



**B&NES Draft Infrastructure Delivery Programme  
2018** (excluding infrastructure requirements for Local Plan  
Options Consultation non-strategic sites)

November 2018

**CONTENTS**

<b>Part 1</b>	<b>Scope and Brief of Infrastructure Delivery Programme</b>	<b>2</b>
<b>Part 2</b>	<b>Planning Policy Background and Funding Streams</b>	<b>5</b>
<b>Part 3</b>	<b>Infrastructure Requirements</b>	<b>15</b>

<b>Category</b>	<b>Sub Category</b>	<b>Page</b>
Children's Services	Early years	17
Children's Services	Primary Schools	19
Children's Services	Secondary Schools	23
Children's Services	Special Education Need & Disabilities(SEND)	25
Green Infrastructure	Strategic Green Infrastructure	26
Green Infrastructure	Green Space (Formal, Natural,)	29
Green Infrastructure	Allotments	32
Green Infrastructure	Waterspace - River Avon /Kennet & Avon Canal	33
Green Infrastructure	Outdoor Sports and Recreation	35
Community Facilities	Leisure and Built Sports Facilities	36
Community Facilities	Children's Play	38
Community Facilities	Youth	39
Community Facilities	Community Centres	41
Community Facilities	Libraries	43
Community Facilities	Cemeteries	45
Transport	Rail	46
Transport	Highways	49
Transport	Bus	51
Transport	Walking & Cycling	54
Transport	Smarter Choices and Air Quality	57
Public Realm	Public Realm	60
Health	Primary Care	62
Health	Urgent and Elective Secondary Care	65
Health	Mental Health	67
Health	Community Health & Social Care	68
Health	Ambulance Service	69
Utilities	Waste and Recycling	70
Utilities	Gas Supply	72
Utilities	Electricity Supply	74
Utilities	Decentralised, Renewable and Low Carbon Energy	76
Utilities	Potable Water Supply	78
Utilities	Waste Water and Drainage	79
Utilities	Flood Defences and Drainage	81
Utilities	Digital Communications	83

<b>Part 4</b>	<b>Draft Infrastructure Project Schedule</b>	<b>85</b>
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**Key Abbreviations**

IDP	Infrastructure Delivery Programme
B&NES	Bath and North East Somerset Council
WECA	West of England Combined Authority
WoE	West of England
JSP	Joint Spatial Plan

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

### Introduction

- 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 (B&NES) 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 draft WoE JSP is at Examination stage (having been submitted to the Secretary of State in March 2018) and plans for delivery of development and infrastructure from 2016 up to 2036. (see more detail at para 2.11). Parallel to the preparation of the JSP, B&NES is preparing a Local Plan and currently consulting on Local Plan Options.
- 1.3 This draft IDP is published alongside the B&NES Local Plan Options document. The emerging Local Plan acknowledges the existing commitments in the Core Strategy 2014 / Placemaking Plan 2017 from 2011-2029 takes account of and plans for the delivery of the Strategic Development Locations (SDLs) at North Keynsham and Whitchurch up to 2036 identified in the JSP and will also be identifying sites to accommodate non-strategic growth and urban living (in Bath) requirements identified in the WoE JSP.
- 1.4 This draft IDP outlines the major infrastructure requirements for the SDLs such as utility upgrades required, schools and transport (including new roads), however it does not cover the more detailed infrastructure requirements which will form part of the development such as green infrastructure, health, and community facilities. The more detailed infrastructure requirements will be identified as part of the SDL masterplanning process.
- 1.5 The draft IDP does not at this stage consider infrastructure requirements arising from non-strategic development growth or urban living development within the District, as sites to accommodate this development will be identified for allocation in the draft Local Plan following the Options consultation.

### Scope of Document

- 1.6 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 including estimated costs where available, suggested delivery mechanisms and phasing schedules for infrastructure delivery.
- 1.7 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)
Green Infrastructure	Strategic Green Infrastructure
Green Infrastructure	Green Space (Formal and Natural)
Green Infrastructure	Allotments
Green Infrastructure	Waterspace - River Avon and Kennet & Avon Canal
Green Infrastructure	Outdoor Sports and Recreation
Community Facilities	Leisure and Indoor Sports Facilities
Community Facilities	Children's Play
Community Facilities	Youth
Community Facilities	Community Centres
Community Facilities	Libraries
Community Facilities	Cemeteries
Transport	Rail
Transport	Highways
Transport	Bus
Transport	Walking & Cycling
Transport	Smarter Choices and Air Quality
Public Realm	Public Realm
Health	Primary Care
Health	Acute Care
Health	Mental Health, Community Health & Social Care
Health	Ambulance Service
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 Defences and Drainage
Utilities	Digital Communications

- 1.8 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.
- 1.9 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.
- 1.10 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, and community centres which are part of new developments or as identified in Neighbourhood Plans are included. However community facilities /meeting places, which can include public, private and voluntary provision such as village halls and places of worship have not been assessed comprehensively at this stage.
- 1.11 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”..*

- 1.12 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.
- 1.13 Avon & Somerset Police and Avon Fire and Rescue Service were consulted as part of the preparation of this document, however, 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.
- 1.14 The highways infrastructure section focuses on strategic projects and excludes local highway works relating to individual sites, considered at the development planning stage. Public realm strategy highway improvements (for example Keynsham High Street remodelling) are identified within the Public Realm section as a separate category.
- 1.15 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 B&NES Council's Community Infrastructure Levy (CIL) strategic spend priorities.
- 1.16 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 and is a live document. The structure is as follows:
- PART 1 (This section) SCOPE AND BRIEF OF INFRASTRUCTURE DELIVERY PROGRAMME
  - PART 2. BACKGROUND - Provides a background to the national and local policy context for the IDP and potential funding streams
  - PART 3 INFRASTRUCTURE REQUIREMENTS BY CATEGORY - provides a sector by sector summary of the infrastructure required to support development proposed in the 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 (2018)** (NPPF) outlines the requirement for planning authorities to plan for the infrastructure requirements of their area and advises on best practice for doing so.

2.2 Paragraph 16 of the NPPF states that:

*“Plans should: be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; “*

2.3 Paragraph 20 states:

*“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: ...*

*b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*

*c) community facilities (such as health, education and cultural infrastructure); and*

*d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation “*

2.4 Paragraph 5 states: *“The Framework does not contain specific policies for nationally significant infrastructure projects”*. There are no nationally significant infrastructure projects in the B&NES area.

2.5 The National Planning Policy Guidance (NPPG) states that *“The Local Plan should make clear, for at least the first 5 years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development”* and *“For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain.”*

2.6 Infrastructure Delivery Plans (IDPs) are therefore required as an evidence base to support the Local Plan. The next section sets out details of the current development plan status.

#### **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 unitary 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 (see below). In addition, there are a number of neighbourhood plans in preparation.
- 2.10 The following are made Neighbourhood Plans:
- Chew Valley Neighbourhood Plan,
  - Clutton Neighbourhood Plan
  - Englishcombe Neighbourhood Plan
  - Freshford & Limpley Stoke Neighbourhood Plan
  - Publow with Pensford Neighbourhood Plan
  - Stowey Sutton Neighbourhood Plan
  - Westfield Neighbourhood Plan
  - Whitchurch Village Neighbourhood Plan

### **Emerging Joint Spatial Plan / Local Plan**

- 2.11 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.
- 2.12 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. 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.
- 2.13 The draft Spatial Plan has been submitted for examination. Following an initial review, independent Inspectors leading the examination have requested that additional work be carried out and made public. Consultation on these JSP updates is running parallel

with the B&NES Local Plan Options consultation (see below for details) from 12<sup>th</sup> November 2018- 7th January 2019.

2.14 The history and next steps of the preparation of the Joint Spatial Plan is as follows:

<b>Joint Spatial Plan preparation stage</b>	<b>Timescale</b>
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
Further consultation	Nov 2018- Jan 2019
Examination Hearings	May 2019
Adoption	Early 2020

2.15 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 was consulted on at the same time as the JSP Publication Draft Consultation (November 2017-January 2018) and an Options Consultation is taking place, between 12 November 2018 to 7 January 2019. A draft Local Plan is scheduled to be published next summer 2019.

#### **Emerging Policy requirements**

2.16 The Joint Spatial Plan proposes two Strategic Development Locations in the B&NES area.

<b>Proposed Development</b>	<b>No of Dwellings Total</b>	<b>No of Dwellings 2016-2036 (Plan period)</b>
North Keynsham	1,500	1,400
Whitchurch (South East Bristol)	2,000	1,600

2.17 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, health and green infrastructure. The West of England Green Infrastructure Plan will identify the strategic green infrastructure required to deliver the JSP. This draft IDP details the relevant strategic infrastructure identified in the IPS.

2.18 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. The current Local Plan Options consultation Winter 2018 is considering the distribution of the 700 units of 'non-strategic growth' outside Bath urban area in the rest of the district.

2.19 As the development of details /masterplans for the SDLs is at an early stage, the infrastructure requirements indicated in this document are strategic in nature, reflecting the JSP policy requirements, and do not consider in detail the infrastructure to be provided. In addition the infrastructure requirements for the non strategic growth and



Urban living growth are yet to be determined. Further details of infrastructure requirements will emerge with the allocation of sites in the draft Local Plan.

- 2.20 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.

## **Infrastructure Delivery and Funding**

### **National Context**

- 2.21 The National Infrastructure Commission has prepared a **National Infrastructure Assessment** (July 2018). Its core proposals include:
- *nationwide full fibre broadband by 2033*
  - *half of the UK's power provided by renewables by 2030*
  - *three quarters of plastic packaging recycled by 2030*
  - *£43 billion of stable long term transport funding for regional cities*
  - *preparing for 100 per cent electric vehicle sales by 2030*
  - *ensuring resilience to extreme drought through additional supply and demand reduction*
  - *a national standard of flood resilience for all communities by 2050.*

### **Local Context**

- 2.22 The submitted 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 and green 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**<sup>1</sup> 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 list**<sup>2</sup> sets out the infrastructure types that the Council can 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);
  - **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

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<sup>1</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes\\_charging\\_schedule\\_25\\_feb\\_2015.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_charging_schedule_25_feb_2015.pdf)

<sup>2</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes\\_reg\\_123.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf)

*“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 Document<sup>3</sup>** came into force at the same time as the CIL Charging Schedule, on 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> April 2015, planning 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:

<b>Core Strategy Allocations/Key sites</b>	<b>Infrastructure Projects necessary to make development acceptable in planning terms</b>
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
Former MoD Foxhill site (Mulberry Park) (BI.9a)	-Affordable Housing -New Primary School (Complete)

<sup>3</sup> <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/supplementary-planning-documents-spds/plannin>

B&NES Draft Infrastructure Delivery Programme 2018

<p>App Ref 14/04354/EOUT</p> <p>Developer: Curo</p>	<ul style="list-style-type: none"> <li>-New Early Years Facility (Complete)</li> <li>-New Community Facility(Complete)</li> <li>-Youth Services Contribution</li> <li>-Library Contribution</li> <li>-Allotments Contribution</li> <li>-Contribution to Upgrading Green Space in Local Area</li> <li>-On Site Green Space Provision</li> <li>-Highway Works</li> <li>-Public Transport Contribution</li> </ul>
<p>Former MoD Ensleigh site (Ensleigh) (Bl.27a)</p> <p>App Ref 14/01853/EFUL Developer: Linden Homes &amp; Bloor Homes</p>	<ul style="list-style-type: none"> <li>-Affordable Housing Provision</li> <li>-Contribution to new Primary School and Land Contribution (Primary School complete)</li> <li>-Bus Service Contribution</li> <li>-Bus Stop /Shelter Contribution</li> <li>-Green Space Contribution</li> <li>-On site Green Space Provision</li> <li>-Highways Agreement</li> </ul>
<p>Ensleigh (Royal High School Playing Field site)</p> <p>15/03511/EOUT Developers: Bloor Homes and Linden Homes</p>	<p>Community Infrastructure Levy Contributions</p> <p>Contributions towards new Primary School on site.</p>
<p>Former 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"> <li>-Affordable Housing Provision</li> <li>-Bus Stop /Shelter Contribution</li> <li>-Footpaths Contribution</li> <li>-Car Club Contribution</li> <li>-Allotments Contribution</li> <li>-Off site Green Space Contribution</li> <li>-On site Green Space Provision</li> <li>-Public Transport Contribution</li> <li>-Primary School Contribution and Land Contribution</li> <li>-Youth Services Contribution</li> <li>-Highways Works</li> </ul>
<p>East of Keynsham Urban Extension (KI.20a)</p> <p>App Ref 16/00850/OUT Developer: TBC</p>	<p>Outline permission 16/00850/OUT approved subject to Community Infrastructure Levy Contributions and a S106 securing:</p> <ul style="list-style-type: none"> <li>-Affordable Housing</li> <li>-Contributions in relation to the provision of land for a new primary school in East of Keynsham</li> <li>-On site Green Space provision</li> <li>-Fire Hydrant Contribution</li> <li>-Bus Service Contribution</li> <li>-Pedestrian improvements</li> <li>-Provision of a signalised crossing on the Bath Road</li> <li>-Upgrade to bus stop telematics</li> <li>-Financial contributions for improving the woodland including the management of the woodland specifically for bats,</li> </ul>
<p>South of Keynsham Urban Extension (KI.21a)</p>	<p>Planning permission is approved (on two sites) subject to Community Infrastructure Levy Contributions and a S106</p>

<p>App Refs 16/02077/FUL</p> <p>Developer: Bloor Homes</p> <p>15/04290/FUL</p> <p>Developer: Persimmon</p>	<p>securing</p> <ul style="list-style-type: none"> <li>-Affordable Housing Provision</li> <li>- Contribution and Financial Land Contribution towards new Primary School in East of Keynsham</li> <li>-On site Green Space provision</li> <li>-Bus Service Contribution</li> <li>-Fire Hydrant Contribution</li> </ul>
<p>Whitchurch Urban Extension (RI.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"> <li>-Primary School Land Financial Contribution</li> <li>-Primary School Contribution</li> <li>-Early Years Contribution</li> <li>-Affordable Housing Provision</li> <li>-On site Green Space Provision</li> <li>-Fire Hydrants</li> </ul>
<p>Odd Down Urban Extension (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>Application ref 17/02588/EFUL is resolved to be approved subject to a S106 contributions and Community Infrastructure Levy.</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>

