces¹⁰³ (receiving £20.3m less in grant for 2011/12 than its identified need) and therefore has had to have a strong record of delivering improvements to efficiency and productivity. Over the last six years efficiencies in excess of £61m have been delivered. The force are developing an Accommodation Project¹⁰⁴ which commenced in 2009 to ensure that their estate is fit for purpose over the next 30 years. This will consolidate their estate, whilst providing the public with better access to services and better value for money. It will be funded mainly using PFI. A preferred bidder will be announced in November 2011.
- 5.51 As part of this project a new Police Custody and Crime Investigation Centre will be opened in Keynsham comprising 48 cells and investigation and administration floorspace. This will involve removing a 12 cell unit from Bath (Manvers Street). Outline permission has been granted for this scheme which should open in 2014.

Fire

- 5.52 Avon Fire & Rescue Service covers the former Avon area. Within B&NES use is made of the following facilities: Bath, Keynsham, Paulton, Radstock and Chew Magna Fire Stations, Bath and Keynsham Community Safety Centres, and the Avon Fire Authority Command &

¹⁰³ http://www.avonandsomerset.police.uk/information/documents/cache/PDF/Document5725_471309.pdf

¹⁰⁴ <http://www.avonandsomerset.police.uk/accommodation/index.aspx>

Mobilising Centre at Lansdown, Bath. The service has a legal responsibility under the Fire and Rescue Services Act 2004 to promote fire safety, and attend fires and road traffic collisions for firefighting and rescue purposes.

- 5.53 Capital grant was a new unringfenced national funding stream in the Comprehensive Spending Review 2007 (from 2009-10) for fire and rescue authorities and was distributed in part according to population levels. This funding was introduced following the end of Private Finance Initiative funding. This is the only capital funding stream that is continuing. As part of the Spending Review 2010 DCLG secured capital grant funding for fire and rescue authorities in England of £70m per annum for 2011-12 and 2012-13. This was distributed by allocation of a fixed sum to every authority with the balance distributed according to population. Capital Grant funding is intended to be used to drive efficiency savings in the fire and rescue service at a time when there are significant cuts in resource funding. The Government have suggested that this funding should be invested in schemes that reduce fire and rescue authorities overheads, such as station refurbishment, more efficient estate management arrangements, relocation of headquarters or private communications networks¹⁰⁵. Avon Fire Authority was allocated £1,490,509 in capital grant allocation for 2011-12 and 2012-13. There is no indication at this stage what the capital grant will be after 2012/13.
- 5.54 Local standards set maximum response times for incidents, Cat A areas 8 mins. For 85% of incidents, Cat B areas 10 mins. For 90% of incidents and for Cat C areas 20 mins for 95% of incidents.
- 5.55 The Fire Stations within B&NES must be located to best manage both the operational response risk and community risk. Increasing traffic congestion and potential development on the periphery of Bath is seen to interfere with the future efficient operation of the Bath station. Two new small stations could provide improved cover to Bath to replace Bath Fire Station (potentially in more peripheral locations) if funding allows. Keynsham Fire station meets the current and projected needs of the Fire and Rescue Service but a replacement station (could be relocated on the eastern side of Bristol or near Keynsham industrial estate) would be considered in support of the desire to redevelop Keynsham Town Centre.

Ambulance

- 5.56 The Great Western Ambulance Service NHS Trust (GWAS) provides emergency advice, care and treatment to the population of B&ENS, and the wider West of England, Wiltshire and Gloucestershire area. Within the district the service operates from ambulance stations in Bath, Keynsham and Paulton. In addition it makes use of standby points at St Martin's Hospital and Midsomer Norton. Response times are set for incidents, in order to improve response times the number of standby stations is being increased.
- 5.57 The existing ambulance station in Bath is in need of replacement as it is nearing the end of its economic life and is constrained in terms of meeting the requirements of modern ambulance vehicles. The current location is also not ideal as the area suffers from traffic congestion. Therefore the GWAS wish to consider a more peripheral location. The GWAS is currently undertaking a modelling exercise which will have implications for B&NES. The work will provide more detailed information relating to required future provisions such as ambulance "stand by points". The findings of the work are expected to be available in December 2011.
- 5.58 The new ambulance clinical quality indicators aim to provide patients with the information they need to be able to see the quality of care being delivered by ambulance services. Eleven clinical quality indicators have been measured from April 2011 which includes response and treatment rates.

