



B&NES Draft Infrastructure Delivery Programme 2017

November 2017

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Key Abbreviations

B&NES	Bath and North East Somerset Council
WECA	West of England Combined Authority

PART 1: SCOPE AND BRIEF OF INFRASTRUCTURE DELIVERY PROGRAMME (IDP)

- 1.1 This Infrastructure Delivery Programme (IDP) has been produced by Bath and North East Somerset Council. Its main purpose is to form an evidence-based assessment of the future needs and demands for infrastructure to support new development as identified in the Bath and North East Somerset Council Core Strategy (Adopted 2014) and Placemaking Plan (adopted July 2017) covering the plan period 2011-2029, together with Strategic Development Location allocations in the draft West of England Joint Spatial Plan (WoE JSP), and how those needs will be met.
- 1.2 The WoE JSP is at Publication Draft stage (consultation Nov 2017-Jan 2018) and plans for delivery of development and infrastructure from 2016 up to 2036. Parallel to this consultation, B&NES is consulting on a new Local Plan Issues and Options document to conform with the WoE JSP.
- 1.3 This Draft IDP is published alongside the B&NES Local Plan Issues and Options. This emerging plan acknowledges the existing commitments in the Core Strategy 2014 / Placemaking Plan 2017 from 2011-2029 and takes account of the delivery of the Strategic Development Locations at North Keynsham and Whitchurch up to 2036 identified in the JSP. The draft IDP does not at this stage consider infrastructure requirements arising from non-strategic development within the District identified in the WoE JSP, as sites to provide for this development will be allocated through the preparation of the B&NES New Local Plan.

SCOPE OF DOCUMENT

- 1.4 The Bath and North East Somerset Council Core Strategy (Adopted July 2014) Policy CP13 requires new developments to be supported by the timely delivery of the required infrastructure to provide balanced and more self-contained communities. The Core Strategy delivery section states that it will be supported by an Infrastructure Delivery Programme which will set out the infrastructure requirements and estimated costs, and suggested delivery mechanisms and phasing schedules for infrastructure delivery.
- 1.5 This draft IDP focuses on key infrastructure requirements necessary for housing growth. For the purposes of this document, the definition of key infrastructure groups, and the types of facilities and services within each group, is set out below:

Category	Sub Category
Children's Services	Early years provision
Children's Services	Primary Schools
Children's Services	Secondary Schools
Children's Services	Special Education Need & Disabilities (SEND)
Children's Services	Youth
Green Infrastructure	Strategic Green Infrastructure
Green Infrastructure	Green Space (Formal and Natural)
Green Infrastructure	Allotments
Green Infrastructure	Children's Play
Green Infrastructure	River Avon /Kennet & Avon Canal
Green Infrastructure	Cemeteries
Green Infrastructure	Outdoor Sports and Recreation
Community Facilities	Leisure and Indoor Sports Facilities
Transport	Rail
Transport	Highways
Transport	Bus

Transport	Walking & Cycling
Transport	Smarter Choices and Air Quality
Transport	Public Realm
Health	Primary Care
Health	Acute Care
Health	Mental Health, Community Health & Social Care
Utilities	Waste and Recycling
Utilities	Gas Supply
Utilities	Electricity Supply
Utilities	Decentralised, Renewable and Low Carbon Energy
Utilities	Potable Water Supply
Utilities	Waste Water and Drainage
Utilities	Flood Risk and Drainage
Utilities	Digital Communications

- 1.6 While this IDP document has an emphasis on the delivery of necessary infrastructure required to enable development, there are a number of points relating to the scope of infrastructure types assessed.
- 1.7 Affordable housing which is a key element of sustainable development and is regarded as an essential element of new housing developments across the whole district is not examined in the IDP. It is addressed by Core Strategy Policy CP9 and Planning Obligations Supplementary Planning Document 2015.
- 1.8 Community facilities are those that provide for the health and wellbeing, spiritual, educational, recreational, leisure and cultural needs of the community. Community facilities such as health, education, green spaces, sport and recreation are assessed in this document, however meeting places and cultural facilities, which can include public, private and voluntary provision such as village halls, art galleries, libraries and places of worship have not been assessed. The B&NES Core Strategy / Placemaking Plan policy aims include to:
- “safeguard against the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve”*
- ..
- “ Encourage flexible use of community and recreational facilities and venues and co-location of services”..*
- 1.9 The B&NES Core Strategy /Placemaking Plan recognises that public houses play an important role as a community resource, particularly in rural areas and local centres. They are also often used as a venue for social activities, offering a range of diverse services including libraries, childcare, meeting spaces for community groups, and shops.
- 1.10 The Emergency Services (Police, Fire Service and Ambulance Service) were consulted as part of the preparation of this document, however at the time of publishing, no responses had been received. Accordingly, infrastructure requirements for these services have not been included at this stage. As this is a live document, details will be regularly updated to take into account changes and emerging projects.
- 1.11 The highways infrastructure section focuses on strategic projects and excludes local highway works relating to individual sites, considered at the development planning stage, and highway changes relating to public realm strategy improvements (for example Keynsham High Street remodelling).

- 1.12 This IDP has been informed through discussion and consultation with relevant service providers operating in the District, alongside a review of existing evidence and publications. It will be used to provide the basis for establishing Bath and North East Somerset Council's Community Infrastructure Levy spending priorities.
- 1.13 Key Abbreviations include B&NES (Bath and North East Somerset Council), and WECA (West of England Combined Authority)
- 1.14 This IDP updates previous IDPs to take account of Policy changes and strategy updates at the national and local levels, the levels of growth proposed in the JSP/Local Plan and the future infrastructure requirements associated with this. It will be regularly updated to take into account future changes. The structure is as follows:
- PART 1 (This section) SCOPE AND BRIEF OF INFRASTRUCTURE DELIVERY PROGRAMME
 - PART 2. BACKGROUND Provides a background to national and local policy context for the IDP and potential funding streams
 - PART 3 INFRASTRUCTURE REQUIREMENTS BY CATEGORY provide a sector by sector summary of the infrastructure required to support development proposed in the new Local Plan. Each section provides an overview of the organisation(s) responsible for planning and service delivery; an assessment of infrastructure needs and costs; and necessary infrastructure projects sub- categorised by Plan area.
 - PART 4 SCHEDULE OF INFRASTRUCTURE REQUIREMENTS AND DETAILS OF REQUIREMENTS provides a list of Infrastructure Projects across the district_sub- categorised by Plan area.

PART TWO: PLANNING POLICY BACKGROUND AND FUNDING STREAMS

Policy Context

National

- 2.1 The **National Planning Policy Framework (2012)** outlines the requirement for planning authorities to plan for the infrastructure requirements of their area and advises on best practice for doing so. Paragraph 157 of the NPPF states that:

'Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework.'

- 2.2 Paragraph 162 of the NPPF gives further detail on how infrastructure planning should be undertaken:

'Local planning authorities should work with other authorities and providers to:

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.'*

- 2.3 There are no nationally significant infrastructure projects in the B&NES area.

- 2.4 The NPPF also sets out guidance on the delivery of infrastructure, such as the timescales and mechanisms of delivery. It stresses in Paragraph 177 the importance of planning development and infrastructure concurrently to ensure delivery of the plan:

'It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan.'

- 2.5 Infrastructure Delivery Plans (IDPs) are therefore required as an evidence base to support the Local Plan, Planning Obligations Supplementary Planning Document (SPD) and Community Infrastructure Levy (CIL).

- 2.6 It is important to note that responsibility for infrastructure is fragmented across a wide range of public agencies, private sector bodies and tiers of government who perform regulatory as well as delivery responsibilities.

Development Plan

- 2.7 The **Bath and North East Somerset Local Plan 2011-2029** comprises two separate Development Plan Documents:- the Core Strategy (adopted July 2014) and the Placemaking Plan (adopted July 2017).

The Bath and North East Somerset Council Core Strategy (adopted July 2014) establishes a strategic planning framework to guide change and development in the District.

The **Placemaking Plan** (adopted July 2017) complements the strategic framework in the Core Strategy by setting out detailed development and design principles for allocated sites, as well as a range of policies for managing development across Bath and North East Somerset.

- 2.8 The **Joint Waste Core Strategy** (adopted March 2011) is a development plan document prepared by the four West of England authorities (Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire). It sets out a spatial strategy for dealing with waste including the allocation of sites.
- 2.9 There are also a number of approved neighbourhood plans which form part of the statutory development plan.

Emerging Joint Spatial Plan / Local Plan

- 2.10 Since 2015, the four West of England (WoE) unitary authorities comprising Bath & North East Somerset (B&NES); Bristol City Council ; South Gloucestershire Council ; and North Somerset Council have been working in partnership towards the production of a **West of England Joint Spatial Plan** ('JSP'). It has also been prepared in conjunction with the new **West of England Combined Authority (WECA)** since its founding in February 2017. WECA was brought into force on 8th May 2017, with the election of a Mayor. WECA is made up of three of the local authorities in the region – Bath & North East Somerset, Bristol and South Gloucestershire. WECA aims to work with partners including North Somerset Council; the West of England Local Enterprise Partnership (LEP); and other local service providers.
- 2.11 The JSP will be a statutory development plan document focusing on strategic planning requirements in the West of England sub-region up to 2036 notably the delivery of an additional 40,000 homes to the region. The JSP will focus specifically on housing and job growth requirements; the distribution of new housing and employment land; and identify strategic infrastructure to support the scale of development envisaged. Preparation of the JSP has entailed consultation under regulation 18 of the Town and Country Planning (Local Planning) Regulations 2012, through the 'Issues and Options' and 'Towards the Emerging Spatial Plan' consultation stages. The history and next steps of the preparation of the Local Plan is as follows:

Joint Spatial Plan preparation stage	Timescale
Issues and Options Consultation	November 2015
Joint Spatial Plan Towards the Emerging Spatial Strategy document consultation	November 2016
West of England Joint Spatial Plan publication draft consultation	November 2017-Jan 2018
Submission of draft JSP to Secretary of State for Examination	March 2018

- 2.12 The West of England Government Devolution order sets out what powers the authority will have. The new West of England Combined Authority (WECA), led by the West of England Mayor, has responsibility for managing aspects of the delivery of housing and infrastructure growth. After May 2018, the Mayor will have responsibility for a Spatial Development Strategy for just the Combined Authority Area. Following the adoption of the Joint Spatial Plan, North Somerset will continue to work in close partnership with the other Authorities, while not being formally part of the Combined Authority.
- 2.13 Alongside the Joint Spatial Plan the four authorities have prepared a Joint Transport Study (JTS) which has informed the JSP. The JTS outlines future strategic transport proposals for

delivery up to 2036 that address current challenges on the network and inform future development proposals in the JSP.

- 2.14 The Joint Spatial Plan proposes two Strategic Development Locations in the Bath and North East Somerset area.

Proposed Development	No of Dwellings Total	No of Dwellings 2016-2036 (Plan period)
North Keynsham	1,500	1,400
Whitchurch (South East Bristol)	2,500	1,600

- 2.15 In addition to the SDLs a further 1,000 homes are to be provided within B&NES urban areas, of which 300 will be allocated within the Bath urban area, and 700 in the rest of the district.
- 2.16 The JSP is accompanied by an Infrastructure Position Statement (IPS) which sets out the strategic infrastructure required for the delivery of the Strategic Development Locations (SDL), including education, utilities, strategic transport and health infrastructure. This draft IDP details the relevant strategic infrastructure identified in the IPS.
- 2.17 To take into account the provisions in the growth set out in the Joint Spatial Plan, the Council is reviewing its adopted Core Strategy/Placemaking Plan through the preparation of a new **Local Plan** for the period 2016-2036. An Issues and Options Consultation Document which considers options for the SDLs and options for the distribution of the additional non-strategic housing development to be allocated, is being consulted on at the same time as the JSP Publication Draft Consultation (November 2017-January 2018).

Infrastructure Delivery and Funding

National Context

- 2.18 The **National Infrastructure Delivery Plan 2016-2021**¹ (NIDP March 2016) updates and replaces the previous National Infrastructure Plan 2014 and sets out the government's plans for strategic economic infrastructure together with those to support delivery of housing and social infrastructure.
- 2.19 In January 2016, the Government established the new Infrastructure and Projects Authority (IPA) that will report to HM Treasury and Cabinet Office ministers. It will have a mandate to ensure timely and cost effective delivery of the government's infrastructure priorities.
- 2.20 National priority schemes in the NIDP that are relevant to B&NES include:
- Rail Investment– including the Great Western programme
 - Smart Meter rollout
 - 4G rollout, mobile infrastructure and broadband
- 2.21 On 5th December 2016, following the UK Government's Autumn Statement 2016, the IPA published the new consolidated **National Infrastructure and Construction Pipeline**.

¹

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_nidp_deliveryplan.pdf
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Local Context

- 2.22 The emerging JSP provides an Infrastructure Position Statement and summarises the strategic infrastructure necessary for the delivery of the SDL Green Belt Locations.
- 2.23 The West of England Government Devolution order confirmed WECA as the Local Transport Authority for its area with a number of powers relating to the provision of local bus services. Powers and duties include the duty to produce a Local Transport Plan. It is important to note that, whilst WECA takes on the role of Transport Authority for the WECA area, Constituent Authorities remain the highway authority. Thus, a fully collaborative approach is required between constituent councils and WECA.
- 2.24 Bath and North East Somerset Council manages the delivery of education infrastructure, public open space and transport infrastructure.

Funding Streams

- 2.25 Financing the construction, operation and maintenance of infrastructure will depend on a series of funding sources including grants, loans, taxations, levies and rates.

Developer Contributions

- 2.26 Developer contributions will form an important component of the overall funding package and the Council will seek to utilise Section 106 Planning Obligations (S.106) and the Community Infrastructure Levy (CIL) collected, as appropriate, to ensure that development is acceptable in planning terms and that infrastructure is provided to support the development of the area.

Community Infrastructure Levy

- 2.27 The Community Infrastructure Levy (CIL) is a charge on new development to help deliver infrastructure to support the development of the district area. The charge is an amount that must be paid per square metre on qualifying development. The **B&NES CIL Charging Schedule 2** was approved on 17th February 2015 and took effect on 6th April 2015. The CIL charges set out in the Charging Schedule are subject to indexation.
- 2.28 CIL must be spent on the provision, improvement, replacement, operation or maintenance of infrastructure needed to support the development of the area.
- 2.29 The Local Authority **Regulation 123 list³** sets out the infrastructure types that the Council intends to fund, partly or wholly, through CIL receipts. These are:
- **Strategic Transport Infrastructure** including cycling and walking infrastructure, and public transport (excluding development specific mitigation works on, or directly related to, a development site);
 - **Green Infrastructure** to deliver the requirements set out in the Green Infrastructure Strategy (excluding on site provisions);
 - **Early Years provision** set out in the Childcare Sufficiency Assessment (Except for the Whitchurch Strategic Site and Bath Western Riverside Charging Zone proposal);

² http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_charging_schedule_25_feb_2015.pdf

³ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf

- **School Schemes** set out in the Schools Organisation Plan (except primary schools and places required by strategic site and Bath Western Riverside Charging Zone proposals);
- **Social Infrastructure**, including social and community facilities, sports, recreational, play infrastructure and youth provision, and cultural facilities (excluding on site provisions);
- **Strategic Energy Infrastructure** (excluding on site provisions);
- **Health and well-being infrastructure** (excluding on site provisions);
- **Strategic waste facilities;**
- **Strategic Flood Risk Management infrastructure** (excluding on site provisions).

2.30 A proportion of the CIL collected will be allocated to Town and Parish Councils. The allocation is as follows:

- **Local Funds:** 15% of CIL (up to a maximum of £100 per Council Tax dwelling in the area per annum) or 25% with adopted Neighbourhood Plans (uncapped) will be passed directly to local communities (Parish Councils or Town Councils); CIL In the unparished Bath area of the district, B&NES Council will hold the funds until an appropriate framework for spending the local proportion is developed.
- **Administration Costs:** Up to 5% of CIL receipts will be used within the Planning Services to cover costs associated with monitoring, managing and collecting
- **Strategic Funds:** The remaining CIL receipts will be allocated by B&NES Council.

2.31 The strategic CIL funds will be targeted to address infrastructure priorities identified in the IDP. The decision on how to spend the CIL income (on the above items) will be made as part of an annual process that aligns with the Council's annual revenue budget and capital programme setting.

2.32 The local CIL funds can be spent on a wider range of projects. The Regulations state that this local proportion of funds must be used

*"to support the development of the local area by funding
(a) the provision, improvement, replacement, operation or maintenance of infrastructure; or
(b) anything else that is concerned with addressing the demands that development places on an area."*

2.33 For other infrastructure necessary to make development acceptable, the Council will continue to seek provision through use of planning conditions and planning obligations i.e. S.106 Agreements, on a site by site basis.

Planning Obligations

2.34 The **Planning Obligations Supplementary Planning Document⁴** came into force at the same time as the CIL Charging Schedule, on 6th April 2015. This document provides guidance to developers on the type and level of contribution that developments of different sizes and types will be expected to deliver and guidance on Section 106 agreements.

2.35 Development obligations prior to 6th April 2015 were agreed for funding for off site infrastructure such as school places, green infrastructure and strategic transport. Following the introduction of the CIL Charging Schedule on 6th April 2015, planning

⁴ <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/supplementary-planning-documents-spds/planning-obligations-supplementary-planning-document>

obligations are confined to Affordable Housing and site related requirements which are not contained within the Regulation 123 list.

- 2.36 B&NES Core Strategy identifies a number of large development sites which have multiple infrastructure requirements. The developments are subject to Planning Obligations / Section 106 Agreements. They include the following:

Core Strategy Allocations/Key sites	Infrastructure Projects necessary to make development acceptable in planning terms
Bath Western Riverside/Enterprise Area (BI.3a) App Ref 16/01733/EOUT Developer: Crest Nicholson	-Affordable Housing -Destructor Bridge replacement (complete) -River Wall maintenance -New pedestrian bridge across the River Avon -New paths and cycleways, enhanced pedestrian links -Transport Contribution for Bath Rapid Transit (no longer going ahead) or alternative -Highway Works -Bus Service Contribution -New Primary School -New Early Years Facility -New GP surgery (subject to condition) -Cultural Building contribution -Riverside Park -Oldfield Park Station refurbishment contribution -Allotment Contribution -Library Contribution
MOD Foxhill (Mulberry Park)(BI.9a) App Ref 14/04354/EOUT Developer: Curo	-Affordable Housing -New Primary School (Under Construction) -New Early Years Facility (Under Construction) -New Community Facility(Under Construction) -Youth Services Contribution -Library Contribution -Allotments Contribution -Contribution to Upgrading Green Space in Local Area -On Site Green Space Provision -Highway Works -Public Transport Contribution
MOD Ensleigh (Ensleigh) (BI.27a) App Ref 14/01853/EFUL Developer: Linden Homes & Bloor Homes	-Affordable Housing Provision -Contribution to new Primary School and Land Contribution -Bus Service Contribution -Bus Stop /Shelter Contribution -Green Space Contribution -On site Green Space Provision -Highways Agreement
Ensleigh (Royal High School Playing Field site) 15/03511/EOUT Developers: Bloor Homes and Linden Homes	Community Infrastructure Levy Contributions Contributions towards new Primary School on site.