### 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. WECA say that they will target investments which generate a financial return or lever in a significant proportion of the project funding from other sources to maximise the impact

and benefits derived from the Fund. The following schemes have been awarded Feasibility and Development Funding from WECA:

- Development of WECA Joint Spatial Plan Mitigations (including)
  - A4-A37 orbital route (including Hicks Gate roundabout improvements)
  - A37-Bristol Link
  - A4 MetroBus (Bristol to Keynsham MetroBus) and Callington Road Link
  - Orbital Metrobus
  - Park and ride provision
  - A4 Bristol – east Keynsham
  - Avon Mill Lane to A4 link
  - Keynsham rail station improvements
  - Park and rides around Bristol
  - Walking and cycling package including strategic cycling routes
- Rapid Transit Options
- East of Bath Link
- Freezing Hill / A420 junction
- A37 to A362 Improvements – Somer Valley Enterprise Zone
- Hospitality & Catering Education Centre (Promoted by Bath College)
- Digital and Creative Innovation Centre (Promoted by Bath College)
- Housing Infrastructure Fund

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)

<b>Project</b>	<b>Funding Stream</b>	<b>Current Funding Allocation £m</b>	<b>Status re funding</b>
<b>Bath Quays</b> New grade A office quarter for Bath to deliver required critical mass of modern office development, supporting development for the Riverside Enterprise Area'	EDF	£27.9	Approved Outline Business Case
<b>Bath Quays South (Phase 1a)</b> Local enabling infrastructure works on the Bath Quays South site, comprising of demolition, remediation, floodwall/embankment works, public realm and landscaping.	EDF	£6.2m	Funding fully approved
<b>Bath Quays North (Phase 1b)</b>	EDF	£1.8m	Funding

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.			fully approved
<b>Bath Quays Waterside</b> Flood relief scheme, supporting development for the Bath City Riverside Enterprise Area	RIF	£6.1m	Funding fully approved
<b>Bath Quays Bridge</b> 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
<b>Bath Innovation</b> 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
<b>Saw Close Public Square Bath City Centre</b> 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
<b>Construction Skills Academy</b> 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
<b>Destructor Bridge Renewal</b>	RIF	£1.8m	Completed
<b>Gas holder decommissioning scheme</b> 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.

### Infrastructure Schedule

- 2.41 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.
- 2.42 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.
- 2.43 Potential sources of funding are shown for “critical” and “necessary” projects – to enable delivery of the housing growth, and some “desirable” projects as appropriate. The potential funding sources do not include local CIL allocations which are decided by Town and Parish Councils, and in the case of the unparished area of Bath, the Bath City Forum makes recommendations on spend, and the Council's Cabinet has the final decision.



**PART THREE: INFRASTRUCTURE REQUIREMENT BY CATEGORY**

## CHILDREN'S SERVICES: EARLY YEARS

<b>CHILDREN'S SERVICES</b>	<b>EARLY YEARS FACILITIES</b>
<b>Responsibility for Delivery</b>	<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>
<b>Key Evidence Base</b>	Bath and North East Somerset Council Childcare Sufficiency Assessment <sup>4</sup>
<b>Consultations</b>	
<b>Existing provision</b>	<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>
<b>Key Drivers of Infrastructure</b>	<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 was 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>
<b>Infrastructure under construction/ recently completed</b>	<p>Mulberry Park (former MoD Foxhill site), Bath (14/04354/EOUT) S106 requirement. Happy Days Pre School Nursery opened September 2018</p> <p>Somerdale site, Keynsham (13/01780/EOUT) Development includes provision of an early year's facility - opening Autumn 2018</p>
<b>Assessment of Infrastructure Needs</b>	<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 standalone 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 2018) 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</p>

<sup>4</sup> <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

## CHILDREN'S SERVICES: EARLY YEARS

	<p>number of children. This data is subdivided by Children's Centre area to produce an analysis by smaller geographical area.</p> <p>In March 2018 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 - at 0.18 and 0.17 respectively, compared with an average of 0.32. The ratio of childcare places to children is also below average (0.32) in the Moorlands area (0.29), Paulton (0.23), Peasedown (0.29), 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. While a new early year's 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>
<b>Funding</b>	S106/Private funded
<b>Infrastructure Projects Identified</b>	<p><b>Somer Valley</b> Polestar site, Paulton 07/02424/EOUT S106 requirement. Planning permission 16/04891/FUL for on site nursery was approved 17/4/2018</p> <p><b>Keynsham</b> North Keynsham Strategic Development Location – Early Years Provision necessary.</p> <p><b>Whitchurch</b> Whitchurch Strategic Development Location –Early Years Provision necessary.</p>
<b>Future Issues/Risks</b>	<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		
<b>Responsibility for Delivery</b>	<p>B&amp;NES takes responsibility for delivery of projects.</p> <p>B&amp;NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</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>		
<b>Key Evidence Base</b>	B&NES Primary and Secondary School Organisation Plan (2017-2021) <sup>5</sup>		
<b>Consultations</b>			
<b>Existing provision</b>	As at September 2018 there are a total of 63 primary, infant and junior schools 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.		
<b>Key Drivers of Infrastructure</b>	The B&NES Primary and Secondary School Organisation Plan (2017-2021) 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 2021 in detail, and outlines the estimated impact on pupil numbers as a consequence of the future planned housing development expected to be delivered within the Adopted Core Strategy and Placemaking Plan period up to 2029 and the emerging Local Plan period up to 2036. 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 and proposes solutions as to how and where the need for these additional places might be met.		
<b>Infrastructure under construction/ recently completed</b>	<p>St Nicholas Primary expansion to a 420 place school being delivered. A new 4 classroom block and internal remodelling to complete for September 2019 intake.</p> <p>Swainswick Primary and Twerton Infants– Replace poor condition temporary buildings being delivered. Twerton to complete September 2018 and Swainswick to complete February 2019.</p>		
<b>Project</b>	<b>School</b>	<b>Area</b>	<b>Status</b>
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	Abbot Alphege Academy MoD Ensleigh site	Bath	Complete
New School	Mulberry Park /former MoD Foxhill	Bath	Complete

<sup>5</sup> <http://www.bathnes.gov.uk/services/schools-colleges-and-learning/school-strategies-policies-planning>

## CHILDREN'S SERVICES: PRIMARY SCHOOLS

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
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 Educate Together Primary Somerdale site	Keynsham	Complete
*= Upgrade and Expansion			

### Assessment of Infrastructure Needs

#### 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.

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.

An expansion of Bathwick St Mary C of E Primary School is planned to accommodate pupils generated from the MoD Warminster Road site and other developments. The project is at design and feasibility stage.

#### Keynsham

Castle Primary School is being expanded to accommodate pupils generated from the previous major site allocations (K2A & K2B).

A new school in East Keynsham is planned to accommodate pupils generated from the Core Strategy strategic sites.

An expansion of St Keyna Primary School will also be required to provide capacity for the increased housing growth/capacity.

Keynsham Joint Spatial Plan Strategic Development Location (SDL) is expected to require 1 no. 630 place primary school, located on the development site.

#### Somer Valley

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.

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.

## CHILDREN'S SERVICES: PRIMARY SCHOOLS

	<p><b>Rural Areas</b> In the rural areas (excluding Whitchurch) it is not anticipated that any new schools will be required. However detailed examination of primary school capacity and the scope to expand schools to accommodate growth is ongoing as part of the process of allocating the non-strategic growth sites through preparation of the Local Plan. Details of this issue are included in the Local Plan Options document.</p> <p>As indicated in the Options document, some rural schools do not lend themselves/ have scope for any expansion due to their constrained sites.</p> <p><b>Whitchurch</b></p> <p>Whitchurch Primary expansion to a 315 place school is required to accommodate growth from the Core Strategy strategic site allocations which are under construction. An extension comprising a new 4 classroom block was granted planning permission on 30/10 /2018 (ref 18/02445/REG03). The project is currently on target to complete for September 2019.</p> <p>Whitchurch Joint Spatial Plan Strategic Development Location (SDL) (2,000 dwellings) is expected to generate the need for 620 primary pupil places. This should be in the form of 1 no. 630 place primary school located on the development site. The masterplanning stage will consider siting and consideration should be given to provision of an educational campus with Early Years, Primary School, Secondary School and Sixth Form provision.</p>
<b>Funding</b>	CIL/S106/Public Sector funding including Basic Need funding
<b>Infrastructure Projects Identified</b>	<p><b>Bath</b> 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><b>Keynsham</b> New School - East of Keynsham Expansion - Castle Primary School Expansion – St Keyna Primary School 1 no. New School North Keynsham Strategic Development Location</p> <p><b>Somer Valley Area</b> Expansion - Longvernal Primary School, Midsomer Norton Expansion - Peasedown St John Primary School, Peasedown St John New School, Norton Hill Free School, Silver Street, Midsomer Norton</p> <p><b>Rural Areas</b> 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><b>Whitchurch</b> Expansion – Whitchurch Primary School, Whitchurch 1 no. 630 place Primary School located at the Whitchurch Strategic Development Location</p>

## CHILDREN'S SERVICES: PRIMARY SCHOOLS

<b>Future Issues/ Risks</b>	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

<b>CHILDREN'S SERVICES</b>	<b>SECONDARY SCHOOLS</b>
<b>Responsibility for Delivery</b>	<p>B&amp;NES takes responsibility for delivery of projects.</p> <p>B&amp;NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</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>
<b>Key Evidence Base</b>	Primary and Secondary School Organisation Plan (2017-2021) <sup>6</sup>
<b>Consultations</b>	
<b>Existing provision</b>	As at September 2018 there are a total of 12 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.
<b>Key Drivers of Infrastructure</b>	<p>Pupil numbers are expected to increase (from previous years) for admissions into Year 7 in 2017/2018 onwards 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 in some areas.</p>
<b>Infrastructure recently completed</b>	Studio schools (14-19 age group) have recently been opened in Keynsham and Radstock.
<b>Assessment of Infrastructure Needs</b>	<p><b>JSP Strategic Development Locations</b></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 Wellsway School will be necessary.</p> <p>The SDLs will require 1 no. 600 place (120 per year group) secondary school with a 160 place (approx.) 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</p>

<sup>6</sup> <http://www.bathnes.gov.uk/services/schools-colleges-and-learning/school-strategies-policies-planning>



## CHILDREN'S SERVICES: SECONDARY SCHOOLS

	<p>form provision.</p> <p><b>Bath</b> Additional secondary school places are projected to be required in the Greater Bath Consortium Planning Area as secondary pupil numbers are projected to gradually increase. To be achieved via the expansion of existing schools in Bath.</p> <p><b>Keynsham</b> 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 Wellsway School to meet the overall projected school place requirements.</p> <p><b>Somer Valley</b> Additional secondary school places are projected to be required to accommodate pupils generated from new developments in the Somer Valley area.</p> <p><b>Rural Areas</b> 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><b>Whitchurch</b> See above - JSP Strategic Development Locations</p>
<b>Funding</b>	CIL/Government funding
<b>Infrastructure Projects Identified</b>	<p><b>Bath</b> -Expansion – Schools in Bath (2018-2021)</p> <p><b>Keynsham</b> -Expansion - Wellsway School, Keynsham</p> <p><b>Somer Valley</b> -Expansion - Norton Hill School, Midsomer Norton (2018-2021)</p> <p><b>Whitchurch Strategic Development Location</b> - New secondary school including Sixth Form c 600 pupils with Planned Admission Number of 120 - Whitchurch Strategic Development Location</p>
<b>Future Issues/Risks</b>	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

<b>CHILDREN'S SERVICES</b>	<b>SPECIAL EDUCATION NEED &amp; DISABILITIES.(SEND) SCHOOL PLACE PROVISION</b>
<b>Lead Responsibility for Delivery</b>	B&NES Education Inclusion Service
<b>Key Evidence Base</b>	
<b>Consultations</b>	
<b>Existing provision</b>	Three Ways School, Aspire Special School, Bath and Fosse Way School, Radstock, are existing special schools in B&NES district.
<b>Key Drivers of Infrastructure</b>	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
<b>Infrastructure recently completed</b>	NA
<b>Assessment of Infrastructure Needs</b>	<p>B&amp;NES Corporate Research &amp; 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 &amp; 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&amp;NES Council particularly has an increased need for special school places for children with Social, Emotional and Mental Health difficulties.</p> <p>B&amp;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&amp;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&amp;NES will consult with parents, carers and young people on these proposals.</p>
<b>Funding</b>	B&NES has been granted a DFE Capital Grant of £577,000 , over 3 years from 2018-2020, to support development of SEND provision.
<b>Infrastructure Projects Identified</b>	<p><b>District Wide</b> 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 &amp; 12 new spaces at Broadlands secondary school</p>
<b>Future Issues/ Risks</b>	There are funding risks, however the Council will still have a statutory duty to ensure sufficiency of local special school places.

# GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

GREEN INFRASTRUCTURE	STRATEGIC GREEN INFRASTRUCTURE
<b>Lead Responsibility for Delivery</b>	B&NES Council, Natural England, Town and Parish Councils, charitable trusts and the voluntary sector Bathscape Partnership
<b>Key Evidence Base</b>	B&NES Green Infrastructure Strategy (March 2013) <sup>7</sup> WaterSpace Study (Sept 2017) Bathscape Heritage Lottery Bid (2018) Bathscape Landscape Character Appraisal (2017) <sup>8</sup> Bathscape Landscape Conservation Action Plan (2018) <sup>9</sup> (detailed document to be published)
<b>Consultations</b>	
<b>Existing provision</b>	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.  The Bathscape constitutes the 'green setting of Bath city in a hollow in the hills' that forms one of the six headline attributes of the City of Bath World Heritage Site. Its boundary encompasses the city and surrounding hills and valleys.
<b>Key Drivers of Infrastructure</b>	Core Strategy/PMP Objective 2 aims to Protect and enhance the District's natural, built and cultural assets and provide green infrastructure.  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.
<b>Infrastructure recently completed</b>	Bathampton Riverside Linear Park Project complete.
<b>Assessment of Infrastructure Needs</b>	The JSP commits the local authorities to produce a West of England Green Infrastructure Plan that will deliver a 'net gain' for the environment. Each local authority will have responsibility to deliver the strategic GI identified.  The current approved GI Strategy identifies a number of priority geographical projects that can deliver across a range of GI benefits. The identified projects are:  <ul style="list-style-type: none"> <li>• <b>Wansdyke Heritage Greenway</b>: an interpreted green corridor based around the remains of the Wansdyke</li> <li>• <b>Green Setting of Bath World Heritage Site</b>: 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)</li> <li>• <b>North-South Greenway</b>: a green corridor linking Whitchurch in the</li> </ul>

<sup>7</sup> [http://www.bathnes.gov.uk/sites/default/files/e2389-app.1\\_draft\\_gi\\_strategy\\_0.pdf](http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf)

<sup>8</sup> <http://www.bathnes.gov.uk/services/environment/green-infrastructure/bathscape>

<sup>9</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape\\_summary\\_june\\_18.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape_summary_june_18.pdf)

	<p>north, southwards to the Somer Valley, largely following the line of the dismantled railway line</p> <ul style="list-style-type: none"> <li>• <b>Bristol Bath Railway Path:</b> coordinate management of the railway path to ensure it continues to provide a quality, multifunctional green corridor for both the community and wildlife</li> <li>• <b>River Avon and Canal:</b> to provide a framework to deliver the full green infrastructure benefits of this significant corridor (Refer section Green Infrastructure – WaterSpace)</li> <li>• <b>AONB Linkway:</b> to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB</li> <li>• <b>Restoring Priority Habitats:</b> to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs)</li> <li>• <b>Protecting and sustaining ecological networks:</b> to develop an 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.</li> </ul> <p>Consultation for the Bathscape scheme identified needs including an improved path network, better interpretation, woodlands and grasslands enhanced both for biodiversity and access, maintenance of important views, and better care, management and interpretation of historic features in the landscape.</p>
<p><b>Potential Funding Sources</b></p>	<p>Potential Funding Sources include:</p> <ul style="list-style-type: none"> <li>• Revised management regimes for Council owned land</li> <li>• Partnership working with key land owners and managers</li> <li>• Working with the voluntary and community sector</li> <li>• External funding e.g. Heritage Lottery Fund for specific access, biodiversity or heritage/landscape projects. (£1.65 million has been secured from the Heritage Lottery Fund)</li> <li>• Developer contributions (CIL/ S106) and Masterplan principles e.g. green corridor</li> </ul>
<p><b>Infrastructure Projects Identified</b></p>	<p>Refer to Part 4 Schedule.</p> <p><b>District</b> WaterSpace project – see WaterSpace – River Avon, Kennet and Avon Canal section</p> <p><b>Bath</b> Bathscape Project - Projects in the Bathscape Landscape Conservation Action Plan</p> <ul style="list-style-type: none"> <li>• improving access to and understanding of the landscape and natural environment</li> <li>• improving its long term management</li> <li>• revitalising its use for health, recreation and fun.</li> </ul> <p><b>Keynsham</b> Manor Road Local Nature Reserve -Enhancements and biodiversity protection Green Infrastructure for Keynsham Strategic Development Location</p> <p><b>Somer Valley</b></p>

## GREEN INFRASTRUCTURE: STRATEGIC GREEN INFRASTRUCTURE

	<p>Somer Valley Greenways - Enhance Greenway recreation routes connecting communities to the Town park.</p> <p><b>Whitchurch</b> Green Infrastructure for Whitchurch Strategic Development Location</p>
<p><b>Future Issues/ Risks</b></p>	<p>Risks include risks to biodiversity, flooding and management / maintenance of areas.</p> <p>Green Infrastructure corridors link B&amp;NES with the neighbouring authority areas that are under separate control.</p> <p>Threats identified to heritage within the Bathscape area include: fragmentation of land ownership and habitats, loss of skyline trees, loss of priority grasslands, ash die-back and future tree diseases, and climate change.</p>

## GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

<b>GREEN INFRASTRUCTURE</b>	<b>GREEN SPACE (FORMAL &amp; NATURAL)</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council.  Additional agencies include Natural England, Town and Parish Councils, charitable trusts and the voluntary sector
<b>Key Evidence Base</b>	Green Space Strategy 2015-2029 (Dec 2015) <sup>1011</sup> WaterSpace Study (Sept 2017) refer to 'Waterspace – River Avon and Kennet & Avon Canal' sub section below Bathscape (refer to 'Strategic Green Infrastructure' sub section above)
<b>Consultations</b>	
<b>Existing provision</b>	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.
<b>Key Drivers of Infrastructure</b>	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.
<b>Infrastructure committed/ recently completed</b>	<b>Bath</b> Weston Park Access improvements (Delivered)  Weston Recreation Ground Access improvements (Completed) Hedgemoad Park Restoration (Currently being delivered)  <b>Somer Valley</b> New Outdoor Gym at West Clewes in Midsomer Norton (Delivered)  <b>Rural Areas</b> Renovated playground space for the Freshford community. (Delivered) Bathampton Riverside Linear Park Project (Phase 1 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)
<b>Assessment of Infrastructure Needs</b>	The Green Space Strategy assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Key

<sup>10</sup> [http://www.bathnes.gov.uk/sites/default/files/banes\\_green\\_space\\_strategy\\_v10\\_0.pdf](http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf)

## GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

	<p>findings can be summarised as follows:</p> <ul style="list-style-type: none"> <li>- There is insufficient supply of youth play space across all area profiles</li> <li>- 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);</li> <li>- All area profiles have a deficiency in at least two open space typologies</li> </ul> <p>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.</p>
<p><b>Potential Funding Sources</b></p>	<p>CIL/S106/Public Sector funding/ Other DCLG released a guide in August 2011 outlining potential funding sources for community green spaces <sup>12</sup>.</p>
<p><b>Infrastructure Projects Identified</b></p>	<p>Refer to Part 4 Schedule for all projects. Necessary projects include</p> <p><b>Bath</b></p> <p>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>Mulberry Park associated Green Infrastructure (Bathscape Project)</p> <p><b>Keynsham</b></p> <p>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 Space for the JSP North Keynsham Strategic Development Location</p> <p><b>Somer Valley</b></p> <p>Strategic improvement to Midsomer Norton Town Park to create a destination park for the Somer Valley area. Phase 1 funded which included the development of a Masterplan. Phase 2 included in Masterplan, but not yet costed.</p>

<sup>12</sup> <http://www.communities.gov.uk/publications/communities/greenspacefunding>

## GREEN INFRASTRUCTURE: GREEN SPACE (FORMAL & NATURAL)

	<p><b>Whitchurch</b> New Whitchurch Village Park</p> <p>Green Space for the JSP Whitchurch Strategic Development Location</p>
<b>Future Issues/ Risks</b>	<p>The maintenance, replacement and repair of existing open spaces is a critical issue. Repairs are required to maintain safety standards and 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>



## GREEN INFRASTRUCTURE: ALLOTMENTS

<b>GREEN INFRASTRUCTURE</b>	<b>ALLOTMENTS</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council and Parish Councils.
<b>Key Evidence Base</b>	Green Space Strategy 2015-2029 (Dec 2015) B&NES Local Food Strategy (2014 – 2017)
<b>Consultations</b>	
<b>Existing provision</b>	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.
<b>Key Drivers of Infrastructure</b>	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.
<b>Infrastructure under construction/ recently completed</b>	Fairfield Valley new allotments – to replace allotments at Southbourne Gardens development (£106 obligation) completed.  Extension to King Georges/Lansdown View, Bath (Delivered)
<b>Assessment of Infrastructure Needs</b>	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.
<b>Potential Funding Sources</b>	£106/CIL
<b>Infrastructure Projects Identified</b>	Refer to Part 4 Schedule.  New allotments are required to be provided for the Mulberry Park (former MoD Foxhill site) and Warminster Road site. An off-site £106 contribution has been received for this purpose from Mulberry Park development. Options are being examined.  New allotments are required in Keynsham, Westfield, Radstock and Midsomer Norton to meet the demand from a growing population.
<b>Future Issues/ Risks</b>	The maintenance and repairs to existing allotment sites is a critical issue.

# GREEN INFRASTRUCTURE: WATERSPACE PROJECT RIVER AVON AND KENNET & AVON CANAL

<b>GREEN INFRASTRUCTURE</b>	<b>WATERSPACE – RIVER AVON AND KENNET &amp; AVON CANAL</b>
<b>Lead Responsibility for Delivery</b>	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
<b>Key Evidence Base</b>	B&NES Green Infrastructure Strategy (March 2013) WaterSpace Study (Sept 2017) <sup>13</sup>
<b>Consultations</b>	Extensive consultation was carried out as part of the WaterSpace Project, see the project consultation report for more details on our webpage <a href="http://www.waterspacebath.org.uk">www.waterspacebath.org.uk</a>
<b>Existing provision</b>	The WaterSpace Study area covers 16 miles of the River Avon and Kennet & Avon Canal, from Dundas Aqueduct to Bath to Hanham Lock.
<b>Key Drivers of Infrastructure</b>	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"> <li>• Assets and Asset Management</li> <li>• Mooring Strategy and Navigation</li> <li>• Regeneration &amp; Development</li> <li>• Water quality &amp; Environmental Enhancement</li> <li>• Recreation and Leisure</li> </ul>
<b>Infrastructure under construction/ recently completed</b>	Works to create Bath Quays Waterside park, flood defence and mooring upgrades adjacent to Green Park completed. 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
<b>Assessment of Infrastructure Needs</b>	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 2018.
<b>Potential Funding Sources</b>	CIL/S106/Public Sector/Other
<b>Infrastructure</b>	Refer to Part 4 Schedule. Projects included in the WaterSpace Study

<sup>13</sup> <http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canals/water-space-study>

# GREEN INFRASTRUCTURE: WATERSPACE PROJECT RIVER AVON AND KENNET & AVON CANAL

<p><b>Projects Identified</b></p>	<p>include the following:</p> <ul style="list-style-type: none"> <li>• River Avon Park</li> <li>• Wilding the River - Part funded A series of projects ideas to improve habitats for wildlife and enhance environment.</li> <li>• River Safety</li> <li>• Friends of the River Park &amp; Maintenance Opportunities</li> <li>• River Events, Walking &amp; Arts Projects</li> <li>• River Movement Network</li> <li>• Mooring Provision</li> <li>• Boater Facilities</li> <li>• Renewable Energy</li> <li>• Angling Improvements</li> </ul> <p>There is a five year priority and funding plan<sup>14</sup> During 2018 a River Avon Park Maintenance and Management Plan has been produced for land in the ownership of either B&amp;NES Council or the Canal &amp; River Trust.</p>
<p><b>Future Issues/ Risks</b></p>	<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: OUTDOOR SPORT & RECREATION

<b>GREEN INFRASTRUCTURE</b>	<b>OUTDOOR SPORT &amp; RECREATION</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council See related Leisure and Built Sports Facilities
<b>Key Evidence Base</b>	Playing Pitch Strategy The Fit for Life Strategy (2014)
<b>Consultations</b>	Playing Pitch Strategy (Draft May 2016) <sup>15</sup>
<b>Existing provision</b>	Details of provision can be found in the Playing Pitch Strategy (Draft May 2016). This covers public and private providers.
<b>Key Drivers of Infrastructure</b>	<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>
<b>Infrastructure under construction/ recently completed</b>	<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>
<b>Assessment of Infrastructure Needs</b>	<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> <p>Public tennis facilities have been identified as poor quality and in need of refurbishment.</p> <p>Refurbishment of public tennis courts in Sydney Gardens, Alice Park, Royal Victoria Park, Keynsham Memorial Park and Chew Valley Leisure Centre is required to meet identified local need.</p>
<b>Potential Funding Sources</b>	CIL /S106./Public sector/Private sector funding
<b>Infrastructure Projects Identified</b>	A new 3G rubber crumb pitch site, hockey Artificial Grass Pitch (AGP), hockey pitch at Lansdown. Tennis Courts refurbishment - Sydney Gardens, Alice Park, Royal Victoria Park, Keynsham Memorial Park and Chew Valley Leisure Centre.
<b>Future Issues/ Risks</b>	<p>The ongoing maintenance of existing and new playing fields is a critical issue.</p> <p>Grant funding will be required for delivery of infrastructure.</p>

<sup>15</sup> <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

## COMMUNITY FACILITIES: LEISURE AND BUILT SPORTS FACILITIES

COMMUNITY FACILITIES	LEISURE AND BUILT SPORTS FACILITIES
<b>Lead Responsibility for Delivery</b>	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.
<b>Key Evidence Base</b>	Fit for Life Strategy (2014)
<b>Consultations</b>	
<b>Existing provision</b>	<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"> <li>• Bath Sports and Leisure Centre run by GLL</li> <li>• Culverhay Sports Centre, Bath run by GLL</li> <li>• Keynsham Leisure Centre is run by GLL.</li> <li>• 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.</li> </ul> <p>Independently managed sites include</p> <ul style="list-style-type: none"> <li>• Writhlington Sports Centre</li> <li>• Midsomer Norton Sports Centre</li> <li>• Paulton Swimming Pool</li> <li>• Somerdale Pavilion, Keynsham</li> <li>• Wellsway Sports Centre</li> </ul> <p>Some of Bath and North East Somerset's Schools also have Sports Centres that are open to the public.</p>
<b>Key Drivers of Infrastructure</b>	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.
<b>Infrastructure under construction/ recently completed</b>	<p>Bath Sports and Leisure Centre refurbishment.</p> <p>Keynsham Leisure Centre - a major refurbishment by B&amp;NES /GLL is being undertaken, 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.</p>
<b>Assessment of Infrastructure Needs</b>	<p>Bath Rugby is 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 Artificial Grass Pitch (AGP), hockey pitch.</p> <p>Refurbishment of public tennis courts in Sydney Gardens, Alice Park, Royal Victoria Park, Keynsham Memorial Park and Chew Valley Leisure Centre is required to meet identified local need.</p>

## COMMUNITY FACILITIES: LEISURE AND BUILT SPORTS FACILITIES

<b>Potential Funding Sources</b>	CIL /S106/Grants
<b>Infrastructure Projects Identified</b>	<p><b>Bath</b> 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>Refurbishment of public tennis courts in Bath - Sydney Gardens, Alice Park, Royal Victoria Park</p> <p><b>Keynsham</b> Refurbishment of public tennis courts at Keynsham Memorial Park</p> <p><b>Rural Areas</b> Refurbishment of public tennis courts at Chew Valley Leisure Centre.</p>
<b>Future Issues/Risks</b>	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.