Youth Services

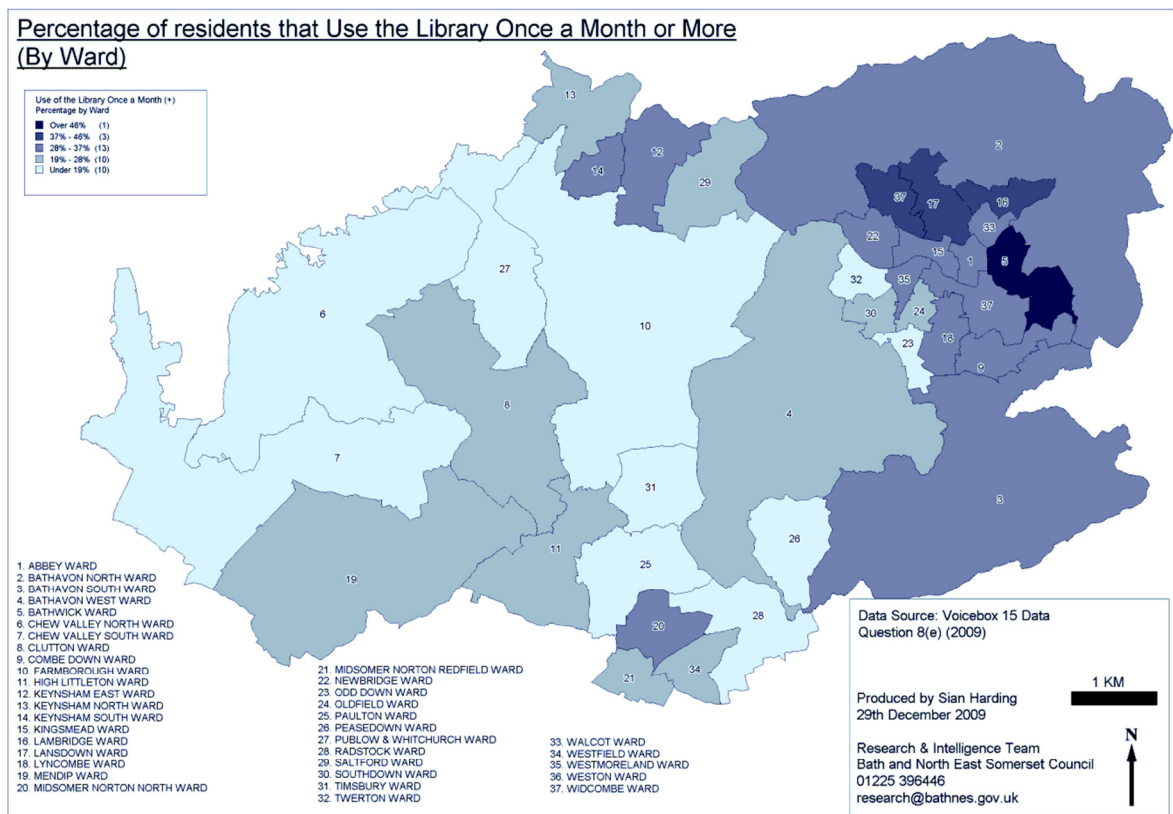
¹⁰⁵ <http://www.communities.gov.uk/documents/fire/pdf/1986537.pdf>

- 5.59 Youth Services provides for the 13-19 age groups and will support the work of the Youth Service via Youth Centre provision and activities, equipment, mobile provision and Detached Youth Workers in the areas of development.

Libraries

- 5.60 Libraries are a valued community resource and a focus for local activities and information. This role can be particularly important in areas where they are the only accessible public building or where they provide the only safe, neutral space for people to meet. Unlike many of the other services that are provided by councils, people use them mainly out of choice rather than necessity.
- 5.61 DCMS are responsible for national library policy. Library Standards to help define a “comprehensive and efficient” service were first introduced in 2001. They were revised periodically before being withdrawn altogether from April 2008 in line with the new performance framework for local government.
- 5.62 Central Government core funding for public libraries is paid for through the Local Government settlement, administered by CLG. It is not ring-fenced. Local authorities decide how to allocate core funding to public libraries in the light of their statutory duties and local priorities. Local authorities have a statutory duty to provide a “comprehensive and efficient library service” under the terms of the 1964 Public Libraries and Museums Act.
- 5.63 There are currently 8 libraries within B&NES located in Bath (Central, Moorland Road and Weston), Keynsham, Midsomer Norton, Radstock, Paulton and Saltford. There are also 2 mobile libraries. 65% of households within B&NES live within one mile of a static library, and 86% within two miles. Opening hours of the B&NES library service are 77 annual hours per 1,000 population, and they provide on average 4.2 electronic workstations per 1,000 population and 94.5 additional items per annum per 1,000 population¹⁰⁶.

Figure 12: Percentage of residents that use the library once a month or more



¹⁰⁶ 2009/10 figures

- 5.64 The map above shows satisfaction of levels of library provision by all wards within B&NES¹⁰⁷. This shows that wards in the central and east of B&NES have a greater proportion of frequent users residing in them. The wards with statistically significant high numbers of frequent users are in the wards that reside in and around Central Bath which can be explained by its close proximity to Bath Central Library and the high number of students who also have access to large academic libraries. The majority of wards that have significantly low levels of frequent users are residents in the wards in rural hinterlands to the west of the area, that are not in close proximity to branch libraries. The wards that are in exception to these rules are Twerton, and Odd Down, both of which are in wards near central Bath and have access to large branch libraries but have significantly low levels of frequent library users.
- 5.65 Bath Central Library is currently located within the Podium site in the city centre. In the long term, the Council is interested in finding a new site within Bath, potentially to be secured as part of the redevelopment of the Podium/Cattlemarket site. Until this happens the library will remain in its present location. A new library in Keynsham is to be secured as part of the redevelopment of the Town Hall site. This will also include a new one-stop-shop for Council service users. There are proposals to replace the library at Paulton with a new library within the Hillcourt shopping centre, with a bid likely to be submitted to the Local Strategic Partnership for funding. Moorland Road, Weston, Saltford and Paulton libraries are at capacity. B&NES Council will be developing a **Library Strategy** during 2011 outlining the direction the service should take over the next 5 years.