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<p>MOD Warminster Road (Holburne Park) (Bl.28a)</p> <p>App Ref 14/2272/EFUL As amended</p> <p>Developer: Hardrock Developments</p>	<ul style="list-style-type: none"> -Affordable Housing Provision -Bus Stop /Shelter Contribution -Footpaths Contribution -Car Club Contribution -Allotments Contribution -Off site Green Space Contribution -On site Green Space Provision -Public Transport Contribution -Primary School Contribution and Land Contribution -Youth Services Contribution -Highways Works
<p>East of Keynsham Urban Extension (Kl.20a)</p> <p>App Ref 16/00850/OUT</p> <p>Developer: TBC</p>	<p>Outline permission 16/00850/OUT is resolved to be approved subject to Community Infrastructure Levy Contributions and a S106 securing</p> <p>Community Infrastructure Levy Contributions</p> <ul style="list-style-type: none"> -Affordable Housing -Contributions in relation to the provision of land for a new primary school in East of Keynsham -On site Green Space provision -Fire Hydrant Contribution -Bus Service Contribution -Pedestrian improvements -Provision of a signalised crossing on the Bath Road -Upgrade to bus stop telematics -Financial contributions for improving the woodland including the management of the woodland specifically for bats,
<p>South of Keynsham Urban Extension (Kl.21a)</p> <p>App Refs 16/02077/FUL</p> <p>Developer: Bloor Homes</p> <p>15/04290/FUL</p> <p>Developer: Persimmon</p>	<p>Planning permission is approved (on two sites) subject to Community Infrastructure Levy Contributions and a S106 securing</p> <ul style="list-style-type: none"> -Affordable Housing Provision - Contribution and Financial Land Contribution towards new Primary School in East of Keynsham -On site Green Space provision -Bus Service Contribution -Fire Hydrant Contribution
<p>Whitchurch Urban Extension (Rl.14a)_App Refs 16/04615/FUL</p> <p>Horseworld Developer Bellway Homes And 16/02055/FUL</p> <p>Developer: Barratt Homes</p>	<p>Planning permission is approved (on two sites) subject to Community Infrastructure Levy Contributions and a S106 securing</p> <p>Community Infrastructure Levy Contributions plus S106 agreements signed</p> <ul style="list-style-type: none"> -Primary School Land Financial Contribution -Primary School Contribution -Early Years Contribution -Affordable Housing Provision -On site Green Space Provision -Fire Hydrants
<p>Odd Down Urban Extension</p>	<p>Application ref 17/04705/FUL is pending</p>

<p>(Bl.41a)</p> <p>The Preparation of a comprehensive Masterplan, through public consultation, and to be agreed by the Council, will be required prior to a formal planning application</p>	<p>Core Strategy Policy requirements include:</p> <p>Affordable Housing Provision</p> <p>Provision of Green infrastructure including multifunctional green space (formal, natural and allotments); well integrated Sustainable Urban Drainage Systems and habitat, pedestrian and cycle connectivity within the site and to the surrounding area.</p> <p>Contributions to facilitate the expansion of St Martin's Garden Primary School</p> <p>Provision and contributions towards, pedestrian and cycle access, and connectivity to local centres, local facilities and services.</p> <p>Highway Works re access and junction improvements</p>
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Local Grant Funding

- 2.37 The West of England Combined Authority (WECA) Devolution Deal secured £900m of funding for the region, over 30 years, split equally between capital and revenue.
- 2.38 There are a number of different funding streams that the Councils and West of England LEP /WECA have been bidding for. In terms of sustainable transport and addressing air quality, the Sustainable Transport Transition Year fund and the Go Ultra Low City Scheme (a West of England project) follow on from the Local Sustainable Transport Fund that the Travel West brand carried forward.
- 2.39 Projects within Bath and North East Somerset area have secured grant funding from the following funds:
- Local Growth Fund (LGF)
 - Economic Development Fund (EDF)
 - Revolving Infrastructure Fund (RIF)
 - Cycle City Ambitions Funding (CCAF)

Project	Funding Stream	Current Funding Allocation £m	Status re funding
<p>Bath Quays New grade A office quarter for Bath to deliver required critical mass of modern office development, supporting development for the Riverside Enterprise Area'</p>	EDF	£27.9	Approved Outline Business Case
<p>Bath Quays South (Phase 1a) Local enabling infrastructure works on the Bath Quays South site, comprising of demolition, remediation,</p>	EDF	£6.2m	Funding fully approved

floodwall/embankment works, public realm and landscaping.			
Bath Quays North (Phase 1b) This project involves the relocation of the Bath Riverside coach park, situated in the Quays North development site, to the Odd Down Park & Ride facility.	EDF	£1.8m	Funding fully approved
Bath Quays Waterside Flood relief scheme, supporting development for the Bath City Riverside Enterprise Area	RIF	£6.1m	Funding fully approved
Bath Quays Bridge A new pedestrian and cycle footbridge over River Avon connecting Bath Quays North and South, as well as further enhancing the connectivity of Bath to its river through the Quays Waterside project. £425k of capital grant is sought from the Local Growth Fund.	LGF CCAF	£0.4 LGF £3.1m CCAF	Approved Outline Business Case
Bath Innovation Grow on/accelerator space as part of wider Bath Quays project together with public realm and other infrastructure to enable delivery	LGF	£10.0m	Approved Outline Business Case
Saw Close Public Square Bath City Centre Funding to deliver improvements to the public highway and footways of Saw Close and the adjacent area of Upper Borough Walls to complete the Saw Close development public realm works. (under construction)	RIF LGF	£1.08m	Funding fully approved
Construction Skills Academy Delivery of a construction skills training centre to support a full range of construction disciplines and trades at the Norton Radstock campus	LGF	£2.7m	Completed
Destructor Bridge Renewal	RIF	£1.8m	Completed
Gas holder decommissioning scheme Demolition of gas holders in Bath and associated remediation works,	RIF	£4.1	Funding fully approved

Other Sources of Funding

- 2.40 There is a wide range of sources of funding that could be used to provide infrastructure . In most cases other sources of funding will be key to supporting the delivery of infrastructure, for example through funding mechanisms from the Council, the West of England Combined Authority, and the Government. In addition capital programmes of Government agencies such as the Environment Agency, the NHS and Network Rail, and Education and Skills Funding Agency funding through the Government's "Free School" programme will also contribute. Private funding such as funding for utilities infrastructure provided by private utilities and housebuilders is also part of the development process. Charity funding and lottery funding can also be potential funding sources.
- 2.41 In 2016 the Government announced that it was introducing pilot schemes for 100% business rate growth retention from 2017/2018 in advance of a national scheme. Only

authorities with signed devolution deals are eligible to participate in the pilot: the pilot for the West of England therefore includes B&NES, Bristol and South Gloucestershire.

Infrastructure Schedule

2.42 This IDP document is accompanied by a schedule of infrastructure projects (Part 4) setting out the projects, estimated costs and phasing and delivery arrangements and showing potential funding sources. Where possible, we have used service providers' own estimates of the cost of their infrastructure requirements. Many items may be funded by more than one source and these may change through the plan period. However, in many cases, for example until the feasibility of projects has taken place, there is no cost information. Costs identified in the IDP will be refined as further technical work progresses.

2.43 The project priority is classified into 3 sections - ~Critical, Necessary and Desirable.

- *Critical* – Projects which must happen typically in advance of housing construction to physically enable the delivery of housing growth in the District, such as flood defences .
- *Necessary* – Projects that are required if delivery of growth is to be supported by infrastructure in a timely and sustainable manner such as transport and schools
- *Desirable* – Projects that are required for sustainable growth but non delivery is unlikely to prevent development in the short term. Notwithstanding this, the lack of delivery would not be in accordance with the Local Plan sustainable development Placemaking principles.

2.44 Potential sources of funding are shown for “critical “ and “necessary” projects – to enable delivery of the housing growth, and some “desirable” projects as appropriate.

PART THREE: INFRASTRUCTURE REQUIREMENT BY CATEGORY

CHILDREN'S SERVICES: EARLY YEARS

CHILDREN'S SERVICES	EARLY YEARS FACILITIES
Responsibility for Delivery	<p>Bath and North East Somerset Council has a statutory duty to ensure there are sufficient, high quality education places to meet present and future demand across all phases of education including early years. (Childcare Acts 2006 and 2016)</p> <p>It is expected that delivery of future provision will be through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.</p>
Key Evidence Base	Bath and North East Somerset Council Childcare Sufficiency Assessment ⁵
Consultations	
Existing provision	<p>Bath and North East Somerset Council has a range of childcare provision which is well distributed across the local authority area.</p> <p>The local area has a larger than national average number of private and voluntary providers over which the Council has limited influence.</p> <p>The most popular form of childcare continues to be family members</p>
Key Drivers of Infrastructure	<p>An ongoing process of Childcare Sufficiency assessment is updated and published on the Council's website.</p> <p>Important issues include the Council's current obligation to ensure the provision of 15 hours of free daycare to eligible (based on income) 2 year olds, and for all 3 and 4 year olds. From September 2017 this obligation has been increased to the provision of 30 hours per week of free daycare to eligible families with 3 and 4 year olds. The offer of 15 hours per week for eligible 2 year olds will remain unchanged. Both of these initiatives which require the Council to ensure provision of sufficient places, are further impacted by growth in housing development.</p>
Infrastructure Delivered since last IDP	<p>Mulberry Park (former MoD Foxhill site), Bath (14/04354/EOUT) S106 requirement. On site early years facility under construction.</p> <p>Somerdale site, Keynsham (13/01780/EOUT) Development includes provision of an early years facility.</p>
Assessment of Infrastructure Needs	<p>Early Years provision may be required in either or both the Keynsham and Whitchurch Strategic Development Locations , depending on the sufficiency of provision available in Keynsham and Whitchurch in future. This can be provided via a stand alone facility/facilities located on site or via an Early Years unit as part of the primary school(s).</p> <p>The latest Childcare Sufficiency Update (March 2017) indicates that there is still a variation in the number of childcare places between children's centre areas, which is the means by which sufficiency is reported. The number of places is calculated in ratio to the estimated number of children. This data is</p>

⁵ <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

CHILDREN'S SERVICES: EARLY YEARS

	<p>subdivided by Children's Centre area to produce an analysis by smaller geographical area.</p> <p>In March 2017 Twerton and Radstock Children's Centre areas have the lowest levels of childcare provision in comparison with the average childcare ratio across the whole of Bath and North East Somerset District - both at 0.17 compared with an average of 0.31. The ratio of childcare places to children is also below average (0.31) in the Moorlands area (0.26), Paulton (0.22) , Peasedown (0.30), and St Martins (0.29).</p> <p>Within each area of shortfall, (i.e. less than the Council's average place ratio) there is ongoing work to increase the amount of places on offer.</p> <p>While a new early years facility is committed in Paulton, it is anticipated that the housing development at Paulton itself will increase the demand for places, and that may only accommodate the children generated from that development and the existing gap in places will remain.</p>
Funding	S106/Private funded
Infrastructure Projects Identified	<p>Somer Valley Polestar site, Paulton 07/02424/EOUT S106 requirement. A current planning application ref 16/04891/FUL for on site nursery is pending</p> <p>Keynsham North Keynsham Strategic Development Location – Early Years Provision necessary.</p> <p>Whitchurch Whitchurch Strategic Development Location –Early Years Provision necessary.</p>
Future Issues/Risks	<p>Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.</p> <p>Changes in legislation can affect infrastructure requirements.</p>

CHILDREN'S SERVICES: PRIMARY SCHOOLS

CHILDREN'S SERVICES	PRIMARY SCHOOLS			
Responsibility for Delivery	<p>B&NES takes responsibility for delivery of projects.</p> <p>B&NES Council has a statutory duty to ensure there are sufficient primary school places to meet present and future demand .</p> <p>The provision of school places is going through a period of dramatic change. In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are moving to becoming commissioners of school places via a range of providers that include Academies, Free Schools, Studio Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.</p>			
Key Evidence Base	B&NES Primary and Secondary School Organisation Plan (2015-2019) ⁶			
Consultations				
Existing provision	As at September 2017 there are a total of 63 primary, infant and junior school within B&NES. There are three special schools and three primary schools with Resource Bases within the area, for children who have particular special educational needs.			
Key Drivers of Infrastructure	The B&NES Primary and Secondary School Organisation Plan (2015-2019) outlines the current level of primary and secondary provision in B&NES, the projected pupil numbers based on births and resident population data up to admissions in September 2019 in detail and in outline within the Core Strategy period arising as a consequence of the future planned housing development expected to be delivered within this period. It gives estimates for the number of school places likely to be required in each of the planning areas across the authority as a result of projected pupil numbers. In some cases it also proposes specific solutions as to how and where these additional places might be provided.			
Infrastructure Delivered since last IDP				
	Project	School	Area	Status
	Expansion	Weston All Saints C of E Primary School	Bath	Complete
	Expansion	Roundhill Primary School	Bath	Complete
	Expansion	St Saviour's C of E Junior School	Bath	Complete
	Expansion	Oldfield Park Junior School	Bath	Complete
	New School	MoD Ensleigh site	Bath	Complete
	New School	Mulberry Park MoD Foxhill site	Bath	Under Construction
	Expansion	Paulton Infant and Junior Schools	Somer Valley	Complete
	Expansion	St Mary's C of E Primary School	Somer Valley	Complete
	Expansion	St John's C of E Primary School	Keynsham	Complete
	Expansion	St Keyna Primary School	Keynsham	Complete
	Expansion*	Bishop Sutton Primary School	Rural Areas	Complete
	Expansion	Farmborough C of E Primary School	Rural Areas	Complete

⁶ http://www.bathnes.gov.uk/sites/default/files/sop_2015-2019_and_beyond_final_revised_0.pdf

CHILDREN'S SERVICES: PRIMARY SCHOOLS

Expansion*	Saltford C of E Primary School	Rural Areas	Complete
Expansion	Ubley C of E Primary School	Rural Areas	Complete
Upgrade	Chew Magna Primary School	Rural Areas	Complete
New School	Somerdale site	Keynsham	Complete
*= Upgrade and Expansion			
Assessment of Infrastructure Needs	<p>Bath An expansion of St Martin's Garden Primary School is required to accommodate pupils generated from the Core Strategy Urban Extension allocation at Odd Down .</p> <p>A new primary school to accommodate pupils generated by the Crest Development at Bath Western Riverside and Central area is committed as part of the Crest planning permission for Bath Western Riverside via a S106. It is estimated to be delivered in 2023/24.</p> <p>An extension to Bathwick St Mary C of E Primary School was planned to accommodate pupils generated from the MoD Warminster Road site and other developments. The project is at design and feasibility stage.</p> <p>Keynsham Castle Primary School is being expanded to accommodate pupils generated from the previous major site allocations (K2A & K2B).</p> <p>A new school in East Keynsham is planned to accommodate pupils generated from the Core Strategy strategic sites.</p> <p>An extension of St Keyna Primary School will also be required to provide capacity for the increased housing growth/capacity.</p> <p>Keynsham Joint Spatial Plan Strategic Development Location (SDL) is expected to require 1 no. 630 place primary school, located on the development site.</p> <p>Somer Valley Expansions are going ahead in certain schools. Land at Silver Street (Midsomer Norton) is safeguarded for education provision, following the approval by the Education and Skills Funding Agency for a new primary Free School managed by Norton Hill School.</p> <p>Any further significant housing development in Peasedown St John or Paulton will create a need for additional land for a new school to serve each of these areas as the existing schools cannot take any further expansion above that already planned.</p> <p>Rural Areas In the rural areas (excluding Whitchurch) it is not anticipated that any new schools will be required. Some rural schools do not lend themselves to any expansion due to their constrained sites, and development in these areas could be an issue.</p> <p>Whitchurch Whitchurch Joint Spatial Plan Strategic Development Location (SDL) (2,500</p>		

CHILDREN'S SERVICES: PRIMARY SCHOOLS

	<p>dwelling) is expected to require 2 no. 420 primary schools, located on the development site. (for 775 primary pupils). This could be delivered in the form of an educational campus with Early Years, Primary School, Secondary School and Sixth Form provision.</p>
Funding	CIL/S106/Public Sector funding including Basic Need funding
Infrastructure Projects Identified	<p>Bath New School - Bath Western Riverside (Crest Site) Expansion - St Martin's Garden Primary School Expansion - Bathwick St Mary C of E Primary School Upgrade - Newbridge Primary School</p> <p>Keynsham New School - East of Keynsham Expansion - Castle Primary School Expansion – St Keyna School 1 no. New School North Keynsham Strategic Development Location</p> <p>Somer Valley Area Expansion - Longvernal Primary School, Midsomer Norton Expansion - St Nicholas' C of E Primary School, Radstock Expansion - Peasedown St John Primary School, Peasedown St John New School (Option 1) or alternatively Extension of Schools if new school does not proceed (Option 2), Midsomer Norton Area</p> <p>Rural Areas Upgrade - Swainswick C of E Primary School, Swainswick Expansion - Cameley C of E Primary School, Temple Cloud Expansion – Freshford C of E Primary School, Freshford</p> <p>Whitchurch 2 no. New Schools Whitchurch Strategic Development Location</p>
Future Issues/Risks	<p>Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.</p>

CHILDREN'S SERVICES	SECONDARY SCHOOLS
Responsibility for Delivery	<p>B&NES takes responsibility for delivery of projects.</p> <p>Bath and North East Somerset Council has a statutory duty to ensure there are sufficient secondary school places to meet present and future demand.</p> <p>The provision of school places is going through a period of dramatic change. In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are moving to becoming commissioners of school places via a range of providers that include Academies, Free Schools, Studio Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.</p>
Key Evidence Base	Primary and Secondary School Organisation Plan ⁷ (2015-2019)
Consultations	
Existing provision	As at September 2017 there are a total of 13 secondary schools and 3 Studio Schools within B&NES. There are three special schools and one secondary school with a Resource Bases within the area, for children who have particular special educational needs.
Key Drivers of Infrastructure	<p>Pupil numbers are expected to increase (from previous years) for admissions into Year 7 in 2017/2018 when the current primary pupils who entered Reception in 2010/2011 reach secondary school age and generally to remain higher from that point onwards.</p> <p>The growth in housebuilding generates additional demands.</p>
Infrastructure Delivered since last IDP	Studio schools (14-19 age group) have recently been opened in Keynsham and Radstock.
Assessment of Infrastructure Needs	<p>JSP Strategic Development Locations</p> <p>Development in the Strategic Development Location at South East Bristol/Whitchurch identified in the Draft Joint Spatial Plan would generate the need for a new Secondary School. This would be associated with the need for additional capacity in the Keynsham catchment area. The new secondary school would accommodate pupils generated from the new housing development in Whitchurch (CS/PMP RA5) and the JSP Whitchurch Strategic Development Location. This new provision will serve to provide increased capacity in the Keynsham Broadlands School catchment for pupils generated from the North Keynsham JSP Strategic Development Location. However further capacity will still be required in Keynsham, and it is anticipated that a moderate expansion of a secondary school will be necessary.</p> <p>The SDLs will require 1 no. secondary school with a sixth form located on the Whitchurch site. Consideration could be given to provision of an educational campus that provides early years facilities, primary school, secondary school and sixth form provision.</p>