## COMMUNITY FACILITIES: PLAY AREAS

<b>COMMUNITY FACILITIES</b>	<b>CHILDREN'S PLAY AREAS</b>	
<b>Lead Responsibility for Delivery</b>	B&NES and Parish Councils	
<b>Key Evidence Base</b>	Green Space Strategy 2015	
<b>Consultations</b>		
<b>Existing provision</b>	There are numerous playgrounds and play areas in the B&NES area, 47 of which the Council is responsible for maintaining.	
<b>Key Drivers of Infrastructure</b>	<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>	
<b>Infrastructure under construction/ recently completed</b>	<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 complete.</p> <p>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 complete.</p> <p>Renovated playground space for the Freshford community complete.</p> <p>Temple Cloud Playground extension and refurbishment (Delivered)</p>	
<b>Assessment of Infrastructure Needs</b>	Further investment will be needed over the plan period.	
<b>Funding Sources</b>	CIL/S106/Public sector	
<b>Infrastructure Projects Identified</b>	<p>Play areas are planned as part of the following developments:                      East Keynsham Core Strategy Allocation                      Teviot Road Play area, Keynsham.                      Play areas will be required for the N Keynsham Strategic Development Location.</p> <p>Whitchurch Core Strategy Allocation play areas                      Play areas will be required for the Whitchurch Strategic Development Location.</p>	
<b>Future Issues/ Risks</b>	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.	

## COMMUNITY FACILITIES: YOUTH SERVICES

COMMUNITY FACILITIES	YOUTH SERVICES
<b>Lead Responsibility for Delivery</b>	B&NES Council and Voluntary Organisations
<b>Key Evidence Base</b>	Youth connect policies procedures and guidelines <sup>16</sup>
<b>Consultations</b>	
<b>Existing provision</b>	<p>Youth Connect currently 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 from 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"> <li>•Peasedown Youth Hub</li> <li>•Radstock Youth Hub</li> <li>•Riverside, Bath Youth Hub</li> <li>•Southside, Whiteway, Bath Youth Hub</li> </ul>
<b>Key Drivers of Infrastructure</b>	<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>
<b>Infrastructure under construction/ recently completed</b>	
<b>Assessment of Infrastructure Needs</b>	<p>Previously, S106 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, and not new growth. Due to changes in funding, many of the youth services will not be delivered. The following requirements have been identified.</p> <p><b>District wide</b> Youth service requirements resulting from the housing growth in the SDLs and future growth will be considered.</p> <p><b>Bath</b> Improvements are required for Southside Youth Hub. Youth service provision is required for Bath City Centre.</p> <p><b>Somer Valley</b> 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>

<sup>16</sup> <http://www.bathnes.gov.uk/services/children-young-people-and-families/strategies-policies-planning/youth-service-policies-proc>



## COMMUNITY FACILITIES: YOUTH SERVICES

<b>Funding Sources</b>	CIL / S106/ Public Sector funding/Grants
<b>Infrastructure Projects Identified</b>	<p><b>Bath</b> Improvements to Southside Youth Hub, Bath Bath City Centre Youth provision</p> <p><b>Somer Valley</b> Replacement of Peasedown youth hub multi-use games outdoor court</p> <p>Radstock Youth Service provision of accommodation.</p> <p>Midsomer Norton's Community Trust has secured funding to provide two new 'youth hubs' in the town. S106 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. This has not been delivered yet due to planning issues</p>
<b>Future Issues/Risks</b>	Funding for premises and delivery of services is a key issue.

## COMMUNITY FACILITIES: COMMUNITY CENTRES

COMMUNITY FACILITIES	COMMUNITY CENTRES
<b>Lead Responsibility for Delivery</b>	Various organisations including Parish Councils, developers and charities/ voluntary organisations.
<b>Key Evidence Base</b>	Rural Facilities Audit 2015 provides details of facilities. Neighbourhood Plans
<b>Consultations</b>	
<b>Existing provision</b>	<p>There are a large number of community centres owned and operated by community organisations across the B&amp;NES area. There are also a number of village halls, church halls, sports club buildings, Scout huts and other facilities that provide venues for a range of community activities.</p> <p>The B&amp;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.</p>
<b>Key Drivers of Infrastructure</b>	<p>Community halls and centres, are important facilities in towns and villages. as they provide a mechanism to promote well-being and community cohesion</p> <p><i>.. The B&amp;NES Core Strategy / Placemaking Plan policy aims include to:</i></p> <p><i>“ Encourage flexible use of community and recreational facilities and venues and co-location of services”..</i></p> <p><i>“safeguard against the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve”</i></p>
<b>Infrastructure under construction/ recently completed</b>	Mulberry Park Community Hub. Somerdale Pavilion Keynsham Community Space
<b>Assessment of Infrastructure Needs</b>	<p>The following project requirements have been identified through a review of Neighbourhood Plans and planning history, and known future requirements. This is not a comprehensive assessment.</p> <p><b>Bath</b> The Bath Western Riverside development planning S106 includes a developer contribution towards a Cultural Building. The Cultural Building is defined as a building in the vicinity of the site for the purpose of accommodating activities or groups carrying out artistic performances and other activities for the enjoyment of the residents of Bath Western Riverside and others.</p> <p><b>Keynsham</b> The North Keynsham SDL identified in the JSP should include the creation of a new local centre to provide a focal point for the new community with an appropriate range of small-scale retail, services and facilities. The Local</p>

## COMMUNITY FACILITIES: COMMUNITY CENTRES

	<p>Plan Options Document Winter 2018 considers options for the SDL. It states the Council proposes to work with the local community and stakeholders to test, expand and refine the vision and objectives for North Keynsham to inform the emerging Strategic Planning Framework and Draft Local Plan.</p> <p><b>Somer Valley</b> The Westfield Neighbourhood Plan identifies key infrastructure including a Community Centre for Westfield <i>'to be funded via the Community Infrastructure Levy, s.106 or other grant funding'</i>.</p> <p><b>Rural Areas</b> The Freshford Neighbourhood Plan has a proposal to enhance, modernise and extend the existing Freshford Village Memorial Hall. Its proposal incorporates a purpose-built doctor's surgery and Pre-school extensions to the existing refurbished main hall and meeting room accommodation. A Community Right to Build Order is currently in the pre-submission stage, consultation took place between 16<sup>th</sup> April – 28<sup>th</sup> May 2018.</p> <p>Batheaston New Village Hall is planned to replace 1950's Church Hall which is reaching the end of its useful life. Planning Permission has been granted 15/05152/FUL Erection of a new single storey Village Hall including activity rooms, kitchen, toilets, stores and associated external works following demolition of the existing Church Hall and fund raising is taking place.</p> <p><b>Whitchurch</b> Whitchurch Neighbourhood Plan identifies the need for a need for an expansion to the existing village hall.</p> <p>The JSP Whitchurch SDL allocation policy criteria states that the SDL should 'Provide retail, healthcare and community facilities' The Local Plan Options document Winter 2018 refers to the need for a mix of uses including community uses to ensure a vibrant local centre proportionate to the scale of the village. These elements will be considered as part of the wider masterplanning process.</p>
<b>Funding Sources</b>	Developer contributions/ grant funding
<b>Infrastructure Projects Identified</b>	<p>Batheaston Village Hall redevelopment (Planning Permission)</p> <p>Freshford Memorial Hall redevelopment (Community Right to Build Order Consultation)</p>
<b>Future Issues/ Risks</b>	Funding

## COMMUNITY FACILITIES: LIBRARIES

COMMUNITY FACILITIES	LIBRARIES
<b>Lead Responsibility for Delivery</b>	<p>B&amp;NES Council has responsibility for libraries in the three main population centres in Bath, Keynsham and Midsomer Norton.</p> <p>B&amp;NES Council is looking to work with local communities and parish councils to move existing branch libraries onto a community led model for a new approach for the delivery of community run library services across the area. Under this scheme local community groups would be responsible for the running costs, staff and managing volunteers.</p>
<b>Key Evidence Base</b>	<p>Library and Information Service Framework  <a href="http://www.bathnes.gov.uk/sites/default/files/library_and_information_service_framework.pdf">http://www.bathnes.gov.uk/sites/default/files/library_and_information_service_framework.pdf</a></p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>The following libraries are currently operating.</p> <ul style="list-style-type: none"> <li>• Bath Central Library</li> <li>• Keynsham Library &amp; Information Service</li> <li>• Midsomer Norton Library &amp; Information Service</li> <li>• Moorland Road Library</li> <li>• Paulton @ The Hub</li> <li>• Radstock Library</li> <li>• Mobile Library</li> </ul> <ul style="list-style-type: none"> <li>• Larkhall Community Library</li> <li>• Chew Stoke Community Library</li> <li>• Combe Hay Community Library</li> <li>• Saltford Community Library</li> <li>• Southside Community Library</li> <li>• Weston Community Library</li> </ul>
<b>Key Drivers of Infrastructure</b>	<p>B&amp;NES Council has a statutory duty under section 7 of the Public Libraries and Museums Act 1964 ("the Act") 'to provide a comprehensive and efficient library service for all persons' in the area that want to make use of it. In providing a library service, local authorities must, among other things: have regard to encouraging both adults and children to make full use of the library service, and lend books and other printed material free of charge for those who live, work or study in the area</p>
<b>Infrastructure under construction/ recently completed</b>	<p>Midsomer Norton library has been combined with Council and partner advice and information services in what was known as the One Stop Shop at the Hollies in Midsomer Norton</p>
<b>Assessment of Infrastructure Needs</b>	<p>The Council's Modern Libraries Programme indicates that by 2020, it is anticipated that there will be three core council run libraries in the main population centres at Bath, Keynsham and Midsomer Norton.</p> <p>B&amp;NES Council is also working with local communities and parish councils to move some existing branch libraries onto a community led model.</p> <p>Radstock library is planned to relocate to a new development on Waterloo Road, Radstock – refer to Projects Identified section below.</p>
<b>Funding Sources</b>	<p>B&amp;NES funding for community led models.            CIL (for Hope House surgery, children's centre and library)</p>

## COMMUNITY FACILITIES: LIBRARIES

<b>Infrastructure Projects Identified</b>	Radstock – Waterloo Road open space site - Planning Permission has been granted for the Development of a new Healthy Living Centre to provide new health centre and ancillary pharmacy, community kitchen, children's centre and library (ref 17/01466/FUL). The project is ongoing.
<b>Future Issues/Risks</b>	Community Led model of libraries where local community groups would be responsible for the running costs, staff and managing the volunteers is reliant on community groups organisation and funding.

## COMMUNITY FACILITIES: CEMETERIES

<b>GREEN INFRASTRUCTURE</b>	<b>CEMETERIES</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	B&NES web page: <a href="http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cedeteries">http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cedeteries</a>
<b>Consultations</b>	
<b>Existing provision</b>	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.
<b>Key Drivers of Infrastructure</b>	Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements.
<b>Infrastructure under construction/ recently completed</b>	
<b>Assessment of Infrastructure Needs</b>	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.
<b>Funding Sources</b>	Public/Private
<b>Infrastructure Projects Identified</b>	Haycombe Cemetery extension to increase capacity of the Cemetery.
<b>Future Issues/ Risks</b>	

## TRANSPORT: RAIL

TRANSPORT	RAIL
<b>Lead Responsibility for Delivery</b>	<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>
<b>Key Evidence Base</b>	<p>West of England Joint Local Transport Plan (2010) (JLTP3)</p> <p>West of England Joint Transport Study Transport Study 2017 (JTS)</p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>There are presently four stations within B&amp;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>
<b>Key Drivers of Infrastructure</b>	<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><b>Electrification of the Great Western Main Line</b></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&amp;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 <b>MetroWest</b> 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 Salford Station.</p> <p>The West of England Councils want MetroWest to be fully electrified with electrification extended to Weston-super-Mare, Yate and the Portishead, Severn Beach and Henbury lines.</p>

## TRANSPORT: RAIL

<b>Infrastructure under construction/ recently completed</b>	<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>
<b>Assessment of Infrastructure Needs</b>	<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>
<b>Funding</b>	<p>West of England Devolution Deal, Local Growth Fund, Network Rail, Train Operating Companies.</p> <p>In relation to Metro West the project team have submitted an expression of interest to the Transforming City Fund and will continue discussions with the DfT.</p>
<b>Infrastructure Projects Identified</b>	<p><b>District</b> 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> <p>Rail Improvements to existing Keynsham Station</p> <p>MetroWest Rail Project New Stations Package: new station at Saltford –</p>



## TRANSPORT: RAIL

	Feasibility Step free access to Up platform at Freshford Station
<b>Future Issues/ Risks</b>	Funding for all the schemes as set out in the JTS is not secured, and bids for funding will be required.  It is important to recognise the importance of effective rail connectivity to the Midlands, the South West Peninsula and the South Coast