Public Toilets

- 5.66 Toilets that are accessible by the general public are important to the well-being and development of an area. The Council is in the process of developing a **Public Toilets Provision Strategy**¹⁰⁸ (due for approval in 2011/12) which recognises that local councils are no longer the only providers of toilet facilities and that other providers and options must be brought forward as there is little prospect of the Council being able to allocate any increase in capital or revenue funding to this non-statutory service.
- 5.67 The Council has a portfolio of mature public toilets which, while generally satisfying user basic needs historically, are not now all generally best equipped for current needs. Toilet facilities may be made available to the general public where the individual location access and circumstances allow, such as libraries, sports centres and ordinary council offices.
- 5.68 Many toilet facilities provided by commercial and retail businesses have been primarily or solely for use by customers in the past. Some larger shops in city and town centres understand that people come in to use the toilets and recognise that this may lead to people buying goods whilst inside. Out of town shopping centres and new mixed retail developments now generally make provision for toilet facilities for all visitors and cinema complexes provide toilet facilities. Bus and railway stations often provide toilet facilities as do many car parks.
- 5.69 Providing toilet facilities in separate buildings (and mainly by local councils), has been the model for many decades. This may still have a role in certain circumstances, where there are already facilities there and where a local community wants the facilities. However there may be increasing benefits from co-located provision in existing buildings wherever possible to reduce some of the negative aspects such as anti-social behaviour and vandalism and the associated costs. Alongside commercial providers in significant retail centres with extended opening hours and in entertainment venues and visitor attractions, the case for publicly accessible toilets in a wider variety of community buildings and service centres will become stronger, drawing in a wider range of potential partners to fund and manage them
- 5.70 The draft strategy seeks to relieve Council budgetary pressure in this area by:

¹⁰⁷ Voice Box 15 (Spring 2009)

¹⁰⁸ <http://democracy.bathnes.gov.uk/mqConvert2PDF.aspx?ID=3333&T=10>

- Developer funding towards major refurbishments of existing toilet facilities
- Developer funding towards new sets of toilets in or near appropriate housing or commercial developments
- Local partnership and sponsorship working with retail, hospitality and other businesses
- Innovative solutions in joint arrangements with toilet industry providers
- Business case-supported capital/revenue investment by the Council
- Extended use of planning and licensing policies

5.71 Since 2004, approximately £470,000 has been spent on upgrading a number of the Council public conveniences by Property Services, mainly focussed on Disability Discrimination Act (DDA) compliance works which has been completed at most of them. Two Council public toilets are programmed for DDA works in 2011/12 – Sydney Gardens, Bath and Ashton Way, Keynsham. Refurbishment and remodelling works are in progress at two locations this year – Gullocks Tynning, Midsomer Norton and Monksdale Road, Bath, part-funded by Aiming High for Disabled Children. Any new toilet provision, however it is to be delivered, needs to be demand-driven with the local community involved in the assessment and decision making.

Post Offices

5.72 The draft Core Strategy seeks to “regenerate and repair a number of areas within the Central Area of Bath to create new areas of attractive and productive townscape and a much improved relationship between the city and its river.” The Royal Mail delivery office falls within one such area and therefore needs to be relocated.

Leisure & Culture

Leisure Facilities

5.73 The Council provides numerous recreational, cultural, leisure and arts facilities throughout the district. In addition to this there are a number of private facilities such as the Bath Rugby Club at the Recreation Ground (the ‘Rec’) and Bath City FC.

5.74 There are also a range of aspirations for a new multi-use stadium in Bath, the remodelling of the Forum as a concert hall and the upgrading of sports field changing facilities.

Built Sports Facilities

5.75 A PPG17 compliant study considering built facilities in the district has been undertaken which identifies the supply of facilities including synthetic turf pitches, multi-use halls, swimming pools, sports halls, tennis courts, bowling facilities, multi-use games areas, gyms, squash courts, golf courses, youth facilities, athletic tracks and recreation ground pavilions. Population based thresholds for new provision and deficits and supply are identified.

5.76 Bath Sports and Leisure Centre is located at Bath Recreation Ground (the ‘Rec’). If the proposed redevelopment of the Rec (involving the provision of a new stadium for Bath Rugby Club) requires land currently occupied by Bath Sports and Leisure Centre, relocation/replacement of the Leisure Centre’s facilities should be provided at the Rec or elsewhere within the City Centre, unless over supply can be demonstrated.

5.77 An 8 week consultation on the future of Bath recreation ground was launched in April 2011 by the Bath Recreation Trust Board. The Trustees have been in discussion with Bath Rugby and the Council and have reached an outline agreement on a proposal which, amongst other issues, accommodates Bath Rugby’s aspiration to increase stadium capacity, retains Bath Leisure Centre with no proposed changes for the foreseeable future and improves accessibility to the

Charity's assets by providing an additional site. The east stand of the new stadium will remain removable so that the Rec can still be managed as an open space during the summer months.

- 5.78 An additional 1.57 '4 badminton court sports halls' are identified as being required as well as an additional 1.06 25 metre swimming pools and 2 Synthetic Turf Pitches.