⁷ http://www.bathnes.gov.uk/sites/default/files/sop_2015-2019_and_beyond_final_revised_0.pdf

CHILDREN'S SERVICES: SECONDARY SCHOOLS

	<p>Bath Additional secondary school places are necessary in the Greater Bath Consortium area as secondary pupil numbers are projected to gradually increase.</p> <p>Keynsham A new secondary school at Whitchurch will allow capacity in the Broadlands School catchment (see above). However there will also be a need for a moderate expansion of a secondary school to meet the overall projected school place requirements.</p> <p>Somer Valley The expansion of secondary school places to serve new development in the Somer Valley is necessary.</p> <p>Rural Areas There is projected to be sufficient capacity in the Rural Area at Chew Valley School as the planned development in this area is on a smaller scale and most has already been accounted for within existing known developments.</p> <p>Whitchurch See above - JSP Strategic Development Locations</p>
Funding	CIL/Government funding
Infrastructure Projects Identified	<p>Bath -Expansion of School(s) – Bath (2018-2021)</p> <p>Keynsham -Expansion of School, Keynsham</p> <p>Somer Valley -Expansion - Norton Hill School, Midsomer Norton (2018-2021)</p> <p>Whitchurch Strategic Development Location - New secondary school including Sixth Form c 600 pupils with Planned Admission Number of 120 - Whitchurch Strategic Development Location</p>
Future Issues/Risks	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

CHILDREN'S SERVICES: SPECIAL EDUCATION NEED & DISABILITIES (SEND) SCHOOL PROVISION

CHILDREN'S SERVICES	SPECIAL EDUCATION NEED & DISABILITIES.(SEND) SCHOOL PLACE PROVISION
Lead Responsibility for Delivery	B&NES Education Inclusion Service
Key Evidence Base	
Consultations	
Existing provision	Three Ways School, Aspire Special School, Bath and Fosse Way School, Radstock, are existing special schools in B&NES district.
Key Drivers of Infrastructure	The Local Authority has a statutory duty to ensure a sufficiency of school places, including special school places for children living within their area. This provision has now reached capacity and growth in places is required
Infrastructure Committed / Delivered since last IDP	NA
Assessment of Infrastructure Needs	<p>B&NES Corporate Research & Intelligence team has carried out work on the demographics of local SEND population. Actual growth in children with SEND living in the local area has been rapid in the last 3 years. A need for additional SEND School Places for children aged both pre & post 16 has been identified.</p> <p>Due to lack of capacity in schools in the area, children and young people with SEND are travelling long distances to out of district placements and other Local Authority Special Schools.</p> <p>B&NES Council particularly has an increased need for special school places for children with Social, Emotional and Mental Health difficulties.</p> <p>B&NES Council also needs to develop an expanded post 16 offer for children with SEND to ensure children are not travelling long distances for their education and that the district is not overly reliant on independent school places.</p> <p>B&NES Council has identified strategic priorities for SEND school place development and local providers have been asked to propose local solutions to develop existing sites to expand capacity. Preferred providers have been identified who are able to expand provision to meet these strategic priorities. B&NES will consult with parents, carers and young people on these proposals.</p>
Funding	B&NES has been granted a DFE Capital Grant of £577,000 , over 3 years from 2018-2020, to support development of SEND provision.
Infrastructure Projects Identified	<p>District Wide Expansion of 2 existing special schools, Aspire and Threeways to create an additional 53 spaces.</p> <p>The Capital Grant will also support the development of 54 post-16 spaces at Bath College & 12 new spaces at Broadlands secondary school</p>
Future Issues/ Risks	There are funding risks, however the Council will still have a statutory duty to ensure sufficiency of local special school places.

CHILDREN'S SERVICES: YOUTH SERVICES

CHILDREN'S SERVICES	YOUTH SERVICES
Lead Responsibility for Delivery	B&NES Council.
Key Evidence Base	
Consultations	
Existing provision	<p>Youth Connect provides a range of services for young people, from positive activities and advice through to individual support for those who need it the most for moving on into adulthood and work or training.</p> <p>The Youth Service delivers its service/ activities using qualified and experienced staff via 4 well-equipped Youth Hubs, one mobile youth bus, outreach and detached in the areas of the development. The 4 hubs are:</p> <ul style="list-style-type: none"> •Peasedown Youth Hub •Radstock Youth Hub •Riverside, Bath Youth Hub •Southside, Whiteway, Bath Youth Hub <p>Countywide Mobile Youth Connect Service works across the Bath and North East Somerset area offering youth services using the Mobile Bus, in schools and colleges and in places young people want to meet.</p>
Key Drivers of Infrastructure	<p>Youth work is part of community-based informal education provision, where young peoples' participation and active engagement within the wider community is an important aspect of informal education and youth work.</p> <p>The Council has a statutory duty to ensure the provision of Positive Activities for young people and the local delivery of youth work services.</p>
Infrastructure Committed / Delivered since last IDP	<p>Midsomer Norton's Community Trust has secured funding to provide two new 'youth hubs' in the town. \$106 money will be used to purchase two sea containers which, subject to planning permission, will be located in the Skate Park area at Gullock Tying and at Orchard Vale near the Orchard Hall. Each container will be fitted out with furniture, lighting, and games equipment.</p>
Assessment of Infrastructure Needs	<p>Previously, \$106 funds were requested for all new houses of 2 beds or more, as existing provision in Bath and North East Somerset is sufficient to meet the needs of the current population only.</p> <p>District wide Youth service requirements resulting from the housing growth in the SDLs and future growth will be considered.</p> <p>Bath Improvements are required for Southside Youth Hub. Youth service provision is required for Bath City Centre.</p> <p>Somer Valley A suitable building is required for Youth and Community work in Radstock</p> <p>A replacement multi-use games outdoor court is required at Peasedown St John as the existing court is not fit for purpose.</p>
Funding	CIL / \$106/ Public Sector funding

CHILDREN'S SERVICES: YOUTH SERVICES

Sources	
Infrastructure Projects Identified	Bath Improvements to Southside Youth Hub, Bath Bath City Centre Youth provision Somer Valley Replacement of Peasedown youth hub multi-use games outdoor court Radstock Youth Service provision of accommodation.
Future Issues/Risks	Funding of maintenance and management is an issue.

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

GREEN INFRASTRUCTURE	STRATEGIC GREEN INFRASTRUCTURE
Lead Responsibility for Delivery	B&NES Council, Natural England, Town and Parish Councils, charitable trusts and the voluntary sector Bathscape Partnership
Key Evidence Base	B&NES Green Infrastructure Strategy (March 2013) ⁸ WaterSpace Study (Sept 2017) Bathscape Heritage Lottery Bid (2016)
Consultations	
Existing provision	Strategic Green Infrastructure Corridors through rural areas and urban areas based around key recreational routes, river corridors, existing networks of wildlife sites and Strategic Nature Areas .
Key Drivers of Infrastructure	<p>Core Strategy/PMP Objective 2 is to Protect and enhance the District's natural, built and cultural assets and provide green infrastructure.</p> <p>Key outcomes include enhanced biodiversity - halt overall biodiversity loss, adaptation to climate change, landscape and heritage conservation, well-functioning ecosystems, coherent ecological networks, healthy living, flood mitigation and sustainable urban drainage systems, sustainable transport and fuel/food production.</p>
Infrastructure Committed / Delivered since last IDP	Bathampton Riverside Linear Park Project
Assessment of Infrastructure Needs	<p>The GI Strategy identifies a number of priority geographical projects that can deliver across a range of GI benefits. It is intended that these will be worked up and validated with partners as part of the GI Strategy action plan. These projects are:</p> <ul style="list-style-type: none"> • Wansdyke Heritage Greenway: an interpreted green corridor based around the remains of the Wansdyke • Green Setting of Bath World Heritage Site: to develop and deliver a joint management plan designed to protect and sustain the green setting and provide appropriate access within it for the local community and tourists. (Bathscape Project) • North-South Greenway: a green corridor linking Whitchurch in the north, southwards to the Somer Valley, largely following the line of the dismantled railway line • Bristol Bath Railway Path: coordinate management of the railway path to ensure it continues to provide a quality, multifunctional green corridor for both the community and wildlife • River Avon and Canal: to provide a framework to deliver the full green infrastructure benefits of this significant corridor (Refer section Green Infrastructure – WaterSpace) • AONB Linkway: to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB • Restoring Priority Habitats: to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs) • Protecting and sustaining ecological networks: to develop an

⁸ http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf

GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

	<p>approach to identify and protect ecological networks to support land use planning and management decisions, including a working network map based on strategic nature areas, designated sites, wildlife corridors, priority habitats and other key features.</p>
Funding Sources	<p>Potential Funding Sources include:</p> <ul style="list-style-type: none"> • 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 corridor • Lottery funding
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule.</p> <p>District WaterSpace project – see WaterSpace – River Avon, Kennet and Avon Canal section</p> <p>Bath Bathscape Project</p> <ul style="list-style-type: none"> • improving access to and understanding of the landscape and natural environment • improving its long term management • revitalising its use for health, recreation and fun. <p>Keynsham Manor Road Local Nature Reserve -Enhancements and biodiversity protection Green Infrastructure for Keynsham Strategic Development Location</p> <p>Somer Valley Somer Valley Greenways - Enhance Greenway recreation routes connecting communities to the Town park.</p> <p>Whitchurch Green Infrastructure for Whitchurch Strategic Development Location</p>
Future Issues/ Risks	<p>Risks include risks to biodiversity, flooding and management / maintenance of areas.</p> <p>Green Infrastructure corridors link B&NES with the neighbouring authority areas that are under separate control.</p>

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

GREEN & BLUE INFRASTRUCTURE	GREEN SPACE (FORMAL & NATURAL)
Lead Responsibility for Delivery	B&NES Council. Additional agencies include Natural England, Town and Parish Councils, charitable trusts and the voluntary sector
Key Evidence Base	Green Space Strategy 2015-2029 (Dec 2015) ⁹ ¹⁰ WaterSpace Study (Sept 2017)
Consultations	
Existing provision	B&NES 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 these areas are parks, recreation grounds and public open spaces, floral displays, allotments, trees, woodland and parks and open spaces events. The Avon Wildlife Trust 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. The Woodland Trust own and manage 8 woods located within Bath and North East Somerset area.
Key Drivers of Infrastructure	Core Strategy/PMP Objective 2 is to Protect and enhance the District's natural, built and cultural assets and provide green infrastructure including open space and growing space.
Infrastructure Committed / Delivered since last IDP	Renovated playground space for the Freshford community. (Delivered) Bathampton Riverside Linear Park Project (Phase 1 Delivered) New Outdoor Gym at West Clewes in Midsomer Norton (Delivered) Renovated King George V Playing Field, Chew Magna – including replacement of the existing children's play area, a new picnic and a 'Nature' area for use by the local primary school (Delivered) Temple Cloud Playground extension and refurbishment (Delivered) Weston Park Access improvements (Delivered) Weston Recreation Ground Access improvements (Committed) Hedgemoor Park Restoration (Committed) Midsomer Norton Town Park Masterplan (Committed)
Assessment of Infrastructure Needs	The Green Space Strategy assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Key findings can be summarised as follows: - There is insufficient supply of youth play space across all area profiles - There is insufficient supply of parks and recreation grounds across all area profiles with the exception of Bathavon, which is the area with sufficient supply of most open space typologies (with the exception of youth and children's play space); - All area profiles have a deficiency in at least two open space typologies

⁹ http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

	The Green Space Strategy requires that new provision will be required where there is a new development and a planned increase in population, and/or an existing deficiency in supply or access to facilities exists.
Funding Sources	CIL/S106/Public Sector funding/ Other DCLG released a guide in August 2011 outlining potential funding sources for community green spaces ¹¹ .
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule for all projects. Necessary projects include</p> <p>Bath Strategic improvement to Royal Victoria Park, Bath to continue to provide a destination park provision and to meet needs of increased population in the Enterprise Zone developments. Pond restoration, path resurfacing, access improvements, wayfinding, interpretation, landscaping/planting, lighting.</p> <p>River Avon Park - Repurpose riverside space and provide infrastructure for amenity/recreation and unify the separate parks (Kelston Fields, Norfolk Crescent, Green Park and Brassmill Green) along the river under one management</p> <p>Sydney Gardens restoration (if bid successful, to be funded by Heritage Lottery funding – Parks for people).</p> <p>MoD Foxhill /Foxhill Estate Associated Green Infrastructure (Bathscape Project)</p> <p>Keynsham Strategic Improvements to Keynsham Memorial Park to create destination park provision.</p> <p>Abbots Wood, Keynsham - enhancements and maintenance including linking paths following increased use from surrounding Core Strategy allocated sites). (matched funding for S106 funds earmarked for this location)</p> <p>Green Infrastructure for the JSP North Keynsham Strategic Development Location</p> <p>Somer Valley Strategic improvement to Midsomer Norton Town Park to create a destination park for the Somer Valley area</p> <p>Whitchurch New Whitchurch Village Park (matched funding for S106 funds earmarked for this location)</p> <p>Green Infrastructure for the JSP Whitchurch Strategic Development Location</p>
Future Issues/ Risks	The maintenance, replacement and repair of existing open spaces is a critical issue. Repairs are required to maintain safety standards and

¹¹ <http://www.communities.gov.uk/publications/communities/greenspacefunding>

GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

	<p>protect the Council's liability.</p> <p>Multi-functional green space is the key to achieving value for resources, by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sources</p>
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GREEN INFRASTRUCTURE: ALLOTMENTS

GREEN & BLUE INFRASTRUCTURE	ALLOTMENTS
Lead Responsibility for Delivery	B&NES Council and Parish Councils.
Key Evidence Base	Green Space Strategy 2015-2029 (Dec 2015) B&NES Local Food Strategy (2014 – 2017)
Consultations	
Existing provision	There are 42 allotment garden sites across B&NES. B&NES Council is only responsible for the 23 sites in Bath. Elsewhere allotments are managed by other local bodies, such as Parish Councils and social housing organisations.
Key Drivers of Infrastructure	Local food growing spaces are not only an important leisure resource, but they are recognised locally and nationally for their value as open spaces, especially in urban areas and for their contribution to sustainable development and health objectives including:-local food production, physical activity promotion, community cohesion, green infrastructure networks, biodiversity -and their potential for educational opportunities The Placemaking Plan indicates that further provision of allotments and informal food growing space is needed and any loss should be resisted.
Infrastructure Committed / Delivered since last IDP	Fairfield Valley new allotments – work to start Sept 2017) to replace allotments at Southbourne Gardens development (\$106 obligation) Extension to King Georges/Lansdown View, Bath (Delivered)
Assessment of Infrastructure Needs	The Green Space Strategy assesses the quantitative deficits or surpluses of allotments. The Bath, Keynsham and Somer Valley areas all have a deficit of allotments that will increase following allocated developments unless provided for off-site.
Funding Sources	\$106/CIL
Infrastructure Projects Identified	Refer to Part 4 Schedule. New allotments are required to be provided for the MoD Foxhill and Warminster Road site. An off-site \$106 contribution has been received for this purpose from MOD Foxhill. Options are being examined. New allotments are required in Keynsham, Westfield, Radstock and Midsomer Norton to meet the demand from a growing population.
Future Issues/ Risks	The maintenance and repairs to existing allotment sites is a critical issue.

GREEN INFRASTRUCTURE: PLAY

GREEN & BLUE INFRASTRUCTURE	CHILDREN'S PLAY AREAS
Lead Responsibility for Delivery	B&NES and Parish Councils
Key Evidence Base	Green Space Strategy 2015
Consultations	
Existing provision	There are numerous playgrounds and play areas in the B&NES area, 47 of which the Council is responsible for maintaining.
Key Drivers of Infrastructure	<p>Play is essential to the healthy development of children and young people – not just their physical development, but their social and cognitive development too. All children and young people, including those who are disabled or have specific needs, should have opportunities to experience challenge and take risks while playing.</p> <p>Play spaces also have particular social value for parents and carers of young children, as places for both adults and children to meet informally, taking away some of the pressure of individual childcare responsibilities.</p>
Infrastructure Committed / Delivered since last IDP	<p>Alice Park Skate Park (Capital programme Funding has been committed by the Council) cabinet member decision 18/9/2017</p> <p>New Outdoor Gym at West Clewes in Midsomer Norton</p> <p>Renovated King George V Playing Field, Chew Magna – including replacement of the existing children's play area, a new picnic area and a 'Nature' area for use by the local primary school</p> <p>Renovated playground space for the Freshford community.</p> <p>Temple Cloud Playground extension and refurbishment (Delivered)</p>
Assessment of Infrastructure Needs	Further investment will be needed over the plan period.
Funding Sources	CIL/S106/Public sector
Infrastructure Projects Identified	<p>Play areas are planned as part of the following developments:</p> <p>East Keynsham Core Strategy Allocation Teviot Road Play area, Keynsham is planned to be upgraded. Play areas will be required for the N Keynsham Strategic Development Location.</p> <p>Whitchurch Core Strategy Allocation Play areas will be required for the Whitchurch Strategic Development Location.</p>
Future Issues/ Risks	The maintenance, replacement and repair of existing play areas is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.