## TRANSPORT: HIGHWAYS

TRANSPORT	HIGHWAYS
<b>Lead Responsibility for Delivery</b>	<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&amp;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> <p>B&amp;NES is working on the preparation of a fourth Joint Local Transport Plan (JLTP4) with Bristol City Council, South Gloucestershire Council and North Somerset Council to develop a new vision for transport in the West of England.</p>
<b>Key Evidence Base</b>	<p>West of England Joint Local Transport Plan (2010) (JLTP3)<sup>17</sup>            Bath Transport Strategy approved November 2014<sup>18</sup>            Keynsham Transport Strategy (July 2016)<sup>19</sup>            West of England Joint Transport Study Transport Study 2017 (JTS) Options Assessment Reports (OAR)<sup>20</sup> are published for the strategic transport infrastructure associated with the SDLs</p>
<b>Consultations</b>	<p>Somer Valley Transport Strategy Consultation 2017            Chew Valley Transport Strategy Consultation 2017            Strategic Transport Studies Consultations (OARs)<sup>21</sup> supporting the Local Plan Options 2016-2036            A draft West of England JLTP4 will be published for consultation between 7th January 2019 and 1st February 2019. It will be available at: <a href="http://www.travelwest.info">www.travelwest.info</a></p>
<b>Existing provision</b>	Existing highway network.
<b>Key Drivers of Infrastructure</b>	<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</p>

<sup>17</sup> <https://travelwest.info/projects/joint-local-transport-plan>

<sup>18</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/bath-transport-package>

<sup>19</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/getting-around-keynsham-draft-transport>

<sup>20</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/strategic-transport-studies-consultation>

<sup>21</sup> <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/strategic-transport-studies-consultation>

## TRANSPORT: HIGHWAYS

	Locations will necessitate strategic transport improvements.
<b>Infrastructure under construction/ recently completed</b>	<p>Improvements to the A39/ A368 Marksbury are scheduled to be delivered in 2018. The cost at £890,000.00 is fully funded.</p> <p>New vehicular bridge across the River Avon (Destructor Bridge)</p>
<b>Assessment of Infrastructure Needs</b>	<p><b>District</b></p> <p>Refer to the Strategic Transport Study Assessments:</p> <ol style="list-style-type: none"> <li>1.Hicks Gate Roundabout (Main report)</li> <li>2.A4 to A4175 East Keynsham Corridor Study (Main report)</li> <li>3.South East Bristol and Whitchurch Package (Main report)</li> </ol> <p>The JTS states a new link is required to the east of Bath to help tackle congestion in Bath city centre - removing traffic currently routing through the city centre - and to improve air quality. B&amp;NES is working with partners including Wiltshire to seek a commitment from Government to commission a Strategic Study that further develops the economic case for improved north south connectivity, east of Bath.</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. Refer to Options Assessments (see consultations above)</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 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. Refer to Options Assessments (see consultations above)</p> <p>There are a number of items within the area Transport Strategies.</p> <p>Refer to Public Transport section below for Park &amp; Ride requirements</p>
<b>Funding</b>	West of England Devolution Deal , Local Majors Funding, Local Growth Fund, Developers (via S106 Agreements and/or CIL)..
<b>Infrastructure Projects Identified</b>	Refer to Part 4 Schedule for projects.
<b>Future Issues/ Risks</b>	Funding for all the schemes as set out in the JTS is not secured, and bids for funding are required..

## TRANSPORT: BUS

<b>TRANSPORT</b>	<b>BUS</b>
<b>Lead Responsibility for Delivery</b>	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).
<b>Key Evidence Base</b>	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)
<b>Consultations</b>	Somer Valley Transport Strategy Consultation 2017 Chew Valley Transport Strategy Consultation 2017
<b>Existing provision</b>	<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&amp;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>
<b>Key Drivers of Infrastructure</b>	<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>
<b>Infrastructure under construction/ recently completed</b>	<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> <p>Odd Down bus lane improvements are complete.</p>
<b>Assessment of Infrastructure Needs</b>	<p><b>District</b></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 road space to enable this to work</p>

## TRANSPORT: BUS

	<p>effectively. Early scoping has identified a route corridor from the A4 west of Bath to the city centre via Lower Bristol Road, Windsor Bridge 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 &amp; 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. Details are included in the</p> <p><b>Bath</b> Expansion of Odd Down and Lansdown Park and Ride sites is required.</p> <p>The West of England Joint Transport Study Nov 2017 and Local Plan Options document (Nov 2018) indicate that options for a new Park and Ride site to the east of Bath should be considered.</p>
<b>Funding Sources</b>	<p>WECA has joint powers with B&amp;NES to support bus services, including formulating policies for the provision of socially necessary services /B&amp;NES funding/ S106/CIL</p>
<b>Infrastructure Projects Identified</b>	<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>Relocation and expansion of Brislington Park and Ride site.</p> <p>New Park and Ride site to serve Whitchurch SDL.</p>
<b>Future Issues/ Risks</b>	<p>New forms of mobility, such as shared mobility and connected and autonomous vehicles, could have significant impacts on the way 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</p>

## TRANSPORT: BUS

	<p>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>
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## TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

TRANSPORT	CYCLING & PEDESTRIAN FACILITIES
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	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) <sup>22</sup> 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
<b>Consultations</b>	Somer Valley Transport Strategy Consultation 2017 Chew Valley Transport Strategy Consultation 2017 Chew Valley Recreational Trail Planning Application 2018 (ref 18/02543/FUL)
<b>Existing provision</b>	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.
<b>Key Drivers of Infrastructure</b>	<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&amp;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>
<b>Infrastructure under construction/ recently completed</b>	<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>Weston Cycle route completed.</p>

<sup>22</sup> [http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms\\_2010.pdf](http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf)

## TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

	<p>The Keynsham High Street one way trial (refer to public realm section) has a Cycle contraflow.</p> <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><b>Assessment of Infrastructure Needs</b></p>	<p>See schedule of a review of cycle schemes considered including funding priority<sup>23</sup>.</p> <p><b>Bath</b> The JTS proposes a series of strategic cycle routes connecting different parts of the city.</p> <p>B&amp;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><b>Keynsham</b> 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><b>Somer Valley</b> The draft Somer Valley Transport Strategy has a number of items for cycle / pedestrian improvements (refer to schedule).</p> <p><b>Rural Areas</b> The draft Chew Valley Transport Strategy has a number of items for cycle / pedestrian improvements. A recreational trail around Chew Valley Lake is proposed.</p>
<p><b>Funding</b></p>	<p>CIL/S106/Grant funding</p>
<p><b>Infrastructure Projects Identified</b></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>

<sup>23</sup> [http://www.bathnes.gov.uk/sites/default/files/2\\_appendix\\_a\\_list\\_of\\_recommended\\_schemes\\_2.pdf](http://www.bathnes.gov.uk/sites/default/files/2_appendix_a_list_of_recommended_schemes_2.pdf)



## TRANSPORT: CYCLING & PEDESTRIAN FACILITIES

	Chew Valley schemes including Chew Valley lake recreational trail.
<b>Future Issues/ Risks</b>	Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue.

## PUBLIC REALM

<b>TRANSPORT</b>	<b>SMARTER CHOICES AND AIR QUALITY</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council Public transport operators
<b>Key Evidence Base</b>	Environment Act 1995 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
<b>Consultations</b>	A public consultation on - Class D, Charging Clean Air Zone for Bath - is taking place 16th October to 26th November 2018. The aim is to implement the zone by the end of 2020.  Bath Air Quality Action Plan – consultation between 4th September and 26th November 2017.
<b>Existing provision</b>	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  AQMAs in Bath, Keynsham and Saltford are in place. Farrington Gurney AQMA and Temple Cloud AQMA came into force on 20 August 2018
<b>Key Drivers of Infrastructure</b>	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. In this plan B&NES Council (along with 27 other local authorities) has been directed by Government to cut Nitrogen Dioxide (NO <sub>2</sub> ) levels in Bath to within legal limits as soon as possible, and by 2021 at the latest.  In B&NES, under the Environment Act 1995, five Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO <sub>2</sub> ) because national objective levels are being exceeded. The Council must develop Air Quality Action Plans under the Environment Act 1995 to mitigate the levels of nitrogen dioxide in these areas.  The Government's aspiration is that, by 2040, every new car in the UK will be an ultra-low emission vehicle.  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.  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

## PUBLIC REALM

	<p>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>
<p><b>Infrastructure under construction/ recently completed</b></p>	<p>First has introduced smart and mobile ticketing. Certain other operators have introduced an e-purse 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"> <li>• 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;</li> <li>• 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.</li> </ul>
<p><b>Assessment of Infrastructure Needs</b></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>The Bath Air Quality Action Plan was consulted on in Autumn 2017. This included 60 measures for reducing pollution. A shortlist of options to achieve the objectives was drawn up early in 2018, all of which included a charging Clean Air Zone. Since then extensive analysis of these options has been undertaken. A public consultation on the preferred option - Class D, Charging Clean Air Zone for Bath - is taking place 16<sup>th</sup> October to 26<sup>th</sup> November 2018. The aim is to implement the zone by the end of 2020.</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>In B&amp;NES, under the Environment Act 1995, five Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO<sub>2</sub>) 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 of these areas and these are reviewed at 5 year intervals. New AQMAs came into force at Farrington Gurney</p>

## PUBLIC REALM

	and Temple Cloud on 20 August 2018 – The Council must develop Air Quality Action Plans under the Environment Act 1995 to mitigate the levels of nitrogen dioxide in these areas.
<b>Potential Funding Sources</b>	JAQU (Joint Air Quality Unit – Central Government); B&NES/ Grant funding GULW (Go Ultra Low West) funding; Developer Contributions (e.g. CIL /S106/Travel Plans); National Campaigns; Local Businesses and Amenity/Interest Groups; Commercial operations e.g. Car Clubs; Health-led projects; Schools and University travel planning.
<b>Infrastructure Projects Identified</b>	Electric Cycle hire  Electric Vehicle Charging Network Increase public charging points through 'Go Ultra Low West' (Source West) EV charging infrastructure programme.  See Bus, Cycling and Pedestrian sections for other measures to increase public transport and active travel.  There will be an ongoing requirement to invest in monitoring equipment.  Air Quality Action Plans required for Temple Cloud and Farrington Gurney AQMAs.
<b>Future Issues/ Risks</b>	Smarter choices measures are a potential contingency where capital investment cannot be secured for transport infrastructure and can often be effective and efficient interventions.  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.  That the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.  The Council will be in breach of the Environment Act 1995 if it fails to develop action plans to mitigate the impact of poor air quality in Temple Cloud and Farrington Gurney, and implement the Bath Clean Air Zone.

<b>PUBLIC REALM</b>	<b>PUBLIC REALM</b>
<b>Lead Responsibility for Delivery</b>	B&NES Council
<b>Key Evidence Base</b>	B&NES Public Realm and Movement Strategy (PRMS) 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.
<b>Consultations</b>	Consultation was undertaken on the PRMS and it is also undertaken

## PUBLIC REALM

	<p>on a project by project basis.</p> <p>B&amp;NES public consultation considering public realm improvements in Keynsham town centre Consultation event on 22nd November 2018 at the Civic Centre, Keynsham,</p>
<b>Existing provision</b>	The 'public realm' is the spaces around and between buildings including streets, squares and parks.
<b>Key Drivers of Infrastructure</b>	<p>Core Strategy/Placemaking Plan objective 4 includes to improve the quality of the public realm in the city, town and local centres</p> <p>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.</p> <p>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.</p> <p>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.</p>
<b>Infrastructure under construction/ recently completed</b>	<p>In Keynsham an experimental trial took place 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. Based on this, B&amp;NES has formally advertised the decision to make the one-way scheme permanent and has sealed the Traffic Regulation Order (TRO).</p> <p>Seven Dials and Saw Close public square cyclist and pedestrian improvements</p>
<b>Assessment of Infrastructure Needs</b>	<p>There are a large number of small projects which cross relate to highways/ green infrastructure/ regeneration projects.</p> <p>A project to apply the public realm 'pattern book' to a number of streets in Bath City Centre is ongoing.</p> <p>Midsomer Norton town centre public realm/ regeneration improvements are required.</p> <p>Keynsham public realm improvements are required. Areas for improvement include the town centre, footpath widening and improved cycling and walking facilities.</p>
<b>Potential Funding Sources</b>	<p>CIL/S106</p> <p>Landowner investment/contributions</p> <p>Bath Business Improvement District</p> <p>Grant funding</p>
<b>Infrastructure Projects Identified</b>	<p>Refer to Part 4 Schedule.</p> <p>Bath City Centre Pattern Book and improvement works</p> <p>Westgate Street/Cheap Street; Manvers Street ; Railway Place</p> <p>North Parade Junction; Union Street; Stall Street (predominantly complete); Broad Street/St Michaels; Kingsmead Square; Orange</p>

## PUBLIC REALM

	<p>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>
<b>Future Issues/ Risks</b>	<p>Funding and the ongoing management and maintenance of the public realm is critical.</p>

## HEALTH: PRIMARY HEALTH

HEALTH	PRIMARY CARE PROVISION
<b>Responsibility for Delivery</b>	<p>The <b>NHS Bath and North East Somerset Clinical Commissioning Group</b> (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&amp;NES, Swindon and Wiltshire (BSW Area) have been working together as a <b>Sustainability and Transformation Partnership</b> 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>
<b>Evidence Base</b>	<p>The NHS Five Year Forward View<sup>24</sup> GP Forward View<sup>25</sup></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). B&amp;NES CCG Primary Care Strategy 2018 – 2020 B&amp;NES Pharmaceutical Needs Assessment (PNA) 2018-2021<sup>26</sup></p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>There are 26 <b>GP member practices</b> that are members of B&amp;NES CCG. The practices operate from more than 30 properties across the area.</p> <p>There are a high number of <b>dental practices</b> 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 <b>pharmacy</b> contractors in B&amp;NES. The B&amp;NES Pharmaceutical Needs Assessment (PNA) 2018 -2021 states there are no significant gaps in the current provision of easily accessible local community pharmaceutical services that serve all three PNA areas in B&amp;NES</p> <p>There are 22 high street <b>opticians</b>, a relatively high number for the population size.</p>
<b>Key Drivers of</b>	The NHS Five Year Forward View sets out a new shared vision for the future

<sup>24</sup> <https://www.england.nhs.uk/five-year-forward-view/>

<sup>25</sup> <https://www.england.nhs.uk/publication/general-practice-forward-view-gpfv/>