Affordable Housing

- 5.79 The need for affordable housing in B&NES is high with the affordability gap between local incomes and market house prices being very wide. The **Strategic Housing Market Assessment**¹⁰⁹ (SHMA) estimates that typically less than 50% of households where the head of household is under 35 years old could afford to buy or rent within the district over the period 2010-2026. This affordability gap results in high levels of housing need which are not being met by vacancies in the existing stock of affordable housing or by recent new supply. Based on this evidence the Council could theoretically require 100% of all future planned residential development to be affordable housing.
- 5.80 To understand the capacity of private development to deliver affordable housing the Council commissioned a **viability study**¹¹⁰ to take account of market prospects and a range of cost implications including other Section 106 obligations in order to create a baseline level of affordable housing that will be viable in the majority of schemes without recourse for public subsidy.
- 5.81 The October 2010 Spending Review announced a reduction in the Government's National Affordable Housing Programme for 2011-15 for the development of new social housing to £4.5 billion (down from £8.4 billion over the period of the previous Spending Review). Details of how this will impact locally are yet to be published. Currently £15.5m is allocated in the **West of England Delivery and Infrastructure Plan**¹¹¹ to support affordable housing delivery in B&NES over that period, but this will be subject to review. To supplement this much reduced level of public investment, Housing Associations (Registered Providers) will introduce from April 2011 **Affordable Rented tenancies**¹¹² (ART) – these offer property at 80% of market rent but will generate higher revenue to fund future capital investment into affordable housing. Essentially, this model envisages the replacement of the current capital grant supply subsidy for social housing with a revenue subsidy. Research by the Council suggests that this will not have such a positive impact in the B&NES area and that as such the existing Core Strategy tenure split is still appropriate. However, the Council will need to consider the provision of ART in lieu of social rent where a need is identified or where there is a positive impact on viability allowing policy compliant levels of affordable housing to be met. Core Strategy Policy CP9 outlines the approach to affordable housing provision to 2026, which should provide around 3,400 new affordable dwellings.
- 5.82 To improve collaboration and engagement with sector stakeholders the WOE Partnership have established a Housing Delivery Panel with organisations that will help delivery market and affordable housing. The panel will be effective from October 2011 for four years.

Gypsies, travellers and travelling showpeople

- 5.83 The **West of England Gypsy and Traveller Accommodation Assessment**¹¹³ (WoE GTAA) undertaken in 2007 recommends that 19 permanent pitches and 20 transit pitches are found for

¹⁰⁹ <http://www.westofengland.org/media/157046/wofe%20shma%20main%20report%20june%202009%20v2.pdf>

¹¹⁰ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Environment%20and%20Planning/BathNES%20Viability%20Report%20-%20November%203rd%202010%20website.pdf>

¹¹¹ <http://www.westofengland.org/media/179564/wofe%20dijp%20220410.pdf>

¹¹² "Affordable Rent" is a new tenure for affordable housing introduced in to national policy earlier in 2011 under the coalition government.

"Affordable rented housing" is rented housing provided by registered providers of social housing. It has the same characteristics as social rented housing except that it is outside the national rent regime – based instead on up to 80% of local market rents. It has the same controls in terms of eligible households as social rent.

¹¹³ http://www.southwest-ra.gov.uk/media/SWRA/RSS%20Documents/Gypsies_and_Travellers/West_of_England_GTAA.pdf

the gypsy and travelling communities in Bath & North East Somerset for the period to 2011. The WoE GTAA also indicates that one plot is provided for travelling showpeople in Bath & North East Somerset for this period. The Council is currently developing a Gypsies, Travellers and Travelling Showpeople Development Plan Document.

6 Green Infrastructure



Strategic Green Infrastructure Network

- 6.1 Green Infrastructure (GI) is a well-managed, network of multi-functional green space. GI provides an approach that enables more effective use of existing assets by consideration of integrated solutions to address a number of issues. Key outcomes include enhanced biodiversity, adaptation to climate change, landscape and heritage conservation, healthy living, flood mitigation and sustainable urban drainage systems, sustainable transport and fuel/food production.
- 6.2 GI can be planned, delivered and maintained cost effectively as part of the statutory planning process. Its capital costs are relatively low particularly when compared to built infrastructure. The revenue (maintenance) costs of GI are also low, but have often been overlooked/under-estimated which can compromise management standards. Accurate costing of the planning, delivery and maintenance is key to the viability of GI components such as community woodlands, access routes and wildlife areas, as is identification of a capital sum that can be invested to provide for long-term maintenance or an income stream that can contribute towards maintenance in perpetuity. Also important is the existence of long-term management agencies with the skills and capacity to manage these areas. Local authorities are well placed to deliver this along with other land-holding bodies such as the Avon Wildlife Trust.
- 6.3 The Council is developing a **Green Infrastructure Strategy** for the district which will set out priorities for improving and extending the strategic network. The Strategy will also identify green infrastructure opportunities for specific locations in the district including the main urban areas. The strategy will build on the West of England GI study completed in 2006 which set out findings about GI in the sub-region and recommendations for taking it forward for future generations.
- 6.4 The Core Strategy identifies the need for a whole river approach to realise the potential of the River Avon/Kennet and Avon canal corridor as a key multifunctional green corridor. It is anticipated that some of the other GI priorities/improvements highlighted in the Core Strategy will be delivered through other infrastructure schemes listed in the IDP. These include Midsomer Norton Town Park (MNRI.6); potential wetland habitat associated with flood defence (B I.2); green spaces (DWI.10) and various cycleway and footpath improvements (e.g. BI.11).
- 6.5 Potential funding sources include:
- Revised management regimes for Council owned land
 - Partnership working with key land owners and managers
 - Working with the voluntary and community sector
 - External funding e.g. Heritage Lottery Fund for specific access, biodiversity or heritage/landscape projects.
 - Developer contributions and Masterplan principles e.g. green corridors

Green Infrastructure

Green Space (Formal, Natural & Allotments)