GREEN INFRASTRUCTURE: WATERSPACE RIVER AVON AND KENNET & AVON CANAL

GREEN & BLUE INFRASTRUCTURE	WATERSPACE – RIVER AVON AND KENNET & AVON CANAL
Lead Responsibility for Delivery	B&NES, the Canal & River Trust, the Environment Agency and Wessex Water are working in partnership as the Waterspace Partnership on a strategy for the River Avon and Kennet and Avon Canal. Various Partners lead on project delivery
Key Evidence Base	B&NES Green Infrastructure Strategy (March 2013) WaterSpace Study (Sept 2017)
Consultations	
Existing provision	The WaterSpace Study area covers 16 miles of the River Avon and Kennet & Avon Canal, from Dundas Aqueduct to Bath to Hanham Lock.
Key Drivers of Infrastructure	The WaterSpace project has involved surveys, mapping work, data collection and stakeholder and public engagement events, all focused on these five themes: <ul style="list-style-type: none"> • Assets and Asset Management • Mooring Strategy and Navigation • Regeneration & Development • Water quality & Environmental Enhancement • Recreation and Leisure
Infrastructure Committed / Delivered since last IDP	Works to create Bath Quays Waterside park, flood defence and mooring upgrades adjacent to Green Park are near completion. 14/04195/EREG03 Green Park upgrade works are in progress. River Safety works completed Kennet and Avon Canal Towpath Resurfacing phase 1 complete Flood defence works – See Water - Flooding and Drainage section. Saltford Mooring Trial
Assessment of Infrastructure Needs	Refer to WaterSpace Study. The WaterSpace Study includes opportunities to create moorings, improve green spaces and parks, enhance biodiversity, realise safe access for sport and leisure and improve public spaces and paths. Of the 35 projects – some are project ideas which have funding, others are part-funded, and some are just a concept. The WaterSpace Study has defined a River Avon Park area (through the Enterprise Area in Bath) and has undertaken costed initial pocket park designs for the five pocket parks. External funding has also been secured to support a joint maintenance and management plan for the River Avon Park, and various audits have already been undertaken. s106 funding has been secured which will support maintenance of the green spaces and towpath and in the 5 small park spaces, the implementation will be informed by the Maintenance and Management Plan being prepared - due for completion by March 2018.
Funding Sources	CIL/S106/Public Sector/Other
Infrastructure Projects Identified	Refer to Part 4 Schedule. Projects included in the WaterSpace Study include the following: <ul style="list-style-type: none"> • River Avon Park

GREEN INFRASTRUCTURE: WATERSPACE RIVER AVON AND KENNET & AVON CANAL

	<ul style="list-style-type: none"> • Wilding the River - Part funded A series of projects ideas to improve habitats for wildlife and enhance environment. • River Safety • Friends of the River Park & Maintenance Opportunities • River Events, Walking & Arts Projects • River Movement Network • Mooring Provision • Boater Facilities • Renewable Energy • Angling Improvements <p>There is a five year priority and funding plan¹²</p>
Future Issues/ Risks	<p>Refer to Flood Defence and Drainage section</p> <p>The maintenance, replacement and repair of existing infrastructure is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.</p>

GREEN INFRASTRUCTURE: CEMETERIES

GREEN & BLUE INFRASTRUCTURE	CEMETERIES
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	B&NES web page: http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cemeteries
Consultations	
Existing provision	The Council owns and manages the Haycombe Cemetery, on the edge of Bath, and Harptree Cemetery, Chew Valley and is responsible for the maintenance for 30 closed cemeteries. Others are owned and managed by the Town and Parish Councils or Parochial Church Councils.
Key Drivers of Infrastructure	Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements.
Infrastructure Committed / Delivered since last IDP	None
Assessment of Infrastructure Needs	Land is safeguarded for extensions to cemeteries at Haycombe, Bath and Ashgrove Cemetery, Eckweek Lane Cemetery, Peasedown St John. The cemetery at Durley Hill, Keynsham is estimated to meet demand up to around 2024. Keynsham Town Council has agreed to consider looking for additional land for a cemetery in Keynsham from 2017 onwards to plan for the long term.
Funding Sources	Public/Private
Infrastructure Projects Identified	Haycombe Cemetery extension to increase capacity of the Cemetery.
Future Issues/ Risks	

GREEN INFRASTRUCTURE: OUTDOOR SPORT & RECREATION

GREEN & BLUE INFRASTRUCTURE	OUTDOOR SPORT & RECREATION
Lead Responsibility for Delivery	B&NES Council See related Leisure and Built Sports Facilities
Key Evidence Base	Playing Pitch Strategy Playing Pitch Strategy (Draft May 2016) ¹³ The Fit for Life Strategy (2014)
Consultations	
Existing provision	Details of provision can be found in the Playing Pitch Strategy (Draft May 2016). This covers public and private providers.
Key Drivers of Infrastructure	<p>The NPPF highlights the importance of having access to high quality open spaces and opportunities for sport and recreation</p> <p>The Fit for Life Strategy (2014) sets out the Council's ambitions for improving health and wellbeing and reducing health inequalities in the area through increasing physical activity levels.</p> <p>An update to the Playing Pitch Strategy is currently being undertaken by the Council. A draft is available.</p>
Infrastructure Committed / Delivered since last IDP	<p>New Outdoor Gym at West Clewes in Midsomer Norton</p> <p>Alice Park Skate Park, Bath funding has been awarded to the Alice Park Trust to enable work to start on the new facility,</p>
Assessment of Infrastructure Needs	<p>The Playing Pitch Strategy includes a detailed action plan. It recommends carrying out a feasibility study to identify the appropriate site locations for additional 3G rubber crumb pitches strategically placed across Bath and North East Somerset.</p> <p>A 3G rubber crumb pitch has been identified as a requirement in Lansdown, Bath.</p>
Funding Sources	CIL /S106./Public sector/Private sector funding
Infrastructure Projects Identified	A new 3G rubber crumb pitch site, hockey AGP, hockey pitch at Lansdown.
Future Issues/ Risks	<p>The ongoing maintenance of existing and new playing fields is a critical issue.</p> <p>Grant funding will be required.</p>

¹³ <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

LEISURE & BUILT SPORTS FACILITIES

COMMUNITY FACILITIES	LEISURE AND BUILT SPORTS FACILITIES
Lead Responsibility for Delivery	B&NES Council B&NES has an agreement with GLL, a social enterprise, to operate leisure centres in Bath and Keynsham, and Writhlington Trust, to operate leisure facilities in the Somer Valley.
Key Evidence Base	Fit for Life Strategy (2014)
Consultations	
Existing provision	<p>The Council provides numerous leisure 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, and the University of Bath sports training facilities.</p> <p>The main facilities are as follows:</p> <ul style="list-style-type: none"> • Bath Sports and Leisure Centre run by GLL • Culverhay Sports Centre, Bath run by GLL • Keynsham Leisure Centre is run by GLL. • Chew Valley Leisure centre is a dual use site based at Chew Valley School and serves the local parishes of the rural Chew Valley area. <p>Independently managed sites include</p> <ul style="list-style-type: none"> • Writhlington Sports Centre • Midsomer Norton Sports Centre • Paulton Swimming Pool • Somerdale Pavilion, Keynsham • Wellsway Sports Centre <p>Some of Bath and North East Somerset's Schools also have Sports Centres that are open to the public.</p>
Key Drivers of Infrastructure	National and local policy aims to improve health and wellbeing of the whole population and reduce health inequalities through increasing physical activity levels and increasing participation in Sport and Active Lifestyles.
Infrastructure Committed / Delivered since last IDP	<p>Bath Sports and Leisure Centre is currently being refurbished.</p> <p>Keynsham Leisure Centre - a major refurbishment by B&NES /GLL is scheduled to be refurbished, including an improved sports hall for badminton and other sports, a refurbished swimming pool with viewing gallery, a new teaching pool, as well as enhanced gym facilities and new soft play area. Dates for the work will be announced in 2018. Work on the pool is expected to start in 2019.</p>
Assessment of Infrastructure Needs	<p>Bath Rugby are committed to finding a permanent solution at the Bath Recreation Ground, providing world-class facilities. It is at pre-design consultation phase.</p> <p>A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey AGP, hockey pitch.</p>

LEISURE & BUILT SPORTS FACILITIES

Funding Sources	CIL /S106
Infrastructure Projects Identified	<p>Bath A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey AGP, hockey pitch.</p> <p>Keynsham Keynsham Leisure Centre refurbishment</p>
Future Issues/Risks	The maintenance, replacement and repair of existing infrastructure is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.

TRANSPORT: RAIL

TRANSPORT	RAIL
Lead Responsibility for Delivery	<p>The Department for Transport has overall strategic and financial responsibilities for railways and awards the franchises for passenger rail services.</p> <p>Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels.</p> <p>It has been agreed that to support better integration between local and national networks, the government and WECA will enter into joint working arrangements with Network Rail on local investment through a new Memorandum of Understanding</p> <p>Great Western Railway currently runs passenger train services and leases and manages stations from Network Rail. South Western Railway runs a limited number of trains to/from Bristol Temple Meads via Bath Spa.</p>
Key Evidence Base	<p>West of England Joint Local Transport Plan (2010) (JLTP3)</p> <p>West of England Joint Transport Study Transport Study 2017 (JTS)</p>
Consultations	
Existing provision	<p>There are presently four stations within B&NES, at Bath Spa, Oldfield Park, Keynsham and Freshford. 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.</p>
Key Drivers of Infrastructure	<p>The Great Western Upgrade Programme is needed to improve journey times to London, Thames Valley and South Wales, but it is also important to recognise the importance of effective rail connectivity to the Midlands, the South West Peninsula and the South Coast</p> <p>Electrification of the Great Western Main Line</p> <p>On 1 March 2011 the Government announced the electrification of the Great Western Main Line from London Paddington to Bristol via Bath Spa and Bristol Parkway. However, in 2016, the Government announced it was deferring the programme for the Great Western Programme electrification project for the B&NES section of line to Bristol in order to address cost pressures following a review of the current rail investment period covering 2014-2019 (CP5).</p> <p>There are significant capacity constraints on the rail network and difficult decisions will be required about how limited track space is used for rail freight and local and longer-distance passenger trains. Current low frequencies on the local rail network and infrequent stations, compared to other core cities means that rail does not provide an attractive alternative to the car. There is overcrowding on local rail services at peak times.</p> <p>The MetroWest project is a package of major rail improvements for the West of England region to deliver a 'Metro' local rail network, similar to comparable sized city regions, through targeted investments. There is also a new stations package looking at the potential for future new stations including Saltford Station.</p> <p>The West of England Councils want MetroWest to be fully electrified with</p>

TRANSPORT: RAIL

	<p>electrification extended to Weston-super-Mare, Yate and the Portishead, Severn Beach and Henbury lines.</p>
Infrastructure Delivered since last IDP	<p>Upgrade works have been undertaken at Bath Spa and Keynsham stations, to complete preparations for the new Intercity Express trains.</p> <p>New signalling works have been undertaken</p>
Assessment of Infrastructure Needs	<p>The West of England Joint Transport Study 2017 (JTS) states that the Great Western Electrification Programme is needed to improve journey times to London, Thames Valley and South Wales.</p> <p>There are significant capacity constraints on the rail network and decisions will be required about how limited track space is used for rail freight and local and longer-distance passenger trains. It is therefore recommended that a wider operational review is undertaken of the timetabling of local services, to improve network efficiency and to assess the effectiveness of services in meeting future connectivity needs.</p> <p>The MetroWest Phase 1 project proposal comprises enhancing local passenger train services on the Severn Beach and Bath to Bristol lines – which would include increased capacity and frequency at Oldfield Park, and Keynsham to a half hourly service; and re-opening the Portishead rail line to passenger train services. Phase 1 requires the installation of a turnback capability at Bathampton Up Loop, which will require new signalling and a crossover, which when combined will allow trains to cross from the Up Loop to the Down line enabling trains to return to Bath.</p> <p>As part of a separate 'new stations' package Saltford Station is being considered for reopening. The Joint Transport Study (November 2017) refers to the potential for expanding access to the rail network by re-opening Saltford station. However, it states the future business case for further improvements would need to take account of the high costs of rail infrastructure, existing capacity constraints on the network and the relatively low base (2% mode share for commuting) for growth. The business case for major investment in providing new capacity is therefore likely to be challenging.</p> <p>Keynsham station passenger facilities need to be upgraded including new parking facilities for delivery of the North Keynsham Strategic Development Location.</p> <p>One of the two platforms at Freshford station does not have step free access – this has been identified as a requirement.</p>
Funding	<p>West of England Devolution Deal, Local Growth Fund, Network Rail, Train Operating Companies.</p> <p>In relation to the Metro West project, the DfT have advised that there is an opportunity to secure central government funding through their 'Large Local Major Transport Scheme Fund' and the next available round of bidding is in December 2017. A business case is to be provided for this bid.</p>
Infrastructure Projects Identified	<p>District</p> <p>Great Western Upgrade Programme</p> <p>MetroWest Rail Project Phase 1A: Bath Spa to Severn Beach half-hourly stopping service including new turnback facility at Bathampton</p>

TRANSPORT: RAIL

	<p>Rail Improvements to existing Keynsham Station</p> <p>MetroWest Rail Project New Stations Package: new station at Saltford – Feasibility</p> <p>Step free access to Up platform at Freshford Station</p>
Future Issues/ Risks	<p>Funding for all the schemes as set out in the JTS is not secured, and bids for funding will be required.</p> <p>It is important to recognise the importance of effective rail connectivity to the Midlands, the South West Peninsula and the South Coast</p>

TRANSPORT: HIGHWAYS

TRANSPORT	HIGHWAYS
Lead Responsibility for Delivery	<p>To support better integration between local and national networks, the government and WECA will enter into joint working arrangements with Highways England on local investment through a new Memorandum of Understanding</p> <p>B&NES is the Local Highway Authority responsible for most of the provision and maintenance of the District's highway infrastructure.</p> <p>The directly elected Mayor of the West of England will take responsibility for a Key Route Network of local roads, which will be defined and agreed by the constituent local authorities and will be managed and maintained at a city region level.</p>
Key Evidence Base	<p>West of England Joint Local Transport Plan (2010) (JLTP3)¹⁴</p> <p>Bath Transport Strategy approved November 2014¹⁵</p> <p>Keynsham Transport Strategy (July 2016)¹⁶</p> <p>West of England Joint Transport Study Transport Study 2017 (JTS)</p>
Consultations	<p>Somer Valley Transport Strategy Consultation 2017</p> <p>Chew Valley Transport Strategy Consultation 2017</p>
Existing provision	Existing highway network.
Key Drivers of Infrastructure	<p>The West of England Joint Transport Study Transport Study 2017 (JTS) sets out a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges and future growth.</p> <p>The area currently faces a number of problems with limited travel choices for many people, high levels of car dependence, congestion and poor air quality on the road network.</p> <p>Housing and employment growth in the JSP Strategic Development Locations will necessitate strategic transport improvements.</p>
Infrastructure Committed / Delivered since last IDP	<p>Improvements to the A39/B3116 junction locally known as the Two Headed Man - between Corston and Marksbury are scheduled to be delivered. The cost at £550,000 is fully funded.</p> <p>New vehicular bridge across the River Avon (Destructor Bridge)</p>
Assessment of Infrastructure Needs	<p>District</p> <p>There are poor strategic transport links from the A4 to/from South Bristol/Whitchurch area. A Multi-modal transport link from Hicks Gate to A37 and link to Hengrove Roundabout is required to enable delivery of the JSP Whitchurch Strategic Development Location.</p> <p>The JTS states a new link is required to the east of Bath to help tackle</p>

¹⁴ <https://travelwest.info/projects/joint-local-transport-plan>

¹⁵ <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/bath-transport-package>

¹⁶ <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/getting-around-keynsham-draft-transport>

TRANSPORT: HIGHWAYS

	<p>congestion in Bath city centre - removing traffic currently routing through the city centre - and to improve air quality. Work is being undertaken to establish the most suitable alignment for this link. At the same time, B&NES is working with partners including Wiltshire Council to examine the complementary role of the A350 corridor in providing for north-south movements.</p> <p>Keynsham – A New highway link between A4 (east of Keynsham) and Avon Mill Lane, connecting to A4175 north of Keynsham is needed to provide access to the proposed Strategic Development Location at North Keynsham. This route will include a new bridge over the Great Western mainline railway, east of Pixash Lane, and the route will enable traffic accessing the A4 to divert around Keynsham town centre.</p> <p>Improvements to the route from the Old Mills employment site – Enterprise Zone on the A362 to the A37 are required. This would include removing traffic pinch-points along the road as well as pedestrian and cycling improvements.</p> <p>There are a number of items within the area Transport Strategies.</p>
Funding	West of England Devolution Deal , Local Majors Funding, Local Growth Fund, Developers (via S106 Agreements and/or CIL),.
Infrastructure Projects Identified	Refer to Part 4 Schedule for projects.
Future Issues/Risks	Funding for all the schemes as set out in the JTS is not secured, and bids for funding will be required.

TRANSPORT: BUS

TRANSPORT	BUS
Lead Responsibility for Delivery	WECA is the local transport authority for the B&NES area however under the WECA Devolution Agreement, powers to procure and fund non-commercial bus services are joint between WECA and the constituent councils (including B&NES).
Key Evidence Base	West of England Joint Local Transport Plan (2010) (JLTP3) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) West of England Joint Transport Study Transport Study 2017 (JTS)
Consultations	Somer Valley Transport Strategy Consultation 2017 Chew Valley Transport Strategy Consultation 2017
Existing provision	<p>The BTS states that the three Park and Ride sites around Bath (Lansdown, Newbridge and Odd Down) are well-established and popular. Demand exceeds capacity at peak periods</p> <p>Of around 1200 bus stops in B&NES, nearly 300 have bus shelters in place, of which around 240 have been installed in the last 5 years supported by the Bath Transportation Package and Greater Bristol Bus Network packages of government support. Real Time information displays are in place at 246 stops, but not all of these are within shelters.</p> <p>Less than half of all stops are fully accessible as less than 600 have raised kerbs compatible with level access to the low floor bus fleets.</p>
Key Drivers of Infrastructure	<p>The West of England Joint Transport Study 2017 (JTS) sets out a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges and future growth.</p> <p>Local bus services form the backbone of the public transport network in the area. Further investment in the bus network will support continued mode shift to buses, in the urban areas and on key corridors connecting towns. Extensions are proposed to MetroBus.</p>
Infrastructure Committed / Delivered since last IDP	<p>Smartcard versions of the existing multi operator day tickets (the WEBOA Rider tickets) went live on all buses in the West of England area on 15 November 2015.</p> <p>The Bath Transport Package was substantially complete by the end of March 2016 this included improvements to bus infrastructure.</p>
Assessment of Infrastructure Needs	<p>District</p> <p>There is substantial scope to improve the level provision of shelters at stops, the availability of real time information at stops; and level access to services through raised kerbs.</p> <p>The JTS indicates there is a need for Rapid Transit public transport corridor between Bath and Bristol along the A4 corridor, to complement improvements on the existing rail corridor, and provide for a wider range of trip options.</p> <p>The JTS states a rapid transit corridor, connecting Bath with Bristol, will follow an east-west axis through Bath City, and options will need to be considered to provide sufficient roadspace to enable this to work effectively. Early scoping has identified a route corridor from the A4 west of Bath to the city centre via Lower Bristol Road, Windsor Bridge</p>

TRANSPORT: BUS

	<p>Road, the safeguarded sustainable transport route through Bath Western Riverside, Pines Way, Green Park and James Street West</p> <p>The relocation of the Brislington Park & Ride site to land near Hicks Gate Roundabout, within Bath and North East Somerset, is needed to enable development of the draft Joint Spatial Plan Strategic Development Location proposal of at least 750 new homes.</p> <p>Bath Expansion of Odd Down and Lansdown Park and Ride sites is required.</p>
<p>Funding Sources</p>	<p>WECA has joint powers with B&NES to support bus services, including formulating policies for the provision of socially necessary services /B&NES funding/ S106/CIL</p>
<p>Infrastructure Projects Identified</p>	<p>Refer to Part 4 Schedule.</p> <p>Metro Bus route Bristol to Keynsham</p> <p>MetroBus rout extension Keynsham to Bath</p> <p>Small scale improvements on a service by service basis to support communities and services and increase bus usage</p> <p>Expansion of Odd Down and Lansdown Park and Ride sites</p> <p>Potential relocation and expansion of Brislington and Ride site.</p>
<p>Future Issues/ Risks</p>	<p>New forms of mobility, such as shared mobility and connected and autonomous vehicles, could have significant impacts on the ways that people travel in future. This raises greater uncertainties but must be taken into account in the planning of the future transport system.</p> <p>New technologies also offer the opportunity to significantly shift travel behaviour, from single-occupancy car use to car-sharing, public transport and walking and cycling. This will include new media for providing information on travel choices, with continued development of app-based platforms, helping people to make informed choices based on real-time travel conditions. It will also include new payment and ticketing technologies, with a particular focus on smartcards and mobile ticketing.</p> <p>Under the Bus Services Act 2017, the West of England Combined Authority Mayor has powers to introduce a franchising scheme under which bus services in the area would be regulated. The Act sets out a process that must be followed for a franchising scheme to be made. The impact of any such scheme on the market is uncertain and, to some extent, dependent on how the scheme is constructed and implemented. It would, however, enable better linkage to be made between infrastructure investment and bus service provision because the bus routes would be determined in the franchise scheme.</p>