<sup>26</sup> [http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018\\_bnes\\_pna\\_approved.pdf](http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018_bnes_pna_approved.pdf)

## HEALTH: PRIMARY HEALTH

<p><b>Infrastructure</b></p>	<p>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"> <li>• channel investment</li> <li>• grow and develop the workforce</li> <li>• streamline the workload</li> <li>• improve infrastructure</li> <li>• and support practices to redesign their services to patients.</li> </ul> <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> <p>The B&amp;NES CCG Primary Care Strategy 2018-2020 states: 'There is a national consensus on the need for primary care to change. To care for people out-of-hospital, we need to work with our partners in local hospitals and our community providers as well as use more integrated IT system. From now on, we expect to see practices working more closely together (as groups or merged practices) to serve larger populations. Surgery sites will need to be rationalised, adapted or reconfigured depending on need and location, but remaining the first point of contact for NHS services. '</p>
<p><b>Infrastructure under construction/ recently completed</b></p>	<p>St Augustine's GP practice relocated into the St Monica's Trust development at the Somerdale site, <b>Keynsham</b> in 2018.</p>
<p><b>Assessment of Infrastructure Needs</b></p>	<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&amp;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&amp;NES Pharmaceutical Needs Assessment (PNA) 2018-2021</p>



## HEALTH: PRIMARY HEALTH

	<p>indicates" • <i>There are no significant gaps in the current provision of easily accessible local community pharmaceutical services that serve all three PNA areas in B&amp;NES.</i></p> <ul style="list-style-type: none"> <li>• <i>It is anticipated that current pharmaceutical provision from existing pharmacies will be able to cope with the demand from new populations during the period of this PNA, i.e. 1st April 2018 to 31st March 2021. This will be reviewed, at the latest, during 2020/21.</i></li> <li>• <i>There are no known planned relevant local NHS services that could significantly alter the need for pharmaceutical services in B&amp;NES.</i></li> </ul>
<b>Funding</b>	The NHS funds primary care across the area. In 2017/18, the budget for GP services was c. £30m.
<b>Infrastructure Projects Identified</b>	<p>In <b>Bath</b> 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 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 <b>Somer Valley</b>, planning permission (17/01466/FUL) was granted 9<sup>th</sup> August 2018 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>
<b>Future Issues/ Risks</b>	The <b>Sustainability and Transformation Partnership</b> are currently working on plans and mapping the NHS Estate across the footprint and planning the future estate need based on future clinical models.

## HEALTH: URGENT AND ELECTIVE SECONDARY HEALTHCARE

HEALTH	URGENT AND ELECTIVE SECONDARY HEALTHCARE
<b>Responsibility for Delivery</b>	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.
<b>Key Evidence Base</b>	RUH Redevelopment Plan (See below)
<b>Consultations</b>	
<b>Existing provision</b>	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.
<b>Key Drivers of Infrastructure</b>	<p>The Trust is part-way through the delivery of its Redevelopment Plan<sup>27</sup> The Trust's priorities are to:</p> <ul style="list-style-type: none"> <li>• provide fit for purpose accommodation;</li> <li>• demolish unsuitable/outdated buildings;</li> <li>• improve the sustainability of the estate;</li> <li>• co-locate functions to cluster complementary uses; and</li> <li>• deliver a strategy to improve site parking.</li> </ul> <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>
<b>Infrastructure under construction/ recently completed</b>	<p>The following schemes are now complete or in development:</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• New RNHRD and Therapies Centre (under construction)</li> </ul> <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</p>

<sup>27</sup> [http://www.ruh.nhs.uk/about/fit\\_for\\_the\\_future/cancer\\_centre.asp?menu\\_id=4](http://www.ruh.nhs.uk/about/fit_for_the_future/cancer_centre.asp?menu_id=4)

## HEALTH: URGENT AND ELECTIVE SECONDARY HEALTHCARE

	buildings will benefit from photo-voltaic panels again enabling the Trust to generate much of its own energy.
<b>Assessment of Infrastructure Needs</b>	See the RUH Redevelopment Plan at <a href="http://www.ruh.nhs.uk/about/fit_for_the_future/therapy.asp?menu_id=3">http://www.ruh.nhs.uk/about/fit_for_the_future/therapy.asp?menu_id=3</a> .
<b>Funding</b>	The implementation of schemes at the RUH relies on a variety of funding sources including NHS capital and charitable donations.  RUH NHS Trust is seeking funding for the Cancer Centre working with Department of Health.
<b>Infrastructure Projects Identified</b>	<b>Phase 3 of RUH Redevelopment</b>  Phase 3 will see the completion of the current programme of work on the Combe Park site.  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 is of poor quality, thus transforming the RUH site.
<b>Future Issues/ Risks</b>	The <b>Sustainability and Transformation Partnership</b> is currently working to map the NHS Estate across the footprint and planning the future estate need based on future clinical models.  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.

## HEALTH: MENTAL HEALTH INFRASTRUCTURE

HEALTH	MENTAL HEALTH INFRASTRUCTURE
<b>Responsibility for Delivery</b>	<b>Avon and Wiltshire Mental Health Partnership NHS Trust (AWP)</b> provides both primary and secondary mental health services through a range of direct contracts and partnership arrangements.
<b>Consultations</b>	
<b>Existing provision</b>	<p>A variety of mental health services are provided by AWP from:</p> <ul style="list-style-type: none"> <li>• Hillview Lodge and Bath NHS House, adjacent to the RUH Bath;</li> <li>• St Martin's Hospital in Bath;</li> <li>• The Hollies in Midsomer Norton; and</li> <li>• other locations within the community.</li> </ul> <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>
<b>Key Drivers of Infrastructure</b>	AWP is currently developing its estate strategy for the services that it provides, including across the B&NES area.
<b>Key Evidence Base</b>	
<b>Infrastructure under construction/ recently completed</b>	
<b>Assessment of Infrastructure Needs</b>	To be confirmed.
<b>Funding</b>	To be confirmed.
<b>Infrastructure Projects Identified</b>	To be confirmed.
<b>Future Issues/ Risks</b>	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

<b>HEALTH</b>	<b>COMMUNITY HEALTH &amp; SOCIAL CARE</b>
<b>Responsibility for Delivery</b>	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.
<b>Consultations</b>	
<b>Existing provision</b>	<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&amp;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&amp;NES provided by over 60 different organisations, co-ordinated by Virgin Care</p>
<b>Key Drivers of Infrastructure</b>	Virgin Care will work with commissioners and other providers in the area to review the ongoing requirements for infrastructure from which to deliver care.
<b>Key Evidence Base</b>	
<b>Infrastructure under construction/ recently completed</b>	
<b>Assessment of Infrastructure Needs</b>	To be confirmed.
<b>Funding</b>	To be confirmed.
<b>Infrastructure Projects Identified</b>	
<b>Future Issues / Risks</b>	

## HEALTH: AMBULANCE SERVICE

<b>HEALTH</b>	<b>AMBULANCE SERVICE</b>
<b>Responsibility for Delivery</b>	South Western Ambulance Service NHS Foundation Trust (SWAS)
<b>Consultations</b>	
<b>Existing provision</b>	Within the district the service operates from ambulance stations in Bath, Keynsham and Paulton. In addition it makes use of standby points at St Martin's Hospital and Midsomer Norton.
<b>Key Drivers of Infrastructure</b>	Response times are set for incidents. The Operational Research in Health (ORH) modelling is reviewing the estate in order to identify the most appropriate locations to improve responses to patients.
<b>Key Evidence Base</b>	
<b>Infrastructure under construction/ recently completed</b>	
<b>Assessment of Infrastructure Needs</b>	<p>The existing ambulance station in Bath is in need of replacement as it is nearing the end of its economic life and is constrained in terms of meeting the requirements of modern ambulance vehicles. Response times are also affected by traffic congestion.</p> <p>The SWAS is currently undertaking a modelling exercise which will have implications for the B&amp;NES area. The work will provide more detailed information relating to required future provisions such as ambulance "stand by points".</p>
<b>Funding</b>	Potential funding from releasing One Public Estate sites for housing.
<b>Infrastructure Projects Identified</b>	
<b>Future Issues / Risks</b>	

## UTILITIES: WASTE & RECYCLING

UTILITIES	WASTE & RECYCLING
<b>Lead Responsibility for Delivery</b>	<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. Highways and Parking &amp; Transport also have depot facilities within the Environmental Services directorate.</p> <p>The Environment Agency regulates major industry and waste within England.</p>
<b>Key Evidence Base</b>	<p>West of England's Joint Waste Core Strategy (JWCS) adopted March 2011<sup>28</sup></p> <p>B&amp;NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)<sup>29</sup></p> <p>Waste Management Plan for England 2013 (DEFRA)<sup>30</sup></p> <p>Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16</p> <p>EU Circular Economy Package (CEP), 2018<sup>31</sup></p>
<b>Consultations</b>	
<b>Existing provision</b>	<p>The Council's own waste assets in the district comprise public recycling centres, refuse and recycling collections and cleansing depots and a waste and recycling transfer station.</p>
<b>Key Drivers of Infrastructure</b>	<p>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.</p> <p>Recent legislation, the EU's Circular Economy Package (CEP), aims to improve the efficiency of resource use and ensure that waste is valued as a resource and can contribute to reducing the Union's dependence on the import of raw materials and facilitate the transition to more sustainable material management and to a circular economy model.</p> <p>Defra will publish the forthcoming government strategy on Resources and Waste in late 2018.</p>
<b>Infrastructure under construction/ recently completed</b>	<p>Relocation of Outer Bath Street Cleansing from Midland Road, Bath to Locksbrook Road Bath was completed January 2018 (Refer: 17/00504/REG03)</p>
<b>Assessment of Infrastructure Needs</b>	<p><b>District</b></p> <p>B&amp;NES 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</p>

<sup>28</sup> <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>

<sup>29</sup> [http://www.bathnes.gov.uk/sites/default/files/siteimages/waste\\_strategy\\_review\\_2014.pdf](http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf)

<sup>30</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/265810/pb14100-waste-management-plan-20131213.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf)

<sup>31</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2018:150:FULL&from=EN>

## UTILITIES: WASTE & RECYCLING

	<p>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. Vacating Midland Road requires the relocation of the Waste and Recycling operations (domestic collections service and transfer station) and it is proposed that they are relocated to Pixash Lane in Keynsham</p> <p>The Council is investigating the potential to relocate the household reuse and recycling element to land at Odd Down, to the south of the Park &amp; Ride site.</p> <p>Two strategic sites within B&amp;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>
<b>Funding</b>	<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>
<b>Infrastructure Projects Identified</b>	<p>Relocation of Waste and Recycling Operations from Bath to Keynsham (ongoing) and improve recycling centre provision for the increased population.</p> <p>Residual Waste treatment / Materials Recycling Facilities at Broadmead Lane, Keynsham and Former Fuller's Earth Works, Odd Down Bath (Planning ref 14/00839/EMINW).</p>
<b>Future Issues/Risks</b>	<p>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.</p>



## UTILITIES: GAS SUPPLY

UTILITIES	GAS SUPPLY
<b>Responsibility for Delivery</b>	<p><b>Wales &amp; West Utilities</b> (WWU) south west is the Gas Distribution Operators (DOs) responsible for the transportation of gas from the National Transmission System (National Grid) via the Local Transmission System to consumers within B&amp;NES, but are only obliged to provide these where it is economic, hence there is often limited gas infrastructure in more rural areas.</p> <p>National Grid is responsible for high speed high pressure pipelines, as part of the National Transmission System (NTS) There is one National Grid high pressure pipeline running through the district.</p>
<b>Evidence Base</b>	WWU Long Term Development Statement
<b>Consultations</b>	
<b>Existing Provision</b>	The WWU south west local distribution zone gas network is supplied through 13 National Transmission System (NTS) Offtakes and two non -NTS feeds.
<b>Key Drivers of Infrastructure</b>	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.
<b>Infrastructure under construction/ recently completed</b>	<p>Development related infrastructure Medium Pressure connection to the Energy centre at the Bath Riverside Development has been completed.</p> <p>Reinforcement for the Mulberry Park Development is taking place in 2018 and the Warminster Road site forecast for 2019.</p>
<b>Assessment of Infrastructure Needs</b>	<p>Core Strategy /Placemaking Plan requirements</p> <p>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.</p> <p>The following requirements have been identified for the JSP Strategic Development Locations (SDL)</p> <p>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.</p> <p>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.</p> <p>Gas infrastructure will also be delivered as part of other new developments.</p>
<b>Funding Sources</b>	Developer / Utility funded
<b>Infrastructure Projects Identified</b>	Detailed reinforcement plans will be considered as part of the masterplanning process for the North Keynsham and Whitchurch SDLs.

## UTILITIES: GAS SUPPLY

	<p>Windsor Road gas yard relocation works.</p>
<b>Future Issues / Risks</b>	<p>Minerals Energy - Shale gas and coal bed methane (CBM) extraction is a new 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 &amp; 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&amp;NES</p>

## UTILITIES: ELECTRICITY SUPPLY

<b>UTILITIES</b>	<b>ELECTRICITY SUPPLY</b>
<b>Responsibility for Delivery</b>	Western Power Distribution (South West) Plc (WPD) is the licensed electricity Distribution Network Operator (DNO) within B&NES.
<b>Evidence Base</b>	WPD Business Plan 2015-2023
<b>Consultations</b>	
<b>Existing Provision</b>	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).
<b>Key Drivers of Infrastructure</b>	<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>
<b>Infrastructure under construction/ recently completed</b>	<p>A large number of customer driven schemes for new or augmented connections.</p> <p>Various network reinforcement schemes to provide security of supply.</p>
<b>Assessment of Infrastructure Needs</b>	<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</p>

## UTILITIES: ELECTRICITY SUPPLY

	<p>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 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 2000 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>
<b>Funding Sources</b>	Developer/Utility funding
<b>Infrastructure Projects Identified</b>	<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>
<b>Future Issues/Risks</b>	Refer to Decentralised, Renewable & Low Carbon Infrastructure section.