- 6.6 The Council manages and maintains 50 hectares of formal parkland as well as 200 hectares of public open space, sports pitches and highway verges. Included within this are parks, recreation grounds and public open spaces, floral displays, allotments, trees, woodland and parks and open spaces events.
- 6.7 The Council's **Green Space Strategy**¹¹⁴ (GSS) contains local provision standards and identifies deficits in green space. Future investment is needed as there is a general lack of allotments across the district with more localised shortages of natural space and to a lesser degree formal space. There is an aspiration by the Council to create a new publicly accessible Town Park in Midsomer Norton. The GSS suggests that to fully address the current deficiency the park would need to be a minimum of 11ha in size. The Local Plan allocates land along the Somer Valley between Midsomer Norton town centre and Radstock Road for this purpose, and this is included in the Core Strategy vision for the town.
- 6.8 The GSS was adopted in March 2007 and is due to be reviewed and updated in 2013, and will be informed by the LDF and GI Strategy.
- 6.9 There are 42 allotment sites currently within B&NES. The Council is responsible for 23 sites in Bath. Outside Bath responsibility for allotments remains with other local bodies, such as Parish Councils. There are approximately 1,870 plots, but few vacancies. Saved Local Plan Policy CF.8 sets out the Council's approach to the retention and provision of new allotment sites. Information on the current waiting list for allotments can be found at <http://www.bathnes.gov.uk/environmentandplanning/parksandopenspaces/Pages/Allotment%20Sites.aspx>
- 6.10 A requirement of the Somerdale redevelopment site in Keynsham will be to improve the value of the Hams in environmental, ecological and recreational terms. This will allow the Hams to provide open space, wildlife habitat, recreation, flood alleviation, visual amenity, and a landscape setting for the town. To include improved access for public through improved connections and a concentration of community uses at the heart of the site. Continuing engagement will be required to realise this through future Masterplanning etc.
- 6.11 **The Avon Wildlife Trust**¹¹⁵ is the largest local charity working to protect wildlife in the West of England area. They currently look after 35 local nature reserves covering over 1,100ha. Within B&NES these include Chew Valley Lake, Burlledge Hill, Folly Farm, Stephen's Vale and Bathampton Meadow.
- 6.12 **The Woodland Trust** promotes and facilitates delivery of new native woodland creation to underpin green infrastructure strategies to improve quality of life, health, biodiversity and landscape. They own and manage 8 woods located within BANES. Woodland can deliver a wide range of green infrastructure benefits, include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and wood fuel markets). The indicative costs for creating new native woodland will vary depending on site character, size and circumstances, but the following cost estimates per tree are: cost of tree and guard - £1.50; cost of planting - £1.00; cost of short term establishment - £0.25p. There are longer term maintenance costs.

¹¹⁴ <http://www.bathnes.gov.uk/environmentandplanning/parksandopenspaces/Pages/consult.aspx>

¹¹⁵ <http://www.avonwildlifetrust.org.uk/index.htm>

- 6.13 DCLG released a guide in August 2011 outlining potential funding sources for community green spaces¹¹⁶.

Canals

- 6.14 **British Waterways** is a public corporation responsible to the UK Government to maintain and manage the waterways so that they fulfil their full economic, social and environmental & heritage potential. DEFRA are the sponsoring department and provide an annual grant. British Waterways owns and maintains the Kennet & Avon Canal and associated structures such as culverts and feeder channels, bridges and aqueducts, locks and weirs as it runs through B&NES, as well as acting as Navigation Authority for some sections of the River Avon in the area. The canal was completed in 1810, and following subsequent dilapidation in the 1960s has been restored, and reopened in 1990. The canal is 87 miles long in total (of which 16.2 miles runs through B&NES), connecting Bath to Reading.
- 6.15 The Government recognises the multi-functional role of waterways and the need to maintain and improve the quality of the waterway resource and infrastructure if the public benefits delivered are to be maintained and grown. No large scale new infrastructure is required to meet increased population numbers. However, the canal is in constant need of maintenance to remain at a steady operational state.
- 6.16 In October 2010 the Government announced its intention to transfer inland waterways in England and Wales into a new charitable body, the **New Waterways Charity**¹¹⁷, now to be called the **Canal and River Trust**. The Government will transfer all of British Waterways' property assets to the Trust in April 2012, as an endowment, and commit to a long-term funding contract. The charity will also have new opportunities for growing income from voluntary giving, new commercial opportunities, efficiencies, and growth in volunteering.

Sport and recreation

- 6.17 The Council manages 124 football pitches, 42 cricket pitches and 62 Rugby pitches. The playing pitch strategy makes the following projections to 2021:
- Football pitches: surplus of senior pitches (40), deficit of junior (22) and mini (26) pitches; 21 sites are rated as poor/below quality. Six clubs have expressed latent demand; this equates to a requirement for an additional 2 senior and 2 junior pitches. The surplus should be considered in the context of its potential contribution to addressing the deficit
 - Cricket pitches: deficit of 4.8 pitches
 - Rugby pitches: surplus of senior pitches (31.2), deficit of junior (19.4) and mini (0.8) pitches; Five sites are overplayed on a weekly basis. Future Team Generation Rates indicate there will be an additional 7.7 teams across the Area over the next few years. A further four pitches are needed to accommodate this growth. A surplus of senior pitches in the Area is anticipated alongside a deficit of junior and mini rugby pitches. The overall demand/deficit for pitches is likely to be offset by the surplus of senior pitches
- 6.18 Current provision at the 'Fry's Club' site at Somerdale will be safeguarded to cater for the increased demand resulting from housing development and increased participation. This will include increased/improved changing accommodation.
- 6.19 A preferred investment strategy will be to work towards the development of multi pitch, hub club sites.