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

TRANSPORT	CYCLING & PEDESTRIAN FACILITIES
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	West of England Joint Local Transport Plan (2011-2026) (JLTP3) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) Public Realm and Movement Strategy for Bath City Centre(July 2010) ¹⁷ Sustrans Cycle Review (Nov 2014) West of England Joint Transport Study Transport Study 2017 (JTS) Bath Air Quality Action Plan National Air Quality Plan: Bath Keynsham and Saltford Air Quality Action Plan
Consultations	Somer Valley Transport Strategy Consultation 2017 Chew Valley Transport Strategy Consultation 2017
Existing provision	The Sustrans Review concludes the experience of cycling within B&NES is not consistent. The quality of individual routes throughout the District varies significantly and can change dramatically within a short distance. There are a number of excellent routes that provide a very safe, enjoyable experience for cyclists – these include the Bath Two Tunnels Route, Radstock's Five Arches Greenway and the Colliers Way.
Key Drivers of Infrastructure	<p>The JTS sets out a Transport Vision which comprises a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges including air quality and future growth. The JTS sets out proposals for a package of integrated public transport, walking, cycling and highway investment, which will have health benefits from increased active travel.</p> <p>Sustrans recommends that investment in cycle routes should focus on improving opportunities for the short, useful, day to day trips that people within B&NES need to make most regularly focussed on areas that have the highest potential for improvement. These are Bath, Keynsham, Radstock and Midsomer Norton and the Chew Valley Lake communities.</p> <p>An improved walking network will support a shift towards walking and will help to encourage more active lifestyles.</p>
Infrastructure Committed / Delivered since last IDP	<p>Bath - Kennet and Avon Canal towpath has been resurfaced between Darlington Wharf and Bathampton.</p> <p>Victoria Bridge, Bath Western Riverside has been reopened.</p> <p>Cycle path through Green Park (Local Sustainable Transport Fund LSTF funded)</p> <p>The Keynsham High Street one way trial (refer to public realm section) has a Cycle contraflow.</p>

¹⁷ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf

TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

	<p>The shared use path between Saltford and Broadmead Roundabout Keynsham has been widened and resurfaced.</p> <p>Radstock to Thicket Mead cycle link completed</p>
<p>Assessment of Infrastructure Needs</p>	<p>Bath The JTS proposes a series of strategic cycle routes connecting different parts of the city.</p> <p>B&NES and Sustrans are working on a Cycle Action Plan for Bath improving cycle/pedestrian links to and from the proposed Bath Quays Bridge and Bear Flat and Larkhall areas of Bath.</p> <p>The Placemaking Plan states "The disused rail line between Brassmill Lane and Windsor Bridge, Bath is safeguarded as a Sustainable Transport route for non-motorised forms of transport (with the exception of mobility scooters). It will provide a high quality and safe cycling and pedestrian route through to Western Riverside that extends the Bristol to Bath Railway path, the Two Tunnels Greenway, and provides a wider choice of sustainable transport routes for local communities to efficiently connect to the city centre and to Bath's Enterprise Area."</p> <p>Keynsham The Keynsham Transport Strategy includes the following action: - In partnership with Bristol and South Gloucestershire, local cycle groups, the Town Council and Sustrans identify priority cycling routes to/from Bath, Bristol, east/ north Bristol and within Keynsham in order to build a cycling culture for people of all abilities. Target appropriate opportunities to fund these schemes.</p> <p>Somer Valley The Somer Valley Transport Strategy Consultation has a number of items for cycle / pedestrian improvements (refer to schedule).</p> <p>Rural Areas The Chew Valley Transport Strategy Consultation have a number of items for cycle / pedestrian improvements. A recreational trail around Chew Valley Lake is proposed..</p>
<p>Funding</p>	<p>CIL/S106/Grant funding</p>
<p>Infrastructure Projects Identified</p>	<p>Refer to Part 4 Schedule for details.</p> <p>Bath City cycle schemes (refer to schedule)</p> <p>Keynsham schemes (refer to schedule)</p> <p>Midsomer Norton / Radstock Schemes (refer to schedule)</p> <p>Chew Valley schemes including Chew Valley lake recreational trail.</p>
<p>Future Issues/Risks</p>	<p>Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue.</p>

TRANSPORT: SMARTER CHOICES AND AIR QUALITY

TRANSPORT	SMARTER CHOICES AND AIR QUALITY
Lead Responsibility for Delivery	B&NES Council Public transport operators
Key Evidence Base	Low Emission Zone Feasibility Study for Bath 2014 Bath Air Quality Action Plan National Air Quality Plan: Bath Keynsham and Saltford Air Quality Action Plan
Consultations	Bath Air Quality Action Plan – consultation between 4th September and 26th November 2017.
Existing provision	Smart cards and/or mobile ticketing have been introduced by several bus operators. NextBike bicycle Hire scheme in Bath, now at 16 locations Bicycle Hire including Electric Bikes
Key Drivers of Infrastructure	<p>Department for Environment, Food & Rural Affairs (DEFRA) and Department for Transport (DfT) published their 'UK plan for tackling roadside nitrogen dioxide concentrations' on 26th July 2017. The content of this plan takes into account that for the first time, Bath and North East Somerset is listed as an authority upon which the Government has placed legal duties on to 'develop and implement a plan designed to deliver compliance in the shortest time possible'. This plan may include a Clean Air Zone (CAZ) or other measures if they can deliver compliance as quickly as a CAZ.</p> <p>In B&NES, three Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO₂) because national objective levels are being exceeded. These areas include the major road network within Bath, Keynsham High Street and a small section of the A4 in Saltford. An Air Quality Action Plan has been created for each area and these are reviewed at 5 year intervals. Other areas remain under review and further consultation is likely to take place in 2018.</p> <p>The Government's aspiration is that, by 2040, every new car in the UK will be an ultra-low emission vehicle.</p> <p>New technologies offer the opportunity to significantly shift travel behaviour, from single-occupancy car use to car-sharing, public transport and walking and cycling. This will include new media for providing information on travel choices, with continued development of app-based platforms, helping people to make informed choices based on real-time travel conditions. It will also include new payment and ticketing technologies, with a focus on smartcards and mobile ticketing.</p> <p>The advent of connected and autonomous vehicles (CAVs) could mean major changes in the management of the road network. It could mean a progressive reduction in the need for parking at people's destinations, as shared vehicles then drive away and are used by other people. City centre car parks could instead be redeveloped for commercial or residential uses.</p>

TRANSPORT: SMARTER CHOICES AND AIR QUALITY

<p>Infrastructure Committed / Delivered since last IDP</p>	<p>First has introduced smart and mobile ticketing. Certain other operators have introduced an epurse and mobile ticketing.</p> <p>Continued roll-out of real-time bus passenger information displays;</p> <p>Key completed measures relating to air quality:</p> <ul style="list-style-type: none"> • Installation of electric vehicle charging infrastructure and operation of charging point network including 20 public charge points and 10 charge points at employer sites; the charging network is now being upgraded and expanded following a successful West of England Go Ultra Low City Scheme bid. This will see a doubling of charging points across the sub-region and a number of measures designed to encourage the uptake of ultra-low emission vehicles and improve air quality; • A successful Clean Bus Technology Fund bid means that 35 buses across the West of England area are being retrofitted to meet Euro V and VI standards. A further bid has just been submitted that includes 29 vehicles in Bath to be upgraded to Euro VI.
<p>Assessment of Infrastructure Needs</p>	<p>As the source of air pollution in Bath and North East Somerset is overwhelmingly from traffic, the approach to improving air pollution is primarily through traffic and transport improvement measures.</p> <p>The Transport Vision confirms the need for long-term sustained funding of smarter choices programmes to drive behaviour change. These will be important in influencing people's travel choices and will be essential in complementing the investment in new infrastructure for active travel and public transport.</p> <p>A Low Emission Zone (LEZ) Feasibility Study for Bath was completed in 2014. The LEZ study tested options for stipulating Euro 5 engine emission standards for lorries, buses and coaches in the London Road / Bathwick Street area and the central area in the vicinity of the bus station, Dorchester Street, Manvers Street and St James' Parade.</p> <p>The Bath Air Quality Action Plan (currently out to consultation – Nov 17) and the findings of the Feasibility Study for the National Air Quality Plan will inform further infrastructure projects.</p> <p>There will be an ongoing requirement to invest in monitoring infrastructure, particularly associated with larger developments where there will need to be an assessment of their compliance and impact on pollution concentrations on communities.</p> <p>The Council is planning to expand cycle hire into electric cycle hire using GULW (Go Ultra Low West) funding,</p>
<p>Funding</p>	<p>JAQU (Joint Air Quality Unit – Central Govt); B&NES/ Grant funding GULW (Go Ultra Low West) funding; Developer Contributions (e.g. Travel Plans); National Campaigns; Local Businesses and Amenity/Interest Groups; Commercial operations e.g. Car Clubs; Health-led projects; Schools and University travel planning</p>

TRANSPORT: SMARTER CHOICES AND AIR QUALITY

<p>Infrastructure Projects Identified</p>	<p>Electric Cycle hire</p> <p>Electric Vehicle Charging Network Increase public charging points through 'Go Ultra Low West' (Source West) EV charging infrastructure programme.</p> <p>See Bus, Cycling and Pedestrian sections for other measures to increase public transport and active travel.</p> <p>There will be an ongoing requirement to invest in monitoring</p>
<p>Future Issues/ Risks</p>	<p>Smarter choices measures are a potential contingency where capital investment cannot be secured for transport infrastructure and can often be effective and efficient interventions.</p> <p>The potential for more stringent air quality standards in particular relating to fine and ultra-fine particles (PM10, PM2.5 and finer) following the forthcoming World Health Organisation review.</p> <p>That the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.</p>

TRANSPORT: PUBLIC REALM

TRANSPORT	PUBLIC REALM
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	B&NES Public Realm and Movement Strategy for Bath City Centre (July 2010) Bath Pattern Book Details on the public realm improvements for Keynsham and Midsomer Norton Town Centres is set out in the Placemaking Plan and associated evidence base.
Consultations	
Existing provision	The 'public realm' is the spaces around and between buildings including streets, squares and parks.
Key Drivers of Infrastructure	Core Strategy/Placemaking Plan objective 4 includes to improve the quality of the public realm in the city, town and local centres The 'public realm' has a major part to play in the character, attractiveness and success of any town. It is also important in encouraging sustainable modes of travel, such as walking, cycling and public transport. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in. Street trees can contribute to creating an attractive public realm. Trees have wide benefits including making a street come to life, by attracting wildlife, changing colours throughout the seasons, and creating shade and shelter. They shield houses from traffic noise, can help save energy, help reduce the risk of flooding, and can also help fight the effects of air pollution and climate change.
Infrastructure Committed / Delivered since last IDP	In Keynsham an experimental trial has started to find out if making the High Street one way reduces the impact of traffic, improves air quality and would allow future improvements to the pedestrian environment. Seven Dials cyclist and pedestrian improvements
Assessment of Infrastructure Needs	There are a large number of small projects which cross relate to highways/ green infrastructure/ regeneration projects. A project to apply the public realm 'pattern book' to a number of streets in Bath City Centre is ongoing. Midsomer Norton town centre public realm/ regeneration improvements are required. Keynsham public realm improvements are required.
Funding Sources	CIL/S106 Landowner investment/contributions Bath Business Improvement District Grant funding
Infrastructure Projects Identified	Refer to Part 4 Schedule. Bath City Centre Pattern Book and improvement works

TRANSPORT: PUBLIC REALM

	<p>Saw Close Public Square (RIF / LGF funding committed) Westgate Street/Cheap Street; Manvers Street ; Railway Place North Parade Junction; Union Street; Stall Street (predominantly complete); Broad Street/St Michaels; Kingsmead Square; Orange Grove; Terrace Walk; York Street and Swallow Street (to serve new Archway Project); Pulteney Weir; Bath Riverside area</p> <p>Keynsham Town Centre improvements</p> <p>Midsomer Norton Town Centre improvements.</p>
Future Issues/ Risks	<p>Funding and the ongoing management and maintenance of the public realm is critical.</p>

HEALTH: PRIMARY HEALTH

HEALTH	PRIMARY CARE PROVISION
<p>Responsibility for Delivery</p>	<p>The NHS Bath and North East Somerset Clinical Commissioning Group (BaNES CCG) has overall responsibility for planning and buying healthcare services in Bath and North East Somerset.</p> <p>The Council's Health and Wellbeing Board is made up of senior officers from Bath and North East Somerset Council, local councillors, GPs from BaNES CCG, the Director of Public Health, Bath, Gloucestershire, Swindon and Wiltshire Area Team and Healthwatch Bath and North East Somerset.</p> <p>Since April 2016, leaders of health and care organisations from B&NES, Swindon and Wiltshire (BSW Area) have been working together as a Sustainability and Transformation Partnership to develop a 'Sustainability and Transformation Plan' (STP). The STP partnership includes Bath and North East Somerset Council, BaNES CCG, Royal United Hospital NHS Foundation Trust, Avon and Wiltshire Mental Health Partnership NHS Trust and the South Western Ambulance Service.</p> <p>Responsibility for delivering primary healthcare services across the area rests with a variety of "provider" organisations, but primarily rests with the 26 GP practices. There are c. 204,000 people registered with these practices.</p>
<p>Evidence Base</p>	<p>The NHS Five Year Forward View¹⁸ GP Forward View¹⁹</p> <p>Evidence about primary care provision across the area is provided by the CCG and NHS England. The data includes the cost of funding GP practice premises (c. £3m pa in 2016/17).</p>
<p>Consultations</p>	
<p>Existing provision</p>	<p>There are 26 GP member practices that are members of B&NES CCG. The practices operate from more than 30 properties across the area.</p> <p>There are a high number of dental practices for the population: 32 practices including 2 corporate groups and a range of independents. There is a very good geographical spread. Dental services benchmark high against the vital signs quality indicators.</p> <p>There are currently 40 pharmacy contractors in B&NES.</p> <p>There are 22 high street opticians, a relatively high number for the population size.</p>
<p>Key Drivers of Infrastructure</p>	<p>The NHS Five Year Forward View sets out a new shared vision for the future of the NHS based around the new models of care.</p> <p>The GP Forward View sets out over 80 specific, practical and funded steps to:</p> <ul style="list-style-type: none"> • channel investment • grow and develop the workforce • streamline the workload

¹⁸ <https://www.england.nhs.uk/five-year-forward-view/>

¹⁹ <https://www.england.nhs.uk/publication/general-practice-forward-view-gpfv/>

HEALTH: PRIMARY HEALTH

	<ul style="list-style-type: none"> • improve infrastructure • and support practices to redesign their services to patients. <p>There is a national drive for increasing range of healthcare services to be available across 7 days and delivered (where appropriate) at scale.</p> <p>The STP partners are working on a collective plan to drive greater efficiency and improvements in quality across the health and care system.</p> <p>The Health and Wellbeing Board received a presentation regarding the STP in December 2016 that outlined the project: <i>"Mapping our Estate across the footprint and planning the future estate need based on future clinical models"</i></p> <p>An STP Short Guide was issued in March 2017 that states: <i>In future we will see groups of practices working together to share resources, hosting health professionals with a range of skills in specific areas e.g. diabetes, mental health.</i></p>
Infrastructure Delivered since last IDP	NHS England has approved the scheme to relocate St Augustine's GP practice into the St Monica's Trust development at the Somerdale site, Keynsham in 2018.
Assessment of Infrastructure Needs	<p>Based on the current model of service provision, the CCG anticipates that 10 extra GPs will be needed to support the projected population growth.</p> <p>The BaNES CCG has an existing model of four practice clusters. Two in Bath City and two outside (Norton Radstock and Keynsham / Chew). These clusters may flex/change as practices continue to explore natural geographies that reflect service delivery. The current clusters however form the basis of the Community Cluster Team model in B&NES. The intention is to build on them to develop future community based, out of hospital services, unless there is a strong argument for providing services at an even greater scale.</p> <p>The B&NES Pharmaceutical Needs Assessment (PNA) 2015 to 2018 which is a statutory process assessing the need for, and supply of local pharmacy provision states <i>"It is anticipated that current pharmaceutical service provision from existing pharmacies will be able to cope with the demand from new populations for the coming few years. This will be reviewed during 2017/18 (at the latest)"</i> The B&NES Health and Wellbeing Board must undertake a PNA every three years, with the next being due in 2018.</p>
Funding	The NHS funds primary care across the area. In 2017/18, the budget for GP services was c. £30m.
Infrastructure Projects Identified	<p>In Bath the following projects are identified as priorities.</p> <p>Expansion of Oldfield Surgery, Upper Oldfield Park, Bath to provide a wider range of primary and community health services. This scheme will provide additional capacity to delivery primary care services for the planned housing growth in the central area.</p> <p>Exploration of potential expansion options at Combe Down Surgery to serve housing growth at Mulberry Park, Fox Hill, and Odd Down urban extension</p>

HEALTH: PRIMARY HEALTH

	<p>area.</p> <p>There is an extant planning commitment to provide a surgery as part of the Bath Western Riverside which will be taken into account.</p> <p>In Somer Valley, the Council has resolved to grant planning permission (17/01466/FUL) for the "<i>Development of a new Healthy Living Centre (1,464 sqm GIA) to provide new health centre and ancillary pharmacy, community kitchen, children's centre and library</i>" at Waterloo Road Open Space, Waterloo Road, Radstock. The Centre will incorporate a relocated and expanded Hope House surgery that currently lacks space and has no room for expansion.</p> <p>A series of smaller improvement projects are likely to be required to support multiple pockets of growth across the area.</p>
<p>Future Issues/ Risks</p>	<p>The Sustainability and Transformation Partnership are currently working on plans and mapping the NHS Estate across the footprint and planning the future estate need based on future clinical models. Changing models of care</p>