## UTILITIES: DECENTRALISED, RENEWABLE & LOW CARBON ENERGY INFRASTRUCTURE

UTILITIES	DECENTRALISED, RENEWABLE & LOW CARBON INFRASTRUCTURE
<b>Responsibility for Delivery</b>	<p>This includes</p> <ul style="list-style-type: none"> <li>• renewable and low carbon energy installations,</li> <li>• demand management and smart energy infrastructure (e.g. batteries, smart meters and electric vehicles)</li> <li>• the retrofit of existing buildings to improve their energy performance, recognised as infrastructure in the National Infrastructure Delivery Plan 2016-2021.</li> </ul> <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 agreement<sup>32</sup> with <b>Bath and West Community Energy</b> (BWCE) to develop renewable energy and energy efficiency projects within B&amp;NES. The Council also runs the Energy at Home domestic energy efficiency programme.</p>
<b>Key Evidence Base</b>	<p>B&amp;NES Community Energy Strategy 2015-2018 B&amp;NES Environmental Sustainability &amp; Climate Change Strategy 2016-2020</p>
<b>Consultations</b>	
<b>Existing Provision</b>	<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>
<b>Key Drivers of Infrastructure</b>	<p>The B&amp;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&amp;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>
<b>Infrastructure under construction/ recently</b>	<p>BWCE and the Council are delivering and enabling an ongoing programme of renewable energy and energy efficiency projects.</p>

<sup>32</sup> <http://democracy.bathnes.gov.uk/documents/s7977/Appx%201%20BCE%20Cooperation%20Agreement.pdf>

## UTILITIES: DECENTRALISED, RENEWABLE & LOW CARBON ENERGY INFRASTRUCTURE

<b>completed</b>	
<b>Assessment of Infrastructure Needs</b>	<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 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>
<b>Funding Sources</b>	CIL/S106/Private
<b>Infrastructure Projects Identified</b>	<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 <b>smart meters</b> 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>
<b>Future Issues/Risks</b>	Uncertainty given the changes in technology . Funding.

## UTILITIES: POTABLE WATER SUPPLY

<b>UTILITIES</b>	<b>POTALBE WATER SUPPLY</b>
<b>Lead Responsibility for Delivery</b>	The management of water supply is undertaken by <b>Wessex Water</b> for the Bath area, and <b>Bristol Water</b> for the rest of the District. The Environment Agency manages resources through a Catchment Abstraction Management Plan (CAMS) for the River Avon
<b>Key Evidence Base</b>	Wessex Water Water Resource Management Plan (WRMP) Bristol Water Water Resource Management Plan WRMPs focus on the "balance between supply and demand for water over the next 25 years".
<b>Consultations</b>	
<b>Existing provision</b>	Bristol Water's principal water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal.  Wessex Water principal water source: Approximately 75% comes from boreholes and springs that tap into the chalk and limestone aquifers of Wiltshire and Dorset and 25% from reservoirs in Somerset.
<b>Key Drivers of Infrastructure</b>	The key Government aspirations for water include: <ul style="list-style-type: none"> <li>• Reducing the demand for water; and ensuring that leakage does not rise.</li> <li>• 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.</li> </ul>
<b>Infrastructure under construction/ recently completed</b>	Ongoing infrastructure provision relating to new development.
<b>Assessment of Infrastructure Needs</b>	Bristol Water is in the process of developing its next WRMP, which will inform the approach to water management from 2020 -2045.  Wessex Water have submitted a revised draft final WRMP to the Secretary of State (DEFRA), to determine whether it can be published as a final plan.
<b>Funding Sources</b>	Private funding /Developer funding.
<b>Infrastructure Projects Identified</b>	To be confirmed.
<b>Future Issues/ Risks</b>	Refer to WRMPs

## UTILITIES: WASTE WATER & DRAINAGE

UTILITIES	WASTE WATER AND DRAINAGE
<b>Lead Responsibility for Delivery</b>	<b>Wessex Water</b> provides the sewerage service for B&NES
<b>Key Evidence Base</b>	National Policy Statement for Waste Water (2012)
<b>Consultations</b>	
<b>Existing provision</b>	Existing sewer network and treatment works.
<b>Key Drivers of Infrastructure</b>	<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"> <li>-More stringent statutory requirements to protect the environment and water quality;</li> <li>-Population growth and urbanisation;</li> <li>-Replacement or improvement of infrastructure;</li> <li>-Adaptation to climate change.</li> </ul>
<b>Infrastructure under construction/ recently completed</b>	<p>Requisition sewers to serve</p> <ul style="list-style-type: none"> <li>• K2 allocation, Keynsham</li> <li>• Warminster Road, Bath</li> <li>• Monger Lane development (Hambleton Rise), Midsomer Norton</li> </ul>
<b>Assessment of Infrastructure Needs</b>	<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"> <li>• Sulis Down, Odd Down Core Strategy Allocation</li> <li>• Land south of Keynsham Core Strategy Allocation</li> <li>• Fosseyway, Radstock</li> <li>• Purnells Site, Paulton</li> <li>• NE Keynsham</li> <li>• Whitchurch</li> </ul>



## UTILITIES: WASTE WATER & DRAINAGE

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

## UTILITIES: FLOOD DEFENCES & DRAINAGE

UTILITIES	STRATEGIC FLOOD DEFENCE IN BATH – RADIAL GATES
<p><b>Lead Responsibility for Delivery</b></p>	<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 &amp; North East Somerset Council and Wessex Water, with individuals and communities having an important part to play.</p> <p>Bath &amp; 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>
<p><b>Key Evidence Base</b></p>	<p>Bristol Avon Catchment Flood Management Plan (CFMP) Local Flood Risk Management Strategy<sup>33</sup> (May 2015) B&amp;NES Bath River Avon Options Appraisal<sup>34</sup> (2016) West of England Sustainable Drainage Developer Guide.</p>
<p><b>Consultations</b></p>	<p>Options Appraisal consultation in 2015-16; B&amp;NES Scrutiny Committee 2017.</p>
<p><b>Existing provision</b></p>	<p>Pulteney Gate (to be decommissioned) 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>
<p><b>Key Drivers of Infrastructure</b></p>	<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 100 year+ climate change event).</p>
<p><b>Infrastructure under construction/ recently completed</b></p>	<p>Flood Mitigation Infrastructure, Bath Quays completed. 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> <p>New trees and planting will ultimately be introduced in Bath Quays South (Newark Works), completing our programme to introduce more than 150 new trees to the river corridor at Bath Quays.</p>

<sup>33</sup> <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

<sup>34</sup> <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

## UTILITIES: FLOOD DEFENCES & DRAINAGE

<b>Assessment of Infrastructure Needs</b>	<p>The joint Environment Agency / B&amp;NES Bath River Avon Options Appraisal project is now complete; a number of flood defence options to reduce the risk of flooding to Bath were identified – and a preferred option selected.</p> <p>Twerton Gate improvements required by 2021.</p> <p>Pulteney Gate decommissioning required.</p> <p>Further investigative work will be necessary to secure business cases, formulate an outline programme of delivery and quantify exact costs.</p> <p>Upstream storage options continue to be explored to reduce flood risk within Bath, led by the Bristol Avon Catchment Partnership</p>
<b>Funding Sources</b>	<p>Twerton Gate £150k Secured for Detailed Business Case to support grant application (£100k Environment Agency/£50k B&amp;NES River Corridor Fund). DEFRA Grant of £4.2 million. Twerton Gate is fully funded.</p>
<b>Infrastructure Projects Identified</b>	<p>Twerton Radial Gate – repair and refurbishment - fully funded. Pulteney Radial Gate– repair and refurbishment.</p>
<b>Future Issues/Risks</b>	<p>The funding gap is a key risk.</p>

## DIGITAL COMMUNICATION TECHNOLOGY

UTILITIES	DIGITAL COMMUNICATION TECHNOLOGY
<b>Lead Responsibility for Delivery</b>	<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&amp;NES role is to facilitate private investment and invest in infrastructure when market failures arise.</p>
<b>Key Evidence Base</b>	<p>West of England Digital Study – 2018                      Tech Nation 2017/2018                      B&amp;NES Economic Strategy refresh 2014                      National Infrastructure Delivery Plan (NIDP) 2016 -2021                      National Infrastructure Assessment (NIA) 2018</p>
<b>Consultations</b>	<p>The West of England Digital Strategy undertook a range of surveys with Local Authorities, businesses and service providers.</p>
<b>Existing provision</b>	<p>Broad band and wireless connectivity is poor within B&amp;NES</p> <ul style="list-style-type: none"> <li>• The area only has a 2% full fibre coverage, joint lowest in the West of England and only 18% of premises have access to ultrafast broadband connectivity, in comparison to the West of England average 32%.</li> <li>• B&amp;NES has the highest proportion of premises unable to achieve 30 Mbps, with 11,863 homes.</li> <li>• Download speeds are also comparatively poor at 22 Mbps as opposed to the 34 Mbdps West of England average.</li> </ul>
<b>Key Drivers of Infrastructure</b>	<p>The key digital objectives for B&amp;NES Digital Programme are:</p> <ul style="list-style-type: none"> <li>• Increase Digital Coverage, Connectivity and Bandwidth in support of Business Retention, Growth and Innovation</li> <li>• Increase Digital Coverage, Connectivity and Bandwidth across Rural and Urban B&amp;NES to enable Social Inclusion and Community Safety</li> <li>• Enable Fibre to the Premises for all new development sites</li> <li>• Enable Revenue Generation through leveraging Assets and Services</li> <li>• Enable Public Services to be Streamlined into 'Smart' Services, with a focus on health and social care.</li> </ul> <p>The NIA states that; "Digital connectivity is now an essential utility, as central to the UK's society and economy as electricity or water supply. Demand for data, and therefore the speed, reliability and capacity of broadband connections, is growing rapidly. Demand is likely to continue to increase as businesses, homes and infrastructure become smarter. So it is important that quality broadband is available throughout the country. Full fibre can provide this for the future."</p> <p>The NIA sets out the aim of 'turning off' all copper ducting by 2025 and setting out a specific rural delivery scheme in 2020.</p> <p>B&amp;NES Placemaking Plan policy LCR7B, stipulates that all new commercial and residential development will be at the least superfast enabled.</p>
<b>Infrastructure under construction/</b>	<p>Commercial operators have rolled out supersfast broadband to areas across the district.</p>

## DIGITAL COMMUNICATION TECHNOLOGY

<b>recently completed</b>	<p>Specific B&amp;NES backed projects include -</p> <ul style="list-style-type: none"> <li>• 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. Phase 1 has been completed and Phase 2 is now being delivered in B&amp;NES.</li> <li>• 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 Gigabit voucher scheme has been very successful in B&amp;NES with over 1,000 residents and businesses signed up.</li> <li>• Public Wi-Fi in Bath City Centre tender has been awarded, with planning permission for the network granted. Installation will start in August 2018, with the aim to go live before Christmas.</li> </ul>
<b>Assessment of Infrastructure Needs</b>	Rural B&NES experiences some of the poorest connection speeds in the West of England and often schemes are not financially viable for commercial providers to deliver.
<b>Funding Sources</b>	Public/Private
<b>Infrastructure Projects Identified</b>	<p>Connecting Devon and Somerset CDS Phase 2 broadband rollout</p> <p>Local Full Fibre Network (LFFN) between the Globe Roundabout and the Somer Valley EZ, via B&amp;NES dark fibre city network.</p> <p>Wi Fi enabled market town centres</p> <p>Parish and Village halls in the rural area enabled with Ultrafast broadband, to support the development of co working facilities.</p>
<b>Future Issues/ Risks</b>	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.

## **PART FOUR: DRAFT INFRASTRUCTURE PROJECT SCHEDULE**

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<b>Children's Services</b>						
<b>DISTRICT</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>SEND provision</b>	Primary, Secondary & Post 16 SEND provision Expansion of existing schools	£577,000	Grant funding	2016-2021	B&NES	Necessary
<b>Early Years</b>	Early Years provision	Not quantified	S106/Public/ Private	2016-2036	B&NES	Necessary
<b>Primary Schools</b>	Primary School provision	Not quantified	CIL/S106/Public	2016-2036	B&NES	Necessary
<b>Secondary Schools</b>	Secondary and Sixth form Education provision	Not quantified	CIL/S106/Public	2016-2036	B&NES	Necessary
<b>BATH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Schools</b>	Newbridge Primary School upgrade	£5,500,000	CIL/Public	2016-2021	B&NES	Necessary
<b>Primary Schools</b>	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
<b>Primary Schools</b>	Bath Western Riverside (Crest Nicholson) New Early Years and Primary School	£4,200,000	S106	2021-2026	B&NES	Necessary
<b>Primary Schools</b>	St Martin's Garden Primary School Expansion for Odd Down Urban Extension	£2,500,000	S106	2016-2021	B&NES	Necessary
<b>Secondary Schools</b>	Additional Secondary Education capacity in Bath	Not quantified	CIL/ Public	2016-2026	B&NES	Necessary
<b>KEYNSHAM</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Schools</b>	Keynsham East site - New Primary School	£7,500,000	S106/Public - Fully funded	2016-2021	B&NES	Necessary

<b>Primary Schools</b>	Castle Primary School Expansion	£3,419,483	S106/Public	2016-2021	B&NES	Necessary
<b>Primary Schools</b>	St Keyna Primary School Expansion	£3,665,955	CIL/Public	2016-2021	B&NES	Necessary
<b>Early Years/ Primary Schools</b>	North Keynsham JSP Strategic Development Location 1 no new Early Years facility and New Primary School	£9,500,000	S106	2021-2036	B&NES	Necessary
<b>Secondary Schools</b>	Wellsway School Expansion	Not quantified	S106 or CIL	2026-2036	B&NES	Necessary
<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Early Years</b>	Early Years facility, Paulton	Not quantified	Private/S106	2016-2021	Developer	Necessary
<b>Primary Schools</b>	St Nicholas' Primary School Expansion	£2,500,000	CIL/Public	2016-2021	B&NES	Necessary
<b>Primary Schools</b>	New School - Norton Hill Free School, Silver Street Midsomer Norton	£7,500,000	Public /S106 - fully funded	2016-2021	DfE	Necessary
<b>Primary Schools</b>	Peasedown St John Primary School Expansion	£2,500,000	S106 / CIL/Public	2016-2021	B&NES	Necessary
<b>Primary Schools</b>	Longvernal Primary School Expansion	£300,000	S106 - Funded	2018	B&NES	Necessary
<b>Secondary Schools</b>	Norton Hill School, Midsomer Norton Expansion	Not quantified	CIL / Public	2016-2021	B&NES	Necessary
<b>RURAL AREAS</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Schools</b>	Cameley C of E Primary School Expansion	£1,750,000	S106/CIL/Public	2016-2021	B&NES	Necessary
<b>Primary Schools</b>	Swainswick C of E Primary School upgrade	£750,000	Public Funding - Funded	2019	B&NES	Necessary