¹¹⁶ <http://www.communities.gov.uk/publications/communities/greenspacefunding>

¹¹⁷ <http://www.defra.gov.uk/consult/files/A-New-Era-for-the-Waterways-FINAL.pdf>

Children's Play Areas

- 6.20 £296,875 of Lottery funding was secured in 2007 to provide children between 5 and 16 in the district with free play opportunities (2008-2011).
- 6.21 The Council Play Policy¹¹⁸ (1999) and Play Strategy¹¹⁹ (2006) prioritise play provision for all children in the district. The Council has funded free play provision for 5-16 year olds in the district since 2000 and the post of Strategic Development Officer for Play. The 2007 Lottery funding was secured to extend play services in areas of deprivation.
- 6.22 In 2009 Bath & North East Somerset Council was awarded £2.5m from the Department of Children, Schools and Families (DCSF) to develop and renew 31 play spaces in the area, as part of the "Play Pathfinder" Programme¹²⁰. Included within this is the development of a new adventure play park and skate park in Midsomer Norton.
- 6.23 Further investment will be needed over the plan period, including the provision of new facilities to support new development. From April 2011 revenue funding available will be 63% less than in previous years due to Lottery and Pathfinder funding ending.

¹¹⁸ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Education%20and%20Learning/NEW%20DOC%20PLAY%20POLICY1.pdf>

¹¹⁹ <http://www.bathnes.gov.uk/SiteCollectionDocuments/Education%20and%20Learning/Play%20Strategy%202006-2012.rtf>

¹²⁰ <http://www.bathnes.gov.uk/communityandliving/childcare/PlayOutHangOut/Pages/default.aspx>

PART THREE: SUMMARY SCHEDULE OF INFRASTRUCTURE REQUIRED BY LOCATION

Phasing Key:

Complete	Committed / funding mechanism in place	Uncertain	Longer term / aspiration	✓: Expected scheme completion	➤: Scheme ongoing
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Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
					2011/12-2015/16	2016/17-2020/21	2021/22-2025/26	
Affordable Housing	DWI.1	Direct Public Investment in Affordable Housing	Key	£15,500,000	➤	➤	➤	District Wide
Energy	DWI.5	Power Generation & Distribution	Key	Not quantified	➤	➤	➤	District Wide
	DWI.6	Gas Supply	Key	Not quantified	➤	➤	➤	District Wide
	DWI.19	District Heating	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.28	Renewable Energy Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.33	Retrofitting Existing Dwellings	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.34	Infrastructure for local energy crop processing and distribution	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.3i	New on-site primary sub station at Bath Western Riverside	Key	Not quantified			✓	Bath
	BI.3j	Decommissioning of Gas Holders at Bath Western Riverside	Key	c. £11,000,000	✓			Bath
	BI.7	Bath Centre District Heating Network	Desirable	£5,010,224	➤	➤	➤	Bath
	BI.8	Bath Riverside District Heating Network	Desirable	£5,448,996	➤	➤	➤	Bath
	BI.23	New on-site primary sub station at Bath University	Key	Not quantified	➤	➤	➤	Bath
	KI.9	Keynsham District Heating Network	Desirable	£970,181	➤	➤	➤	Keynsham