HEALTH: URGENT AND ELECTIVE SECONDARY HEALTHCARE

HEALTH	URGENT AND ELECTIVE SECONDARY HEALTHCARE
Responsibility for Delivery	Services within the area are predominantly provided by Royal United Hospitals NHS Foundation Trust (RUH). The RUH provides acute treatment and care for a catchment population of around 500,000 people in Bath, and the surrounding towns and villages in North East Somerset and Western Wiltshire.
Key Evidence Base	RUH Redevelopment Plan (See below)
Consultations	
Existing provision	The RUH is a busy district general hospital providing acute care and treatment together with maternity services. It provides a comprehensive range of acute services, including medicine and surgery, primarily from a core site at Combe Park but also increasingly from other community locations (e.g. Paulton and Keynsham). In 2014 an Urgent Care centre was added to the Combe Park site. The Combe Park site is also home to a number of small health related charities, a dialysis facility run by North Bristol trust and a mental health facility run by Avon and Wiltshire Partnership Trust.
Key Drivers of Infrastructure	<p>The Trust is part-way through the delivery of its Redevelopment Plan (http://www.ruh.nhs.uk/about/fit_for_the_future/index.asp?menu_id=10). The Trust's priorities are to:</p> <ul style="list-style-type: none"> • provide fit for purpose accommodation; • demolish unsuitable/outdated buildings; • improve the sustainability of the estate; • co-locate functions to cluster complementary uses; and • deliver a strategy to improve site parking. <p>Realising the vision will see a fundamental change in the configuration of the main hospital site.</p> <p>In 2015, the RUH acquired the Royal National Hospital for Rheumatic Diseases NHS Foundation Trust (RNHRD), becoming responsible for the Mineral Hospital site at Upper Borough Walls in the centre of Bath and the provision of general and specialist rheumatology, fatigue and pain services for both a local and national population.</p> <p>The Trust continues to work with the Health and Wellbeing Board and Sustainability and Transformation Partnership (see Primary Care section) to develop strategies to address the consequent challenges including increasing the amount of out of hospital care provided through greater integration in service provision.</p>
Infrastructure Committed/Delivered since last IDP	<p>The following schemes are now complete or in development:</p> <ul style="list-style-type: none"> • a new Pharmacy building housing the latest robotic technology and a large aseptic suite (complete); new car parks to increase provision by almost 400 spaces (complete); • New RNHRD and Therapies Centre <p>In addition, the Trust has taken steps to reduce its carbon footprint. It now supplies much of its own heating through a Combined Heat and Power plant, implemented in 2014. The Pathology Laboratory, Pharmacy and all new buildings will benefit from photo-voltaic panels again enabling the Trust to</p>

HEALTH: URGENT AND ELECTIVE SECONDARY HEALTHCARE

	generate much of its own energy.
Assessment of Infrastructure Needs	See the RUH Redevelopment Plan at http://www.ruh.nhs.uk/about/fit_for_the_future/therapy.asp?menu_id=3 .
Funding	<p>The implementation of schemes at the RUH relies on a variety of funding sources including NHS capital and charitable donations.</p> <p>RUH NHS Trust seeking funding for the Cancer Centre working with Department of Health</p>
Infrastructure Projects Identified	<p>Phase 3</p> <p>Phase three will see the completion of the current programme of work on the Combe Park site.</p> <p>Development of a new Cancer Centre on the site, linked with the existing Linear Accelerator (for provision of Radiotherapy) bunkers, to provide modern facilities for cancer care and treatment. This building will create a more integrated space on the site, meaning that patients with and living beyond cancer, are able to receive care in an environment that is designed to meet their unique needs. The completion of the development programme will see the demolition of all war time building stock which was of poor quality, thus transforming the RUH site.</p>
Future Issues/ Risks	<p>The Sustainability and Transformation Partnership is currently working to map the NHS Estate across the footprint and planning the future estate need based on future clinical models.</p> <p>The Trust works with B&NES Council to promote sustainable travel. Whilst additional parking has been put in place as part of the redevelopment of the site, improvements and expansion of the Park and Ride schemes accessing Combe Park are needed, enabling more patients to use existing parking facilities within the city and reduce the number of patients travelling to the site by car.</p>

HEALTH: MENTAL HEALTH

HEALTH	MENTAL HEALTH INFRASTRUCTURE
Responsibility for Delivery	Avon and Wiltshire Mental Health Partnership NHS Trust (AWP) provides both primary and secondary mental health services through a range of direct contracts and partnership arrangements.
Consultations	
Existing provision	<p>A variety of mental health services are provided by AWP from:</p> <ul style="list-style-type: none"> • Hillview Lodge and Bath NHS House, adjacent to the RUH Bath; • St Martin's Hospital in Bath; • The Hollies in Midsomer Norton; and • other locations within the community. <p>There is also a significant element of mobile service provision being planned and implemented, plus clinical sessions at other service points such as GP surgeries. This will continue to increase as the Trust-managed estate is consolidated. The estate and facilities services will be developed to facilitate these changes.</p>
Key Drivers of Infrastructure	AWP is currently developing its estate strategy for the services that it provides, including across the B&NES area.
Key Evidence Base	
Infrastructure Delivered since last IDP	N/A
Assessment of Infrastructure Needs	To be confirmed.
Funding	To be confirmed.
Infrastructure Projects Identified	To be confirmed.
Future Issues/ Risks	The Sustainability and Transformation Partnership is currently working to map the NHS Estate across the footprint and planning the future estate need based on future clinical models.

HEALTH: COMMUNITY HEALTH & SOCIAL CARE

HEALTH	COMMUNITY HEALTH & SOCIAL CARE
Responsibility for Delivery	Virgin Care is now the prime provider of community health and care services in Bath and North East Somerset (as from 1 April 2017). They work alongside a range of local NHS, social enterprise and voluntary sector organisations to improve the physical and mental health and wellbeing of everyone in the area.
Consultations	
Existing provision	<p>Services are provided from St Martin's, Bath and Paulton Community Hospitals, and other locations in the community, including in people's homes.</p> <p>RUH provides maternity services for B&NES residents on the RUH and Paulton hospital sites and in the community.</p> <p>There are over 200 different community care and health services in B&NES provided by over 60 different organisations, co-ordinated by Virgin Care</p>
Key Drivers of Infrastructure	Virgin Care will work with commissioners and other providers in the area to review the ongoing requirements for infrastructure from which to deliver care.
Key Evidence Base	
Infrastructure Delivered since last IDP	N/A
Assessment of Infrastructure Needs	To be confirmed.
Funding	To be confirmed.
Infrastructure Projects Identified	
Future Issues / Risks	

UTILITIES: WASTE & RECYCLING

UTILITIES	WASTE & RECYCLING
Lead Responsibility for Delivery	<p>The Council is the Waste Collection and Disposal Authority with key responsibilities under the Environmental Protection Act (1990). The private sector operates residual waste treatment facilities and other waste and recycling operations for local authorities and for the commercial and industrial sectors.</p> <p>The Environment Agency regulates major industry and waste within England</p>
Key Evidence Base	<p>West of England's Joint Waste Core Strategy (JWCS) adopted March 2011²⁰</p> <p>B&NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)²¹</p> <p>Waste Management Plan for England 2013 (DEFRA)²²</p> <p>Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16</p>
Consultations	
Existing provision	The Council's own waste assets in the district comprise public recycling centres, collections and cleansing depots and a waste and recycling transfer station.
Key Drivers of Infrastructure	The key aim of the waste management plan for England is to work towards a zero waste economy. In particular, this means using the "waste hierarchy" (waste prevention, re-use, recycling, recovery and finally disposal as a last option) for sustainable waste management. The Waste (England and Wales) Regulations 2011 transposed the waste hierarchy from EU legislation.
Infrastructure Delivered since last IDP	Relocation of Outer Bath Street Cleansing from Midland Road, Bath to Locksbrook Road Bath is in progress (due for completion December 2017) Refer: 17/00504/REG03
Assessment of Infrastructure Needs	<p>District</p> <p>Our waste and recycling infrastructure needs to be redeveloped or rebuilt as new facilities, in line with forecast growth in population and households through the Core Strategy (and beyond); to adapt to further changes in waste, environmental and health and safety legislation; and to maximise operational efficiencies and containment of budget growth.</p> <p>The current main waste site at Midland Road, Bath is allocated for residential development in the Core Strategy. There is therefore a need to relocate and reprovide the facilities at alternative sites.</p> <p>Two strategic sites within B&NES are identified for residual waste treatment facilities for the sub-region: Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down in Bath. The latter has planning consent (Planning ref 15/00741/MRES, August 2015) to build a Materials Recycling Facility (MRF).</p>
Funding	<p>CIL / Public sector funding sources including potential WECA funding streams</p> <p>Materials Recycling Facility - Private sector (e.g. commercial developers and the waste industry)</p>
Infrastructure	Relocation of Waste and Recycling Operations from Bath to Keynsham (land

²⁰ <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>

²¹ http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf

²² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf

UTILITIES: WASTE & RECYCLING

Projects Identified	acquisition stage) and improve recycling centre provision for the increased population. Residual Waste treatment / Materials Recycling Facilities at Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down Bath (Planning ref 14/00839/EMINW).
Future Issues/Risks	Modernised, fit for purpose waste and recycling service and facilities are needed in order to contain rising landfill and treatment disposal costs, primarily through Landfill Tax and gate fees. This needs increased capacity to separate waste for reuse and recycling in order to deal with the additional waste and recycling tonnages that will arise from housing growth within the district.

UTILITIES: GAS SUPPLY

UTILITIES	GAS SUPPLY
Responsibility for Delivery	Wales & West Utilities (WWU) south west is the Gas Distribution Operators (DOs) responsible for the transportation of gas from the national grid network (National Grid) to consumers within B&NES, but are only obliged to provide these where it is economic, hence there is often limited gas infrastructure in more rural areas.
Evidence Base	WWU Long Term Development Statement
Consultations	
Existing Provision	The WWU south west local distribution zone gas network is supplied through 13 National Transmission System (NTS) Offtakes and two non -NTS feeds.
Key Drivers of Infrastructure	New housing development is the main driver of infrastructure requirements. The Long Term development plan states market drivers include generation of electricity through renewable sources, combined heat and power capacity and the EU emissions trading scheme. Domestic energy efficiency and affordable warmth programmes contribute to a reduction in growth within the Domestic sector.
Infrastructure Delivered / committed since last IDP	Development related infrastructure Medium Pressure connection to the Energy centre at the Bath Riverside Development has been completed. Reinforcement for the Mulberry Park Development is scheduled for 2018 and the Warminster Road site forecast for 2019.
Assessment of Infrastructure Needs	Core Strategy /Placemaking Plan requirements... The following requirements have been identified for the JSP Strategic Development Locations (SDL) Whitchurch SDL Reinforcement will be required in order to supply the new development off the Bristol Low pressure network. The Medium pressure network could support the new development without reinforcement, but the network would need extending to bring pipe work closer to the location, North Keynsham SDL Reinforcement will be required in order to supply the new development off the Bristol Low pressure network and the Keynsham Low pressure network. The Medium pressure and Intermediate pressure network could support the new development without reinforcement, but the network would need extending to bring pipe work closer to the location. A major rationalisation project is required to relocate pressure control equipment and large diameter mains off the Windsor Road gas yard in order for the Bath Riverside development to expand into that land. Gas infrastructure will also be delivered as part of other new developments.
Funding Sources	Developer / Utility funded
Infrastructure Projects Identified	Detailed reinforcement plans will be considered as part of the masterplanning process for the North Keynsham and Whitchurch SDLs. Windsor Road gas yard relocation works.
Future Issues /	Minerals Energy - Shale gas and coal bed methane (CBM) extraction is a new

UTILITIES: GAS SUPPLY

Risks	<p>mineral related issue for the District. Bath and North East Somerset potentially has oil and gas reserves; for example within coal beds or possibly within its deeper shale resource.</p> <p>The Government is responsible for issuing Petroleum Exploration and Development Licences (PEDLs) which give exclusive rights for exploration and extraction of oil and gas resources within a defined area.</p> <p>There are currently no PEDL licences within Bath & North East Somerset or in the wider region.</p> <p>The Placemaking Plan contains the policy framework for considering any future planning applications relating to energy minerals related development in B&NES</p>
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UTILITIES: ELECTRICITY SUPPLY

UTILITIES	ELECTRICITY SUPPLY
Responsibility for Delivery	Western Power Distribution (South West) Plc (WPD) is the licensed electricity Distribution Network Operator (DNO) within B&NES.
Evidence Base	WPD Business Plan 2015-2023
Consultations	
Existing Provision	Electricity substations, underground cables and overhead circuits form an extensive electricity network throughout the entire B&NES district. WPD controls the 132k and below network (the 275k and 400k being controlled by National Grid).
Key Drivers of Infrastructure	<p>New Connections and reinforcement schemes are predominantly customer driven. Further reinforcement work of existing assets is determined by Western Power Distribution on a condition assessment basis.</p> <p>The Western Power Distribution Business Plan agreed by OFGEM runs from 2015-2023 and provides for strategic improvement schemes and general reinforcement of the network. Core Strategy areas of growth are planned for and serviceable.</p>
Infrastructure Delivered since last IDP	Numerous customer driven schemes for new or augmented connections. Various network reinforcement schemes to provide security of supply.
Assessment of Infrastructure Needs	<p>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.</p> <p>Western Power Distribution state they do not foresee any strategic issues arising with respect to electricity transmission. In general, developments under 1,000 dwellings are serviceable off the local 11kv network; larger developments can require upgrade to the 33kv network which is more costly; it is generally easier to reinforce existing network to support brownfield development than extend the network to serve new large scale greenfield sites; re-routing or undergrounding pylons is a significant expense; larger 'new settlement' scale development provides greater opportunity to deliver strategic improvements to the network; renewables (solar farms / wind turbines) present challenges, due to the intermittent nature and 'feed-in' implications they require backup systems and reinforcement to the network</p> <p>Electricity Supply to new developments is ongoing. It is funded by the private sector –Western Power Distribution / developer funded. In relation to the JSP strategic sites, WPD indicate the following</p> <p>North Keynsham 1500 dwellings / 3MW WPD have two 33/11kV primary substations in Keynsham, namely: Keynsham West and Keynsham East. Load estimates show that Keynsham West primary substation currently has adequate spare capacity. However, Keynsham West primary substation is supplied via Feeder Road 132/33kV BSP which supplies the south of Bristol and is a heavily loaded substation with limited spare capacity. Feeder Road has been re-assessed and has</p>

UTILITIES: ELECTRICITY SUPPLY

	<p>adequate spare capacity. Keynsham East primary substation is supplied via Radstock 132/33kV BSP. Both substations currently have some spare capacity. There is likely to be adequate capacity for electric heating and EVs.</p> <p>Whitchurch 2500 dwellings / 5MW This area is supplied via Whitchurch primary substation, which is in turn supplied via Feeder Road 132/33kV BSP. Both are heavily loaded substations with limited spare capacity. Therefore, dependent on the level of development, some level of network reinforcement and/or extension may be required. 5MW is likely to be accommodated on Whitchurch and Feeder Road. It is unlikely that electric heating or significant EV penetration could be accommodated without reinforcement.</p>
Funding Sources	Developer/Utility funding
Infrastructure Projects Identified	<p>There are no current strategic projects.</p> <p>Network reinforcement required for the Whitchurch SDL will be considered as part of the masterplanning process.</p>
Future Issues/Risks	Refer to Decentralised, Renewable & Low Carbon Infrastructure section.

UTILITIES: DECENTRALISED, RENEWABLE & LOW CARBON ENERGY INFRASTRUCTURE

UTILITIES	DECENTRALISED, RENEWABLE & LOW CARBON INFRASTRUCTURE
Responsibility for Delivery	<p>This includes</p> <ul style="list-style-type: none"> • renewable and low carbon energy installations, • demand management and smart energy infrastructure (e.g. batteries, smart meters and electric vehicles) • the retrofit of existing buildings to improve their energy performance, recognised as infrastructure in the National Infrastructure Delivery Plan 2016-2021. <p>Delivery is primarily by the private or community energy sector although the Council and other public agencies play a key enabling role. For example, the Council has entered into a cooperation agreement²³ with Bath and West Community Energy (BWCE) to develop renewable energy and energy efficiency projects within B&NES. The Council also runs the Energy at Home domestic energy efficiency programme.</p>
Key Evidence Base	<p>B&NES Community Energy Strategy 2015-2018 B&NES Environmental Sustainability & Climate Change Strategy 2016-2020</p>
Consultations	
Existing Provision	<p>Energy at Home domestic energy retrofit programme</p> <p>Several large scale freestanding solar arrays including one at Wilmington installed by BWCE</p> <p>A District Heating energy centre (utilising both gas and biomass) is now operational at Bath Western Riverside</p> <p>Combined Heat and Power units are based at Bath University and Royal United Hospital</p>
Key Drivers of Infrastructure	<p>The B&NES Local Plan Core Strategy and Placemaking Plan have included the goal set in the Environmental Sustainability and Climate Change Strategy of delivering a 45% reduction in carbon emissions across the district by 2029 from 1990 levels. Leadership to deliver this target is provided by the Environmental Sustainability Partnership (ESP)</p> <p>The B&NES Local Plan Core Strategy and Placemaking Plan contains policies to deliver this objective and these policies are implemented through the Sustainable Construction Checklist, including a requirement for renewable energy, energy efficiency and district heating in key priority areas.</p> <p>In addition, the draft Joint Spatial Plan includes an aspiration for zero carbon development where viable. This will give rise to infrastructure requirements.</p>
Infrastructure Delivered since last IDP	<p>BWCE and the Council are delivering and enabling an ongoing programme of renewable energy and energy efficiency projects.</p>
Assessment of Infrastructure Needs	<p>The Environmental Sustainability and Climate Change Strategy identifies the need for retrofitting of existing domestic and non-domestic buildings to tackle climate change, rising energy costs and fuel poverty and a focus on</p>

²³ <http://democracy.bathnes.gov.uk/documents/s7977/Appx%201%20BCE%20Cooperation%20Agreement.pdf>

UTILITIES: DECENTRALISED, RENEWABLE & LOW CARBON ENERGY INFRASTRUCTURE

	<p>community owned renewable energy, demand management and smart energy infrastructure to retain the economic benefits of renewable energy within the district.</p> <p>The District Heating energy centre (utilising both gas and biomass) at Bath Western Riverside has scope for additional capacity to serve nearby sites, subject to negotiation.</p> <p>Further work is underway to assess the feasibility of heat networks.</p>
Funding Sources	CIL/S106/Private
Infrastructure Projects Identified	<p>Work is underway to progress and develop projects such as zero carbon new development, the retrofitting of existing buildings, community owned renewable energy and demand management/smart energy.</p> <p>The rollout of smart meters to every home in Great Britain is a scheme identified in the National Infrastructure Delivery Plan. Every home is to have been offered a smart meter by 2020</p> <p>BWCE is delivering an ongoing programme of renewable energy and energy efficiency projects.</p> <p>New developments will be expected to comply with the Placemaking Plan policies relating to energy efficiency and on site energy requirements.</p>
Future Issues	

UTILITIES: POTABLE WATER SUPPLY

UTILITIES	POTALBE WATER SUPPLY
Lead Responsibility for Delivery	The management of water supply is undertaken by Wessex Water for the Bath area, and Bristol Water for the rest of the District. The Environment Agency manages resources through a Catchment Abstraction Management Plan (CAMS) for the River Avon
Key Evidence Base	Wessex Water Water Resource Management Plan (WRMP) Bristol Water Water Resource Management Plans WRMPs focus on the "balance between supply and demand for water over the next 25 years".
Consultations	
Existing provision	Bristol Water's principal water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal.
Key Drivers of Infrastructure	The key Government aspirations for water include: <ul style="list-style-type: none"> • Reducing the demand for water; and ensuring that leakage does not rise. • Water trading and cross boundary solutions: improvements to the interconnections between the water supply systems of different companies; to build up a more integrated water network in the UK.
Infrastructure Committed / Delivered since last IDP	Ongoing infrastructure provision relating to new development.
Assessment of Infrastructure Needs	Bristol Water is in the process of developing its next WRMP, which will inform the approach to water management from 2020 -2045.
Funding Sources	Private funding /Developer funding.
Infrastructure Projects Identified	To be confirmed.
Future Issues/ Risks	

UTILITIES: WASTE WATER & DRAINAGE

UTILITIES	WASTE WATER AND DRAINAGE
Lead Responsibility for Delivery	Wessex Water provides the sewerage service for B&NES
Key Evidence Base	National Policy Statement for Waste Water (2012)
Consultations	
Existing provision	Existing sewer network and treatment works.
Key Drivers of Infrastructure	<p>The National Policy Statement for Waste Water (2012) states demand for new and improved waste water infrastructure is likely to increase in response to the following main drivers:</p> <ul style="list-style-type: none"> -More stringent statutory requirements to protect the environment and water quality; -Population growth and urbanisation; -Replacement or improvement of infrastructure; -Adaptation to climate change.
Infrastructure Committed / Delivered since last IDP	<p>Requisition sewers to serve</p> <ul style="list-style-type: none"> • K2 allocation, Keynsham • Warminster Road, Bath • Monger Lane development (Hambleton Rise), Midsomer Norton
Assessment of Infrastructure Needs	<p>Wessex Water stress the requirement for considerable sewerage improvements to accommodate the proposed levels of growth associated with the JSP SDLs. A long lead in time will be required to align investment priorities and consider and discuss environmental responsibilities with the appropriate agencies. Wessex Water will be promoting further sewer network modelling of the JSP sites to develop outline drainage strategies to support their 25 year Drainage and Wastewater Management Plan and the JSP IDP.</p> <p>Sewage Treatment Schemes scheduled beyond 2017:</p> <p>There is a planned upgrade of Keynsham treatment plant to increase treatment capacity. Land is available to the north of the current works which has been identified during the development of the Waste Core Strategy.</p> <p>Off-site sewerage improvements are needed at Midsomer Norton and Radstock before any significant residential development occurs. Minor improvements will accommodate new development sites of less than 25 dwellings. Planned improvements to Radstock Sewage treatment works will be required beyond 2017 to accommodate increasing foul flows.</p> <p>Future Sewerage schemes identified at</p> <ul style="list-style-type: none"> • Sulis Down, Odd Down Core Strategy Allocation • Land south of Keynsham Core Strategy Allocation • Fosseyway, Radstock • Purnells Site, Paulton • NE Keynsham • Whitchurch

UTILITIES: WASTE WATER & DRAINAGE

Funding Sources	Private Sector /Developer funded
Infrastructure Projects Identified	Keynsham Sewage treatment works extension Radstock Sewage treatment works improvements General improvements
Future Issues/Risks	

UTILITIES: FLOOD DEFENCES & DRAINAGE

UTILITIES	STRATEGIC FLOOD DEFENCE IN BATH – RADIAL GATES
Lead Responsibility for Delivery	<p>No single organisation has responsibility to manage flood risk from all sources. Flood Risk Management is shared between a number of different organisations, including the Environment Agency, Bath & North East Somerset Council and Wessex water, with individuals and communities having an important part to play.</p> <p>Bath & North East Somerset Council is the Lead Local Flood Authority for the area and has certain responsibilities for managing flood risk from surface water, groundwater and ordinary watercourses.</p> <p>The Lead Local Flood Authority is also a Statutory Consultee for major planning applications and will scrutinise applications in terms of surface water flood risk and sustainable drainage.</p>
Key Evidence Base	<p>Bristol Avon Catchment Flood Management Plan (CFMP) Local Flood Risk Management Strategy²⁴, (May 2015) B&NES Bath River Avon Options Appraisal²⁵ (2016) West of England Sustainable Drainage Developer Guide.</p>
Consultations	<p>Options Appraisal consultation in 2015-16; B&NES Scrutiny Committee 2017.</p>
Existing provision	<p>Pulteney and Twerton gates form part of the existing Bath flood protection scheme. During high river flows, the gates are opened automatically in response to changing in river levels. This means that as river levels rise, the gates gradually open, so allowing flood flows to pass through Bath</p>
Key Drivers of Infrastructure	<p>Reducing risk of flooding.</p> <p>Policy SU1 of the Placemaking Plan specifies that Sustainable Urban Drainage Systems (SuDs) are to be employed for the management of runoff from both major development (as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015) and for minor development in an area at risk of flooding (from any source up to and including the 1 in 100year+ climate change event).</p>
Infrastructure Committed / Delivered since last IDP	<p>Flood Mitigation Infrastructure, Bath Quays Waterside RIF funding Completion expected 2017.</p> <p>This involved excavating the bank and replacing what is there with a terraced park which is designed to take any excess river water during peak times, and offer new recreation space at other times.</p> <p>This will slow the river down and enable new development to go forward, it will provide protection to around 100 existing properties.</p> <p>South Bank flood works –flood defence walls and works to buildings reinforcement work is almost complete</p>
Assessment of	<p>The joint Environment Agency / B&NES Bath River Avon Options Appraisal project is now complete; a number of flood defence options to reduce the</p>

²⁴ <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

²⁵ <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

UTILITIES: FLOOD DEFENCES & DRAINAGE

Infrastructure Needs	<p>risk of flooding to Bath were identified – and a preferred option selected.</p> <p>It is likely that this will consist of improvements / replacements at Twerton and Pulteney Gate.</p> <p>Further investigative work will be necessary to secure business cases, formulate an outline programme of delivery and quantify exact costs.</p>
Funding Sources	<p>£150k Secured for Detailed Business Case to support grant application (£100k Environment Agency/£50k B&NES River Corridor Fund).</p> <p>Environment Agency/ Flood Defence Grant in Aid bid underway (Twerton) supplemented by other private/public funding (Twerton)</p>
Infrastructure Projects Identified	<p>Twerton Radial Gate – repair and refurbishment.</p> <p>Pulteney Radial Gate– repair and refurbishment.</p>
Future Issues/ Risks	

DIGITAL COMMUNICATION TECHNOLOGY

UTILITIES	DIGITAL COMMUNICATION TECHNOLOGY
Lead Responsibility for Delivery	<p>The Government's role is to facilitate private investment, provide policy stability and support the market. The private sector is responsible for delivering digital communications infrastructure.</p> <p>B&NES role is to facilitate private investment Private companies are responsible for connectivity.</p>
Key Evidence Base	
Consultations	<p>West of England is launching a digital study in the Autumn 2017. The study will look at levels of connectivity in Bath and North East Somerset, Bristol, South Gloucestershire and North Somerset and identify where there are gaps in provision. It will also consider skills gaps in the digital sector.</p>
Existing provision	<p>A Tech Nation report identifies Bristol and Bath as the most productive area in the country with the highest digital business concentration of any major city region.</p> <p>Connecting Devon and Somerset CDS is a public funded broadband programme in England. It connects rural communities and businesses to the world wide web where not covered by the commercial market. It does this by awarding publicly funded contracts to companies through competitive tender to build the infrastructure needed such as fibre or wireless connections.</p> <p>Over 28,000 homes and businesses in Bath & North East Somerset and North Somerset already have access to superfast broadband under a construction deal by Connecting Devon and Somerset CDS with BT. Others have access via entirely commercial provision, where this is viable.</p>
Key Drivers of Infrastructure	<p>The key digital objectives for B&NES Digital Programme are:</p> <ul style="list-style-type: none"> • Increase Digital Coverage, Connectivity and Bandwidth in support of Business Retention, Growth and Innovation • Increase Digital Coverage, Connectivity and Bandwidth across Rural and Urban B&NES to enable Social Inclusion and Community Safety • Enable Fibre to the Premises for all new development sites • Enable Revenue Generation through leveraging Assets and Services • Enable Public Services to be Streamlined into 'Smart' Services <p>The NIDP states "Demand for digital services and applications will continue to rise rapidly, with a consequent acceleration in the amount of data being carried over networks. Over the next decade we can expect the emergence of new services, applications and devices which will create additional demands on networks. To support this demand, the UK needs infrastructure that is high capacity, reliable, resilient, secure, affordable and fast."</p> <p>Reliable and high quality fixed and mobile broadband connections support growth in productivity, efficiency and labour force participation across the whole economy. They enable new and more efficient business processes, open-up access to new markets and</p>

DIGITAL COMMUNICATION TECHNOLOGY

	<p>support more flexible working practices.</p> <p>5G Study – The government has asked the National Infrastructure Commission to consider what the UK needs to do to become a world leader in 5G infrastructure deployment, and to ensure that the UK can take early advantage of the potential benefits of 5G services. 5G is Ultra-fast, ultra-reliable, mobile connectivity able to support ever larger data requirements</p> <p>B&NES is seeking to regenerate the local economy building upon our strength in creative technology industries and innovation by revolutionising the local broadband network.</p>
Infrastructure Committed / Delivered since last IDP	<p>Commercial operators have rolled out supersfast broadband to areas.</p> <p>Public Wi-Fi in Bath City Centre tender has been awarded, with planning permission for the network granted. Installation will start in October 2017, with the aim to go live before Christmas.</p> <p>The Government has announced that B&NES can take part in the national Gigabit voucher scheme pilot</p>
Assessment of Infrastructure Needs	<p>A study is being undertaken by WECA. Refer to Government pilot to include Bath</p> <p>In September 2017 the Government announced it has selected six locations (including Bath and North East Somerset) to pilot a UK wide scheme to provide broadband speeds of 1Gb per second. The speeds could allow hospitals to share HD quality graphics of medical scans in seconds, speeding up diagnosis.</p> <p>The Government's four-year plan is for the entire UK to be ready for faster network connections by 2021.</p> <p>Connecting Devon and Somerset Partnership board are due to provide the coverage areas and timelines on the phase 2 of the project.</p>
Funding Sources	Public/Private
Infrastructure Projects Identified	<p>The Government pilot- 1Gb per second full fibre broadband voucher scheme.</p> <p>Connecting Devon and Somerset CDS Phase 2 broadband rollout</p>
Future Issues/ Risks	<p>The Government has asked the National Infrastructure Commission to assess how the UK can become a world leader in 5G infrastructure deployment, and how to ensure that the UK can take early advantage of the potential benefits of 5G services</p> <p>Around two thirds of all broadband infrastructure – fibre, fibre to the cabinet, wireless, satellite – is wholly commercial which is why Government targets are heavily dependent on the private sector maintaining its investment programme.</p>

PART FOUR: DRAFT INFRASTRUCTURE PROJECT SCHEDULE

DRAFT

Children's Services						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
SEND provision	Primary, Secondary & Post 16 SEND provision Expansion of existing schools	£577,000	Grant funding	2016-2021	B&NES	Necessary
Early Years	Early Years provision	Not quantified	S106/Public/ Private	2016-2036	B&NES	Necessary
Primary Schools	Primary School provision	Not quantified	CIL/S106/Public	2016-2036	B&NES	Necessary
Secondary Schools	Secondary and Sixth form Education provision	Not quantified	CIL/S106/Public	2016-2036	B&NES	Necessary
Youth Services	Youth Services provision	Not quantified	CIL/ Public	2016-2036	B&NES	Necessary
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Schools	Newbridge Primary School upgrade	£5,500,000	CIL/Public	2016-2021	B&NES	Necessary
Primary Schools	Bathwick St Mary C of E Primary School Expansion for Central and River Corridor and MoD Warminster Road	£3,000,000	S106/ CIL / Public	2016-2026	B&NES	Necessary
Primary Schools	Bath Western Riverside (Crest Nicholson) New Early Years and Primary School	£4,200,000	S106	2021-2026	B&NES	Necessary
Primary Schools	St Martin's Garden Primary School Expansion for Odd Down Urban Extension	£2,500,000	S106	2016-2021	B&NES	Necessary
Secondary Schools	Additional Secondary Education capacity in Bath	Not quantified	CIL/ Public	2016-2026	B&NES	Necessary
Youth	Southside Youth Hub Improvements	Not quantified		2016-2036	B&NES	Desirable

Youth	Bath city centre youth provision	Not quantified		2016-2036	B&NES	Desirable
KEYNSHAM	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Schools	Keynsham East site - New Primary School	£7,500,000	S106/Public - Fully funded	2016-2021	B&NES	Necessary
Primary Schools	Castle Primary School Expansion	£3,419,483	S106/Public	2016-2021	B&NES	Necessary
Primary Schools	St Keyna School Expansion	£3,665,955	CIL/Public	2016-2021	B&NES	Necessary
Early Years/ Primary Schools	North Keynsham JSP Strategic Development Location 1 no new Early Years facility and New Primary School	£9,500,000	S106 or CIL	2021-2036	B&NES	Necessary
Secondary Schools	School expansion	Not quantified	S106 or CIL	2026-2036	B&NES	Necessary
SOMER VALLEY	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Early Years	Early Years facility, Paulton	Not quantified	Private/S106	2016-2021	Developer	Necessary
Primary Schools	St Nicholas' Primary School Expansion	£2,500,000	CIL/Public	2016-2021	B&NES	Necessary
Primary Schools	Midsomer Norton Option 1 New School - Norton Hill Free School	£7,500,000	Public /S106 - fully funded	2016-2021	DfE	Necessary
Primary Schools	Midsomer Norton Option 2 School Expansion - Welton and Westfield Schools if Option 1 does not go ahead	£6,000,000	S106 / Public	2016-2021	B&NES	Necessary
Primary Schools	Peasedown St John Primary School Expansion	£2,500,000	S106 / CIL/Public	2016-2021	B&NES	Necessary
Primary Schools	Longvernal Primary School Expansion	£300,000	S106 - Funded	2018	B&NES	Necessary

Secondary Schools	Norton Hill School, Midsomer Norton Expansion	Not quantified	CIL / Public	2016-2021	B&NES	Necessary
Youth	Peasedown Youth Hub outdoor court	Not quantified		2016-2036	B&NES	Desirable
Youth	Radstock Youth Service Development of suitable building for Youth and Community work in Radstock	Not quantified		2016-2036	B&NES	Desirable
RURAL AREAS	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Schools	Cameley C of E Primary School Expansion	£1,750,000	S106/CIL/Public	2016-2021	B&NES	Necessary
Primary Schools	Swainswick C of E Primary School upgrade	£750,000	Public Funding - Funded	2019	B&NES	Necessary
WHITCHURCH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Schools	Whitchurch Primary School Expansion	£1,266,000	S106/Public	2016-2021	B&NES	Necessary
Early Years/ Primary School	2 no Early Years and Primary Schools	£15,000,000	S106	2021-2026	B&NES	Necessary
Secondary School	New Secondary School and Sixth Form	£20,000,000	Potential S106/Public	2021-2026	B&NES	Necessary

Green Infrastructure						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Allotments	Allotments	Not quantified	CIL/S106/ Developer	2016-2036	B&NES	Necessary
Strategic Green Infrastructure	Strategic Green Infrastructure	Not quantified	CIL/S106/Public/ Developer	2016-2036	B&NES	Necessary
Green Space	Green Space (Formal & Natural)	Not quantified	CIL/S106/ Developer	2016-2036	B&NES	Necessary
Play Areas	Play Areas	Not quantified	CIL/S106/ Developer	2016-2036	B&NES	Necessary
Outdoor Sport and Recreation	Playing Fields	Not quantified	CIL/S106/Grant funding/Developer	2016-2036	B&NES	Necessary
Green Infrastructure	River Avon and Kennet & Avon Canal Mooring facilities, Angling, Safety Measures (WaterSpace Projects)	Refer to WaterSpace Study		2016-2026	B&NES/ Multiple Agencies	Desirable
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Allotments	Mulberry Park New Allotment provision	Not quantified	S106	2016-2026	B&NES	Necessary
Green Infrastructure	River Avon Park - Design and Implementation Unify the separate parks (Kelston Fields, Norfolk Crescent, Green Park and Brassmill Green) along the river with one management (WaterSpace Project)	£2,000,000	S106/ Environment Agency/CIL	2016-2026	B&NES/ Multiple agencies	Necessary
Green Infrastructure	MoD Foxhill /Foxhill Estate Associated Green Infrastructure (Bathscape Project)	Minimum £340,000	S106 / HLF	2016-2026	B&NES	Necessary

Green Infrastructure	Upgraded Moorings at Bath Quays Waterside (WaterSpace Project)	£100,000	LGF (fully funded)	Ant. Comp 2017/2018	B&NES/ Multiple agencies	Desirable
Green Space	Royal Victoria Park Improvements	£200,000	S106/CIL	2016-2026	B&NES	Necessary
Green Space	Sydney Gardens Enhancements	Not quantified	S106/HLF	2016-2021	B&NES	Necessary
Green Space	Moorfields Park Enhancements and maintenance	Not quantified	S106	2016-2021	B&NES	Necessary
Green Infrastructure	Kensington Meadows, Bath -Access improvements (WaterSpace project)	£325,000	S106/Grant funding	2016-2026	B&NES	Desirable
Green Space	Fairfield Valley Local Green Space -Outstanding Infrastructure improvements	£20,000		2016-2021	B&NES	Desirable
Green Space	The Tumps Open Space, Bath -Access improvements	£75,000	S106	2016-2021	B&NES	Desirable
Green Space	Carrs Wood Open Space, Bath -Access improvements (Bathscape project)	£50,000	S106	2016-2026	B&NES	Desirable
Green Space	Pennyquick - improvements and repairs, gateway to Carrs Wood (Bathscape project)	£50,000		2021-2026	B&NES	Desirable
Green Space	Queens Square Improvements	£100,000		2026-2036	B&NES	Desirable
Green Space	Alexandra Park improvements	£100,000		2021-2026	B&NES	Desirable
Green Space	Parade Gardens improvements	£75,000		2021-2026	B&NES	Desirable
Green Space	Free Fields improvements	£35,000		2026-2036	B&NES	Desirable
Green Space	Alice Park improvements	Not quantified		2021-2026	Alice Park Trust	Desirable
Green Space	Riverside path access north of Pulteney Bridge (WaterSpace Project)	£500,000		2016-2036	B&NES/ Multiple agencies	Desirable
Green Space	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified	Environment Agency /Developer	2016-2036	B&NES/ Multiple agencies	Desirable
Cemeteries	Haycombe Cemetery extension - Design & Construction	£150,000	Public	2021-2026	B&NES	Desirable
KEYNSHAM	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority

Allotments	Keynsham New Allotment provision	£52,000	S106	2016-2021	B&NES	Necessary
Green Infrastructure	North Keynsham Strategic Development Location Green Infrastructure Provision	Not quantified	Developer	2021-2036	B&NES	Necessary
Green Infrastructure	Manor Road Local Nature Reserve -Enhancements and biodiversity protection	£180,000	S106	2021-2026	B&NES	Necessary
Green Space	Keynsham Memorial Park Strategic Improvements to create destination park provision.	£200,000	S106/CIL	2016-2026	B&NES	Necessary
Green Space	Abbots Wood, Keynsham -Enhancements and maintenance including linking paths	£300,000	S106/CIL	2016-2026	B&NES	Necessary
Play Areas	Teviot Rd Play Area Enhancements	£130,000	S106	2016-2026	B&NES	Necessary
Green Space	Queens Road Open Space, Keynsham - upgrade	£50,000		2016-2026	B&NES	Desirable
SOMER VALLEY	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Allotments	New Allotment provision in Somer Valley	£200,000	S106	2016-2026	B&NES/ Town/ Parish Council	Necessary
Green Infrastructure	Somer Valley Greenways - Enhance Greenway recreation routes connecting communities to the Town park.	£40,000		2016-2036	B&NES	Desirable
Green Space	Midsomer Norton Town Park Phase 1 Improvements to create a destination park for the Somer Valley area	£250,000	S106	2016-2021	B&NES	Necessary
Green Space	Midsomer Norton Town Park Phase 2	Not quantified	S106/CIL	2016-2026	B&NES	Necessary
Green Space	Tynning Park / Woodborough Road Play Area	£40,000		2021-2026	B&NES	Desirable
Rural Areas	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Green	Batheaston/Bathampton Riverside	£100,000		2016-2021	B&NES	Desirable

Infrastructure	Environmental Projects (WaterSpace project)			Part implemented		
Green Infrastructure	The Shallows, Saltford –Improvements (WaterSpace project)	£250,000		2016-2021	B&NES	Desirable
Green Space	Temple Cloud Open Space Recreation Enhancements	£20,000		2016-2021	B&NES	Desirable
WHITCHURCH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Green Space	New Whitchurch Village Park	£180,000	S106/CIL	2016-2026	B&NES	Necessary
Green Infrastructure	Whitchurch Strategic Development Location Green Infrastructure	Not quantified	Developer	2016-2036	Developer/ B&NES	Necessary

Outdoor Sports and Recreation/Leisure and Built Sports Facilities						
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Leisure	Bath Recreation ground redevelopment	Not quantified		2016-2036	Developer	Desirable
Leisure	Improve the Pavilion	Not quantified		2016-2036	B&NES	Desirable
Outdoor Sports	Lansdown Playing Fields 3G rubber crumb pitch site, hockey AGP,clubhouse /social and changing facilities	£8,000,000	Grant funding /Private/CIL	2016-2021	B&NES	Capital Program.
KEYNSHAM						
Leisure	Keynsham Leisure Centre Redevelopment	£10,000,000	Public /Private/CIL	Comp 2019	B&NES/GLL	Capital Program.