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
Education	DWI.3a	Early Years provision	Key	Not quantified	➤	➤	➤	District Wide
	DWI.3b	Primary Education	Key	Not quantified	➤	➤	➤	District Wide
	DWI.3c	Secondary Education	Key	Not quantified	➤	➤	➤	District Wide
	DWI.20	Further Education	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.21	Higher Education	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.3a	New Primary School at Bath Western Riverside	Key	Not quantified		✓		Bath
	BI.9a	New early years facility at MOD Foxhill site	Key	Not quantified		➤	➤	Bath
	BI.9b	New primary school at MOD Foxhill site	Key	c. £6,000,000		➤	➤	Bath
	BI.14	Weston All Saints Primary School: New buildings	Desirable	£3,600,000	✓			Bath
	BI.21	Additional Early Years, Primary & Secondary Education capacity in Bath	Key	Not quantified	➤	➤	➤	Bath
	MNRI.10	Midsomer Norton Primary School: New buildings	Complete	£2,300,000	Complete			Somer Valley
	KI.7a	New Early Years facility at Somerdale	Key	Not quantified	➤	➤	➤	Keynsham
	KI.7b	New primary School at Somerdale	Key	c. £6,000,000	➤	➤	➤	Keynsham
	KI.16	Additional Early Years, Primary & Secondary Education capacity in Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
	RI.4	Batheaston Primary School – new buildings	Complete	£2,150,000	Complete			Rural areas
Health	DWI.4	Acute Care	Key	£38,752,000	➤	✓		District Wide
	BI.3b	New GP surgery at Bath Western Riverside	Key	Not quantified		✓		Bath
	RI.2	New GP surgery at Chew Stoke	Key	£3,000,000	✓			Rural areas
Waste	DWI.2a	Residual and other waste treatment facilities	Key	Not quantified	➤	➤	➤	District Wide
	DWI.2b	Council/Public Waste & Recycling Facilities	Key	Not quantified	➤	➤	➤	District Wide
	BI.3h	Relocation of Midland Road civic waste facility	Key	Not quantified		➤	➤	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	BI.13	Former Fuller's Earth Works Residual Waste Treatment Site	Desirable	Not quantified	➤	➤	➤	Bath
	KI.15	Broadmead Lane Residual Waste Management Site	Desirable	Not quantified	➤	➤	➤	Keynsham
Water & Drainage	DWI.7	District Wide Water Supply	Key	Not quantified	➤	➤	➤	District Wide
	DWI.8	Waste Water	Key	Not quantified	➤	➤	➤	District Wide
	BI.2	Improvements to Flood Defences of Bath City Centre and Riverside Corridor	Key	£7,600,000	✓			Bath
	BI.3c	Floodplain storage compensation works at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	MNRI.9	Improvement to off site sewerage & to Radstock Sewage treatment works	Desirable	c.£1,000,000	➤	➤	➤	Somer Valley
	KI.2	Flood Protection Measures for Somerdale site	Key	Not quantified	➤	➤	➤	Keynsham
	KI.3	Improvements to Sewerage Capacity at Keynsham	Key	Not quantified	➤	➤	➤	Keynsham
Green Infrastructure	DWI.9	Playing Pitches	Key	Not quantified	➤	➤	➤	District Wide
	DWI.10	Green Space (Formal, Natural & Allotments)	Key	Not quantified	➤	➤	➤	District Wide
	DWI.11	Children's Play areas	Key	Not quantified	➤	➤	➤	District Wide
	DWI.12	Strategic Green Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.35	Infrastructure for local food growing, distribution and processing	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.36	Kennet & Avon Canal Infrastructure	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.3f	New riverside park at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	BI.6a	Riverside enhancements as part of GDS.1/B16 Hilton Hotel / Podium / Cattlemarket site	Desirable	Not quantified	➤	➤	➤	Bath
	BI.9d	Green Infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	Bl.17	Replacement of allotments at Southbourne Gardens, Fairfield Park	Desirable	Not quantified	➤	➤	➤	Bath
	MNRI.6	Midsomer Norton Town Park	Desirable	Not quantified	➤	➤	➤	Somer Valley
	KI.4	Enhance Keynsham Hams as a Wetland Habitat	Key	Not quantified	➤	➤	➤	Keynsham
	KI.8a	Green Infrastructure route along River Chew and River Avon corridor	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.8b	Improvements to the Memorial Park	Desirable	Not quantified	➤	➤	➤	Keynsham
Transport	DWI.13 & MNRI.2	Greater Bristol Bus Network Improvements	Key	£78,800,000	➤	✓		District Wide & Somer Valley
	DWI.14	Future Strategic Transport Intervention Package	Desirable	Not quantified		➤	➤	District Wide
	DWI.15	Two Tunnels Greenway	Desirable	£1,900,000	✓			District Wide
	DWI.26	Great Western Mainline Electrification & Intercity Express Programme	Key	National cost £5.2 billion	➤	✓		District Wide
	DWI.27	Smarter Choices Interventions	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.29	ITSO Smart Ticketing for all local bus services	Desirable	Total cost £9,410,000	✓			District Wide
	DWI.30	WEST LSTF Large Project Initial Proposals	Desirable	West of England cost: £30,400,000	✓			District Wide
	Bl.1	Bath Transport Package	Key	£31,853,000	➤	➤	➤	Bath
	Bl.3d	New vehicular bridge across the River Avon	Key	Not quantified		✓		Bath
	Bl.3e	New pedestrian bridge across the River Avon at Western Riverside	Desirable	Not quantified			✓	Bath
	Bl.4a	Capital improvements to Bath Train Station	Desirable	Not quantified	✓			Bath
	Bl.4b	Signal improvements at Bath Spa & Bristol area	Desirable	Not quantified	✓			Bath
	Bl.4c & KI.6c	Greater Bristol Metro Rail Project	Desirable	Not quantified		➤	➤	Bath & Keynsham
	Bl.5	Bath Parking Strategy	Key	Not quantified	➤	➤	➤	Bath
	Bl.9c	Highways infrastructure associated with MOD Foxhill site	Key	Not quantified		➤	➤	Bath

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	Bl.11 & MNRI.8	West of England Key Commuter Routes LSTF application	Desirable	£750,000	✓			Bath & Somer Valley
	Bl.15	Rossiter Road Transport Scheme	Desirable	£800,000	➤	➤	➤	Bath
	Bl.16	A36 bus lane	Desirable	£800,000	➤	➤	➤	Bath
	Bl.18	Highway works associated with Somerset Place	Key	Not quantified	✓			Bath
	Bl.19	Highway works associated with Bath Press site	Key	Not quantified	✓			Bath
	Bl.24	Highway works associated with Alexander House, Norfolk Place site	Key	Not quantified		✓		Bath
	Bl.25	Highway works associated with Lower Bristol Road, Eastern Part site	Key	Not quantified			✓	Bath
	Bl.26	Highway works associated with Lower Bristol Road, Unigate Dairy site	Key	Not quantified			✓	Bath
	Bl.27	Highway works associated with MOD Ensleigh site	Key	Not quantified		➤	✓	Bath
	Bl.28	Highway works associated with MOD Warminster Road site	Key	Not quantified		✓		Bath
	Bl.29	Highway works associated with The Harvester, Gloucester Road site	Key	Not quantified	✓			Bath
	Bl.30	New pedestrian bridge across the River Avon at Bath Quays	Desirable	£3,000,000	✓			Bath
	Bl.31	Highway works associated with the Nursery Building, Powlett Court site	Key	Not quantified		✓		Bath
	MNRI.4	Midsomer Norton Transport network improvements	Desirable	Not quantified	➤	➤	➤	Somer Valley
	MNRI.5	Radstock Transport network improvements	Desirable	£1,200,000	✓			Somer Valley
	MNRI.7	Five Arches Greenway Scheme	Complete	Not quantified	Complete			Somer Valley
	MNRI.11	Highways infrastructure associated with Hazel Terrace site	Key	Not quantified	✓			Somer Valley
	MNRI.12	Highways infrastructure associated with Radstock County Infants School site	Key	Not quantified	✓			Somer Valley

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	MNRI.13	Highways infrastructure associated with Old Pit Yard, Clandown site	Key	Not quantified	✓			Somer Valley
	MNRI.14	Highways infrastructure associated with St Peters Factory, Jewsons site	Key	Not quantified	✓			Somer Valley
	MNRI.15	Highways infrastructure associated with Welton Bibby Baron site	Key	Not quantified		✓		Somer Valley
	MNRI.16	Highways infrastructure associated with Martins Block site	Key	Not quantified		✓		Somer Valley
	MNRI.17	Highways infrastructure associated with South Road Car Park site	Key	Not quantified		✓		Somer Valley
	MNRI.18	Highways infrastructure associated with Alcan site	Key	Not quantified		✓		Somer Valley
	MNRI.19	Highways infrastructure associated with Charltons, Frome Road site	Key	Not quantified		✓		Somer Valley
	MNRI.20	Highways infrastructure associated with Old bakery, Waterloo Road site	Key	Not quantified		✓		Somer Valley
	MNRI.21	Highways infrastructure associated with Library / Youth Club / Church Street Youth Club site	Key	Not quantified		✓		Somer Valley
	MNRI.22	Highways infrastructure associated with Coomb End North site	Key	Not quantified	➤	✓		Somer Valley
	MNRI.23	Highways infrastructure associated with Clandown Scrap Yard site	Key	Not quantified	✓			Somer Valley
	MNRI.24	Highways infrastructure associated with Paulton Builders Merchants site	Key	Not quantified	✓			Somer Valley
	MNRI.25	Highways infrastructure associated with Paulton Printing Factory site	Key	Not quantified	➤	✓		Somer Valley
	MNRI.26	Highways infrastructure associated with Wellow Lane site	Key	Not quantified	✓			Somer Valley
	KI.5	Highways Infrastructure associated with Somerdale site	Key	Not quantified	✓			Keynsham
	KI.6	Improvements to Keynsham Railway Station	Desirable	£400,000	➤	➤	➤	Keynsham
	KI.11	Pedestrian/ Cycle Bridge over the A4 at Keynsham	Desirable	Not quantified	➤	➤	➤	Keynsham

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	KI.13	Improved Cycle Links at Keynsham	Desirable	Not quantified	➤	➤	➤	Keynsham
	KI.17	Highways infrastructure associated with the Town Hall site	Key	Not quantified	✓			Keynsham
	RI.3	Farnborough village shop pedestrian link	Desirable	£150,000	✓			Rural areas
	RI.6	A37 Clutton and Temple Cloud Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
	RI.7	A37 Whitchurch Bypass	Desirable	Not quantified	➤	➤	➤	Rural areas
	RI.8	Highways infrastructure associated with Wheelers Yard, North Road, Timsbury site	Key	Not quantified	✓			Rural areas
	RI.9	Highways infrastructure associated with Brookside Drive, Farnborough site	Key	Not quantified	✓			Rural areas
Leisure	DWI.16	Leisure & Culture	Key	Not quantified	➤	➤	➤	District Wide
	DWI.17	Built Sports Facilities	Key	Not quantified	➤	➤	➤	District Wide
	BI.12	Redevelopment of Bath Recreation ground	Desirable	Not quantified	➤	➤	➤	Bath
Public Realm	DWI.18	Public Realm & Movement Programme	Desirable	Not quantified	➤	➤	➤	District Wide
	BI.3f	Enhanced pedestrian facilities, new paths and cycleways at Bath Western Riverside	Key	Not quantified	➤	➤	➤	Bath
	BI.10b	Provision of a significant new public space at Manvers Street	Desirable	Not quantified		➤		Bath
	KI.12	Town Centre and Somerdale Public Realm Improvements	Desirable	Not quantified	➤	➤	➤	Keynsham
Community Facilities	DWI.22	Youth Services	Key	Not quantified	➤	➤	➤	District Wide
	DWI.23	Police	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.24	Fire	Desirable	Not quantified	➤	➤	➤	District Wide
	DWI.31	Broadband Improvements	Desirable	£1,400,000 allocated to West of England	➤	✓		District Wide
	DWI.32	Public Toilet Provision	Desirable	Not quantified	➤	➤	➤	District Wide

Category	IDP Reference	Item	Status	Estimated Cost	Phasing			Policy Area
	BI.6	Bath library relocation	Desirable	Not quantified	➤	➤	➤	Bath
	BI.10	Re-provision of the Royal Mail Bath Delivery Office	Key	Not quantified		➤		Bath
	BI.22	Relocation of Bath Ambulance Station	Desirable	Not quantified	➤	➤	➤	Bath
	BI.32	Community Facility associated with the Former St. Marys School site	Desirable	Not quantified		✓		Bath
	KI.10a	New library and Council one-stop shop	Desirable	Not quantified	✓			Keynsham
	KI.10b	Re-provision of Fry Club	Desirable	Not quantified	✓			Keynsham
	KI.10c	New community facility	Desirable	Not quantified	➤	➤		Keynsham
	KI.14	Relocation of the Fire Station	Desirable	Not quantified	➤	➤	➤	Keynsham
	RI.1	New library in Paulton	Desirable	Not quantified	✓			Rural areas
	RI.5	New Village Hall at Batheaston	Desirable	£750,000	➤	➤	➤	Rural areas
Site Specific	MNRI.1	Infrastructure Requirements for Old Mills II	Key	£7,700,000	✓			Somer Valley
	KI.1	Public Investment in Site Preparation & Planning Keynsham Town Centre	Key	£300,000	✓			Keynsham