TRANSPORT & PUBLIC REALM						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Rail	Great Western Upgrade Programme	Not quantified	Network Rail funding/DfT/Rail Companies	2016-2026	Network Rail	Necessary
Rail	MetroWest Rail Project Phase 1A: Bath Spa to Severn Beach or Portishead half hourly service including new turnback facility at Bathampton	£2,760,000	DfT/ Network Rail /Grant funding	2016-2026	Network Rail/WECA	Necessary
Rail	MetroWest Rail Project New Stations Package: new station at Saltford	Not quantified	Network Rail /Grant funding	2016-2036	Network Rail/WECA	Desirable
Public Transport	Brislington Park and Ride relocation	Not quantified	Grant funding/Developer	2021-2036	B&NES/ Bristol CC	Necessary
Highways	A39/Bences Garage Junction Improvement	Not quantified	Grant funding	2016-2021	B&NES	Desirable
Highways	A4-A37 orbital route (including Hicks Gate roundabout improvements) and A37-South Bristol Link	Not quantified	DfT/ Grant funding	2016-2036	B&NES/ Bristol CC	Necessary
Highways	Hicks Gate roundabout improvements	Not quantified	Grant funding	2016-2036	B&NES	Necessary
Highways	East of Bath Link	£75,000,000	DfT /Grant funding	2016-2036	Highways England/ B&NES.	Desirable
Bus	MetroBus Expansion – Bristol - Keynsham	Not quantified	WECA /Grant funding	2016-2026	B&NES/ Bristol CC	Necessary
Bus	MetroBus Expansion - Keynsham - Bath	Not quantified	WECA/Grant funding	2016-2036	B&NES	Desirable
Bus	Orbital Metrobus	Not quantified	WECA/Grant funding	2016-2036	B&NES/ Bristol CC	Necessary
Bus	Bus Stops, Real Time Information and Raised Kerbs	Not quantified	WECA funding	2016-2036	B&NES	Necessary

Cycle	Electric Cycle Hire Scheme	£180,000	GULW (Go Ultra Low West) funding	2016-2021	B&NES	Desirable
Smarter Choices & Air Quality	Smarter Choices and Air Quality Interventions	Not quantified	Grant funding	2016-2036	B&NES	Necessary
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Bus	Relocation of Bath Quays Coach Park from Bath Quays North to Odd Down Park and Ride; and	£1,800,000	Grant funding	2016-2021	B&NES	Necessary
Bus	Expansion of Odd Down and Lansdown Park & Ride sites	£6,500,000	Grant funding	2016-2021	B&NES	Necessary
Bus	Better Bus Area Projects Various Projects (London Road bus lane, parking enforcement and bus priority measures at Wellsway/Midford Rd junction)	£600,000	Grant funding	Completion expected 2019	B&NES	Necessary
Cycle	Bath Cycle Routes	Not quantified		2016-2036	B&NES	Desirable
Cycle	Newbridge Hill to Riverside Path cycle link	£200,000		2016-2026	B&NES	Desirable
Cycle	Weston cycle link	£200,000		2016-2026	B&NES	Desirable
Cycle	Lansdown via Sion Hill cycle link	£200,000		2016-2026	B&NES	Desirable
Cycle	London Road to Grosvenor Bridge cycle link	£200,000		2016-2026	B&NES	Desirable
Cycle/ Pedestrian	Bath Western Riverside - Enhanced pedestrian facilities, new paths and cycleways in vicinity of site	Not quantified	S106	2016-2026	B&NES	Necessary
Cycle/ Pedestrian	Bath Quays North and South Bridge	£2,500,000	Grant funding	2016-2021	B&NES	Necessary
Cycle/ Pedestrian	Bear Flat cycle/pedestrian improvements	£500,000	Grant funding	2016-2021	B&NES	Desirable
Cycle/ Pedestrian	London Road/Lambridge Street cycle/pedestrian improvements	£500,000	Grant funding	2016-2021	B&NES	Desirable
Cycle/ Pedestrian	Locksbrook Road to Windsor Bridge Road to BWR Cycle/Pedestrian link via Roseberry Place	Not quantified		2016-2036	B&NES	Desirable
Pedestrian	New pedestrian bridge across the River Avon at Western Riverside	Not quantified	S106	2016-2026	B&NES	Necessary

Pedestrian	Walcot Riverside Walk	£180,000		2016-2026	B&NES	Desirable
Pedestrian	Bath Recreation Ground River Bridge	£1,500,000		2016-2036	B&NES	Desirable
Pedestrian	Bath Press Pedestrian Access Works	Not quantified	S106	2016-2026	Developer	Necessary
Highways	Avon Street Multi-Storey Car Park replacement Bath Riverside Enterprise Area masterplan project	£8,750,000	Developer/Grant funding	2016-2026	B&NES	Necessary
Highways	Environment Agency Access Locations Maintenance routes - Create and maintain access routes within the urban areas for maintenance of river	£250,000		2016-2021	Env. Agency	Desirable
Public Realm	Bath Western Riverside - Enhanced pedestrian facilities, new paths and cycleways	Not quantified	S106	2016-2026	Developer	Necessary
Public Realm Improvements	Transport Improvements /Union Street	£1,300,000	CIL	2016-2036	B&NES	Desirable
Public Realm Improvements	Westgate East / Cheap Street	£1,600,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Manvers Street	£3,000,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Broad Street/St Michael's	£3,800,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Pulteney Weir	£3,900,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Railway Place	£680,000		2016-2036	B&NES	Desirable
Public Realm Improvements	North Parade Junction	£650,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Stall Street	£580,000	Grant funding	2016-2021	B&NES	Desirable
Public Realm Improvements	Kingsmead Square	£2,400,000	Grant /Private funding	2016-2021	B&NES	Desirable
Public Realm Improvements	Orange Grove	£4,000,000		2016-2036	B&NES	Desirable
Public Realm	Terrace Walk	£1,700,000		2016-2036	B&NES	Desirable

Improvements						
Public Realm Improvements	Saw Close Public Square	Not quantified	RIF/LGF Grant Fully funded	2016-2021	B&NES	Desirable
Public Realm Improvements	York Street/Swallow Street	Not quantified	CIL/Grant funding	2016-2021	B&NES	Capital Program
Public Realm Improvements	Cattlemarket Site	£1,000,000		2016-2036	B&NES	Desirable
Public Realm Improvements	Bath Quays North and Bath College	£5,000,000		2016-2026	B&NES	Desirable
Public Realm Improvements	Bath Quays South and Riverside Court	£1,500,000		2016-2026	B&NES	Desirable
Public Realm Improvements	South Bank	£1,000,000		2016-2026	B&NES	Desirable
Public Realm Improvements	Sydenham Park	£1,000,000		2016-2026	B&NES	Desirable
Public Realm Improvements	Green Park Junction	£1,000,000		2016-2036	B&NES	Desirable
Smarter Choice & Air Quality	Bath Clean Air Zone and /or other interventions	Not quantified	Government -Joint Air Quality Unit - Grant funding	2016-2036	B&NES	Necessary
KEYNSHAM	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Public Realm	Keynsham Town Centre Public Realm Improvements	Not quantified	Grant funding/S106	2016-2021	B&NES	Necessary
Pedestrian	Somerdale Development -Develop new connections between Hanham Mills and Somerdale	Not quantified	S106	2016-2021	B&NES	Necessary
Bus	Improved Bus Services in Keynsham	Not quantified	S106/WECA funding	2016-2036	WECA/ B&NES/Bus operators	Necessary
Bus	MetroBus - Bristol - Keynsham	Not quantified	WECA funding	2016-2026	WECA/ B&NES	Necessary
Bus	10 Bus Shelter upgrades (with advertising	£70,000	WECA/Grant	2018 onwards	B&NES	Desirable

	consents)		funding			
Cycle/ Pedestrian	Pedestrian/ Cycle Bridge over River Avon at Keynsham	£1,100,000	S106	2016-2026	B&NES	Necessary
Cycle	Improved Cycle Links (Keynsham Greenways)	Not quantified	Developer/Grant funding	2016-2026	B&NES	Necessary
Cycle	Broadlands School cycle link (west)	Not quantified		2016-2026	B&NES	Desirable
Cycle	Broadlands School cycle link (east)	Not quantified		2016-2026	B&NES	Desirable
Cycle	Coronation Avenue cycle link	Not quantified		2016-2026	B&NES	Desirable
Cycle	Chandag Road cycle link	Not quantified		2016-2026	B&NES	Desirable
Cycle	Bath Road cycle link	Not quantified		Substantially complete	B&NES	Desirable
Pedestrian	Broadmead Roundabout Pedestrian Improvements	Not quantified		2016-2036	B&NES	Desirable
Highways	A4 to Avon Mill Lane Link (North Keynsham SDL)	Not quantified	Developer/Grant funding	2016-2026	B&NES	Necessary
Highways	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Not quantified	Developer/Grant funding	2016-2036	B&NES	Necessary
Highways	Improved Bath Road / Chandag Road Junction	Not quantified	Developer/Grant funding	2016-2036	B&NES	Necessary
Rail	Improvements to Keynsham Railway Station	Not quantified	S106/Grant funding/ Network Rail	2016-2036	B&NES/ Network Rail	Necessary
Smarter Choice & Air Quality	Keynsham Air Quality Action Plan	Not quantified	Government -Joint Air Quality Unit - Grant funding	2016-2036	B&NES	Necessary
SOMER VALLEY	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Cycle	Midsomer Norton Cross town link A362 West Road to the centre of Midsomer Norton via North Way/High Street	Not quantified	LGF	2016-2021	B&NES	Necessary
Cycle	Midsomer Norton Enterprise Park cycle link between Norton Radstock Greenway and Radstock Road by the 'Old Welton Transfer	Not quantified		2016-2036	B&NES	Desirable

Station'						
Cycle	Underhill cycle link from Underhill Lane to Berkeley Avenue	Not quantified		2016-2036	B&NES	Desirable
Cycle	Waterside to Westfield cycle link (Part Complete)	Not quantified	Grant funding	2016-2021	B&NES	Desirable
Cycle	Farrington Gurney cycle link	Not quantified		2016-2036	B&NES	Desirable
Cycle	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Not quantified	Developer/S106	2016-2036	B&NES	Necessary
Cycle	Midsomer Norton / Radstock Cycle Schemes:	£30,000	Grant funded	2016-2021	B&NES	Necessary
Highways	Midsomer Norton Transport network improvements	Not quantified		2016-2036	B&NES	Desirable
Highways	Improvements A362 to the A37 route - Old Mills employment site to A37 (highway, pedestrian, cycle)	Not quantified	Grant funding	2016-2026	B&NES	Necessary
Highways	Improve junctions at North Road/Station Road/Radstock Road High Street Roundabout (Stoney Cross)	Not quantified		2016-2021	B&NES	Desirable
Highways	Provide right turn lanes on the A367 south of Radstock	Not quantified		2016-2021	B&NES	Desirable
Highways	Implement improvements resulting from road safety route reviews of the A362 and A367	Not quantified		2016-2021	B&NES	Desirable
Public Realm	Midsomer Norton High Street Public Realm Improvements	£2,000,000	CIL/Public	2016-2026	B&NES	Capital Program.
Public Realm	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Not quantified	Developer/Public	2016-2036	B&NES	Necessary
RURAL AREAS	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Cycle	Chew Stoke to Chew Magna cycle link	Not quantified		2016-2036	B&NES	Desirable
Cycle	Chew Stoke to Bishop Sutton cycle link	Not quantified		2016-2036	B&NES	Desirable
Cycle	Chew Valley Lake Recreational Trail	Not quantified	CIL	2016-2036	B&NES	Desirable
Pedestrian	Pensford - creation of alternative walking route to east of the A37	Not quantified		2016-2021	B&NES	Desirable
Rail	Freshford Station Step free access to up platform	Not quantified		2016-2036	Network	Desirable

						Rail	
Smarter Choice & Air Quality	Saltford Air Quality Action Plan & Potential Air Quality Management Area(s) along A37	Not quantified	Government -Joint Air Quality Unit - Grant funding	2016-2036	B&NES	Necessary	
WHITCHURCH	Project	Estimated Cost	Funding Sources	Completion/ Phasing	Delivery Agency	Priority	
Bus	Whitchurch Park & Ride	Not quantified	Grant funding	2016-2026	B&NES/ Bristol CC /WECA	Necessary	
Highways	Refer to "District Wide" for Strategic Highways	-	-	-	-	-	
Public Realm	Whitchurch Transport Improvements	Not quantified	CIL	2016-2036	B&NES	Necessary	

Utilities/ Energy						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Electricity Supply	Electricity network reinforcement and supply programme	Not quantified	Utilities/Developer	2016-2036	WPD	Critical
Gas Supply	Gas reinforcement and supply programme	Not quantified	Utilities/Developer	2016-2036	WWU	Critical
Water Supply	Water Supply – ongoing programme	Not quantified	Utilities/Developer	2016-2036	Wessex Water/ Bristol Water	Critical
Waste Water	Sewerage Services – ongoing programme	Not quantified	Utilities/Developer	2016-2036	Wessex Water	Critical
Flood Defence	Flood Risk and Drainage – ongoing programme	Not quantified	Developer	2016-2036	Env Agency Developer	Critical
Waste & Recycling	Relocation of Waste and Recycling Operations and improve recycling centre provision for increased population	£17,200,000	CIL, Council capital investment, HIF funding or other grant funding	2016-2021	B&NES	Necessary
Renewable, Low Carbon	Retrofitting Existing Dwellings	Not quantified		2016-2036	Private	Desirable
Renewable, Low Carbon	Renewable Energy Infrastructure	Not quantified		2016-2036	B&NES	Desirable
Renewable, Low Carbon	Hydropower implementation (WaterSpace project)	£1,000,000		2016-2036	B&NES	Desirable
Renewable, Low Carbon	Infrastructure for local energy crop processing and distribution	Not quantified		2016-2036	B&NES	Desirable
Renewable, Low Carbon	Smart Meter Rollout	Not quantified		2016-2021	B&NES	Desirable

Digital Communication	Connecting Devon and Somerset CDS Phase 2 broadband rollout	Not quantified	Grant funding	2016-2021	TBC	Desirable
Digital Communication	Pilot 1GB full fibre pilot scheme	Not quantified	Grant funding	2016-2021	TBC	Desirable
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Flood Defences	Bath Quays Waterside	£6,200,000	RIF funded/CIL	Comp 2017	B&NES	Critical
Flood Defences	Pulteney Weir / Decommissioning of Radial Gate	£1,000,000	EA /Grant funding/ Private funding	2016-2026	Env Agency	Necessary
Flood Defences	Twerton Gate replacement	£5,000,000	EA /Grant funding	2016-2026	Env Agency	Necessary
Gas	Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Western Riverside	Not quantified	RIF	2016-2026	WWU	Necessary
Renewable, Low Carbon	Bath Centre District Heating Network	£5,010,224		2016-2036	B&NES	Desirable
Renewable, Low Carbon	Bath Enterprise Area District Heating Network	£5,448,996	Developer funding	2016-2036	B&NES	Necessary
Waste /Recycling	Former Fuller's Earth Works Residual Waste Treatment Site	Not quantified	Private Waste Industry	2016-2021	Developer	Necessary
KEYNSHAM	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Gas supply	Reinforcement and supply.	Not quantified		2016-2036	WWU	Critical
Waste Water	Sewage infrastructure requirements at strategic sites	Not quantified	Utility/ developer funding	2016-2036	Wessex Water	Critical
Waste Water	Keynsham Treatment Works Upgrade	Not quantified	Utility funding	2016-2026	Wessex Water	Critical
Renewable, Low Carbon	Keynsham District Heating Network	£970,181		2016-2036	B&NES	Desirable

Waste /Recycling	Materials Recycling Facilities at Broadmead Lane, Keynsham	Not quantified	Private Waste Industry	2016-2036	Private	Necessary
SOMER VALLEY	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Waste Water	Radstock Sewage treatment works improvements	Not quantified	Utility	2016-2021	Wessex Water	Critical
WHITCHURCH SDL						
Gas supply	Reinforcement and supply	Not quantified	Utility	2016-2036	WWU	Critical
Electricity	Network reinforcement and supply	Not quantified	Utility	2016-2036	WPD	Critical

Health						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Acute Care	New Cancer Centre	£28,000,000	NHS/Charity	2016-2021	NHS	Desirable
BATH	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Care	Expansion Oldfield Surgery, Upper Oldfield Park, Bath	£4,400,000	NHS (ETTF) TBC /NHS/Public Sector funding	2016-2021	NHS	Necessary
Primary Care	Expansion of Combe Down Surgery, The Avenue, Combe Down, Bath	£750,000	TBC /Public Sector funding	2016-2021	NHS	Necessary
SOMER VALLEY	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
Primary Care	New Health Centre and ancillary pharmacy Waterloo Road, Radstock	Not quantified	NHS (ETTF) CIL/Public Sector	2016-2021	NHS/ B&NES	Necessary.