<b>WHITCHURCH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Schools</b>	Whitchurch Primary School Expansion	£1,266,000	S106/Public	2016-2021	B&NES	Necessary
<b>Early Years/ Primary School</b>	Whitchurch SDL - 1 no Primary School and Early Years provision	Not quantified	S106	2021-2026	B&NES	Necessary
<b>Secondary School</b>	Whitchurch SDL - New Secondary School and Sixth Form	Not quantified	S106/Public	2021-2026	B&NES	Necessary

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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
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	Bath River Avon Park and Bath River Line 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	Mulberry Park (Former MoD Foxhill) Green Infrastructure (Bathscape Project)	Minimum £340,000	S106 / HLF	2016-2026	B&NES	Necessary
Green	Upgraded Moorings at Bath Quays Waterside	£100,000	LGF (fully funded)	Ant. Comp	B&NES/	Desirable

<b>Infrastructure</b>	(WaterSpace Project)			2017/2018	Multiple agencies	
<b>Green Space</b>	Royal Victoria Park Improvements	£200,000	S106/CIL	2016-2026	B&NES	Necessary
<b>Green Space</b>	Sydney Gardens Enhancements	Not quantified	S106/HLF	2016-2021	B&NES	Necessary
<b>Green Space</b>	Moorfields Park Enhancements and maintenance	Not quantified	S106	2016-2021	B&NES	Necessary
<b>Green Infrastructure</b>	Kensington Meadows, Bath -Access improvements (WaterSpace project)	£325,000	S106/Grant funding	2016-2026	B&NES	Desirable
<b>Green Space</b>	Fairfield Valley Local Green Space -Outstanding Infrastructure improvements	£20,000		2016-2021	B&NES	Desirable
<b>Green Space</b>	The Tumps Open Space, Bath -Access improvements	£75,000	S106	2016-2021	B&NES	Desirable
<b>Green Space</b>	Carrs Wood Open Space, Bath -Access improvements (Bathscape project)	£50,000	S106/HLF	2016-2026	B&NES	Desirable
<b>Green Space</b>	Pennyquick - improvements and repairs, gateway to Carrs Wood (Bathscape project)	£50,000	HLF	2021-2026	B&NES	Desirable
<b>Green Space</b>	Queens Square Improvements	£100,000		2026-2036	B&NES	Desirable
<b>Green Space</b>	Alexandra Park improvements	£100,000		2021-2026	B&NES	Desirable
<b>Green Space</b>	Parade Gardens improvements	£75,000		2021-2026	B&NES	Desirable
<b>Green Space</b>	Free Fields improvements	£35,000		2026-2036	B&NES	Desirable
<b>Green Space</b>	Alice Park improvements	Not quantified		2021-2026	Alice Park Trust	Desirable
<b>Green Space</b>	Riverside path access north of Pulteney Bridge (WaterSpace Project)	£500,000		2016-2036	B&NES/ Multiple agencies	Desirable
<b>Green Space</b>	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified	Environment Agency /Developer	2016-2036	B&NES/ Multiple agencies	Desirable
<b>KEYNSHAM</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Allotments</b>	Keynsham New Allotment provision	£52,000	S106	2016-2021	B&NES	Necessary
<b>Green Infrastructure</b>	North Keynsham Strategic Development Location Green Infrastructure Provision	Not quantified	Developer	2021-2036	B&NES	Necessary

<b>Green Infrastructure</b>	Manor Road Local Nature Reserve -Enhancements and biodiversity protection	£180,000	S106	2021-2026	B&NES	Necessary
<b>Green Space</b>	Keynsham Memorial Park Strategic Improvements to create destination park provision.	£200,000	S106/CIL	2016-2026	B&NES	Necessary
<b>Green Space</b>	Abbots Wood, Keynsham -Enhancements and maintenance including linking paths	£300,000	S106/CIL	2016-2026	B&NES	Necessary
<b>Green Space</b>	Queens Road Open Space, Keynsham - upgrade	£50,000		2016-2026	B&NES	Desirable
<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Allotments</b>	New Allotment provision in Somer Valley	£200,000	S106	2016-2026	B&NES/ Town/ Parish Council	Necessary
<b>Green Infrastructure</b>	Somer Valley Greenways - Enhance Greenway recreation routes connecting communities to the Town park.	£40,000		2016-2036	B&NES	Desirable
<b>Green Space</b>	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
<b>Green Space</b>	Midsomer Norton Town Park Phase 2	Not quantified	S106/CIL	2016-2026	B&NES	Necessary
<b>Green Space</b>	Tyning Park / Woodborough Road Play Area	£40,000		2021-2026	B&NES	Desirable
<b>RURAL AREAS</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Green Infrastructure</b>	Batheaston/Bathampton Riverside Environmental Projects (WaterSpace project)	£100,000		2016-2021 Part implemented	B&NES	Desirable
<b>Green Infrastructure</b>	The Shallows, Saltford –Improvements (WaterSpace project)	£250,000		2016-2021	B&NES	Desirable

<b>Green Space</b>	Temple Cloud Open Space Recreation Enhancements	£20,000		2016-2021	B&NES	Desirable
<b>WHITCHURCH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Green Space</b>	New Whitchurch Village Park	£180,000	S106/CIL	2016-2026	B&NES	Necessary
<b>Green Infrastructure</b>	Whitchurch Strategic Development Location Green Infrastructure	Not quantified	Developer	2016-2036	Developer/ B&NES	Necessary

<b>Outdoor Sports and Recreation/Leisure and Built Sports Facilities</b>						
<b>BATH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Leisure</b>	Bath Recreation ground redevelopment	Not quantified	Private	2016-2036	Developer	Desirable
<b>Outdoor Sports</b>	Lansdown Playing Fields 3G rubber crumb pitch site, hockey AGP, clubhouse /social and changing facilities	£8,000,000	Grant funding	2016-2021	B&NES	Desirable
<b>Outdoor Sports</b>	Alice Park Tennis Courts Enhancement	£225,000	Grant funding	2016-2021	B&NES	Desirable
<b>Outdoor Sports</b>	Sydney Gardens Tennis Courts Enhancement	£190,000	Grant funding	2016-2021	B&NES	Desirable
<b>Outdoor Sports</b>	Royal Victoria Park Tennis Courts Enhancement	£900,000	Grant funding	2016-2021	B&NES	Desirable
<b>Outdoor Sports</b>	Odd Down – 3 New Tennis Courts	£170,000	Grant funding	2016-2021	B&NES	Desirable
<b>KEYNSHAM</b>						
<b>Leisure</b>	Refurbishment of Keynsham Leisure Centre	TBC	CIL /Public	2016-2021	B&NES	Capital Program
<b>Outdoor Sports</b>	Keynsham Memorial Park Tennis Courts Enhancement	£80,000	Grant funding	2016-2021	B&NES	Desirable
<b>RURAL AREAS</b>						
<b>Outdoor Sports</b>	Chew Valley Leisure Centre Enhancement	£120,000	Grant funding	2016-2021	B&NES	Desirable

Community Facilities						
District	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
<b>Community Centres</b>	Community Facilities	Not quantified		2016-2036	Various	Desirable
<b>Libraries</b>	Libraries	Not quantified		2016-2036	Various	Desirable
<b>Youth Services</b>	Youth Services provision	Not quantified	CIL/ Public/Other	2016-2036	B&NES	Necessary
<b>Play Areas</b>	Play Areas	Not quantified	CIL/S106/ Developer	2016-2036	B&NES	Necessary
<b>BATH</b>						
<b>Leisure</b>	Improve the Pavilion	Not quantified		2016-2036	B&NES	Desirable
<b>Youth</b>	Southside Youth Hub Improvements	Not quantified		2016-2036	B&NES	Desirable
<b>Youth</b>	Bath city centre youth provision	Not quantified		2016-2036	B&NES	Desirable
<b>Cemeteries</b>	Haycombe Cemetery extension - Design & Construction	£150,000	Public	2021-2026	B&NES	Desirable
<b>KEYNSHAM</b>						
<b>Leisure</b>	Keynsham Leisure Centre Redevelopment	£10,000,000	Public /Private/CIL	Comp 2019	B&NES/GLL	Capital Program.
<b>Play Areas</b>	Teviot Rd Play Area Enhancements	£130,000	S106	2016-2026	B&NES	Necessary
<b>SOMER VALLEY</b>						
<b>Youth</b>	Peasedown Youth Hub outdoor court	Not quantified		2016-2036	B&NES	Desirable
<b>Youth</b>	Radstock Youth Service Development of suitable building for Youth and Community work in Radstock	Not quantified		2016-2036	B&NES	Desirable
<b>Youth</b>	Midsomer Norton Youth hubs	Not quantified	S106	2016-2021	Midsomer Norton Community Trust	Desirable

<b>RURAL AREAS</b>					
<b>Community Facilities</b>	Freshford Memorial Hall Development	Not quantified	2016-2026	Parish Council	Desirable
<b>Community Facilities</b>	Batheaston New village Hall	Not quantified	2016-2026	Parish Council	Desirable

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TRANSPORT						
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



<b>Smarter Choices &amp; Air Quality</b>	Smarter Choices and Air Quality Interventions	Not quantified	Grant funding	2016-2036	B&NES	Necessary
<b>BATH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Bus</b>	Relocation of Bath Quays Coach Park from Bath Quays North to Odd Down Park and Ride	£1,800,000	Grant funding	2016-2021	B&NES	Necessary
<b>Bus</b>	Expansion of Odd Down and Lansdown Park & Ride sites	£6,500,000	Grant funding	2016-2021	B&NES	Necessary
<b>Bus</b>	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
<b>Cycle</b>	Bath Cycle Routes	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Newbridge Hill to Riverside Path cycle link	£200,000		2016-2026	B&NES	Desirable
<b>Cycle</b>	Weston cycle link	£200,000		2016-2026	B&NES	Desirable
<b>Cycle</b>	Lansdown via Sion Hill cycle link	£200,000		2016-2026	B&NES	Desirable
<b>Cycle</b>	London Road to Grosvenor Bridge cycle link	£200,000		2016-2026	B&NES	Desirable
<b>Cycle/ Pedestrian</b>	Bath Western Riverside - Enhanced pedestrian facilities, new paths and cycleways in vicinity of site	Not quantified	S106	2016-2026	B&NES	Necessary
<b>Cycle/ Pedestrian</b>	Bath Quays North and South Bridge	£2,500,000	Grant funding	2016-2021	B&NES	Necessary
<b>Cycle/ Pedestrian</b>	Bear Flat cycle/pedestrian improvements	£500,000	Grant funding	2016-2021	B&NES	Desirable
<b>Cycle/ Pedestrian</b>	London Road/Lambridge Street cycle/pedestrian improvements	£500,000	Grant funding	2016-2021	B&NES	Desirable
<b>Cycle/ Pedestrian</b>	Locksbrook Road to Windsor Bridge Road to BWR Cycle/Pedestrian link via Roseberry Place	Not quantified		2016-2036	B&NES	Desirable
<b>Pedestrian</b>	New pedestrian bridge across the River Avon at Western Riverside	Not quantified	S106	2016-2026	B&NES	Necessary
<b>Pedestrian</b>	Walcot Riverside Walk	£180,000		2016-2026	B&NES	Desirable
<b>Pedestrian</b>	Bath Recreation Ground River Bridge	£1,500,000		2016-2036	B&NES	Desirable

<b>Pedestrian</b>	Bath Press Pedestrian Access Works	Not quantified	S106	2016-2026	Developer	Necessary
<b>Highways</b>	Avon Street Multi-Storey Car Park replacement Bath Riverside Enterprise Area masterplan project	£8,750,000	Developer/Grant funding	2016-2026	B&NES	Necessary
<b>Highways</b>	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
<b>Smarter Choice &amp; Air Quality</b>	Bath Clean Air Zone and /or other interventions	Not quantified	Government -Joint Air Quality Unit - Grant funding	2016-2036	B&NES	Necessary
<b>KEYNSHAM</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Pedestrian</b>	Somerdale Development -Develop new connections between Hanham Mills and Somerdale	Not quantified	S106	2016-2021	B&NES	Necessary
<b>Bus</b>	Improved Bus Services in Keynsham	Not quantified	S106/WECA funding	2016-2036	WECA/ B&NES/Bus operators	Necessary
<b>Bus</b>	MetroBus - Bristol - Keynsham	Not quantified	WECA funding	2016-2026	WECA/ B&NES	Necessary
<b>Bus</b>	10 Bus Shelter upgrades (with advertising consents)	£70,000	WECA/Grant funding	2018 onwards	B&NES	Desirable
<b>Cycle/ Pedestrian</b>	Pedestrian/ Cycle Bridge over River Avon at Keynsham	£1,100,000	S106	2016-2026	B&NES	Necessary
<b>Cycle</b>	Improved Cycle Links (Keynsham Greenways)	Not quantified	Developer/Grant funding	2016-2026	B&NES	Necessary
<b>Cycle</b>	Broadlands School cycle link (west)	Not quantified		2016-2026	B&NES	Desirable
<b>Cycle</b>	Broadlands School cycle link (east)	Not quantified		2016-2026	B&NES	Desirable
<b>Cycle</b>	Coronation Avenue cycle link	Not quantified		2016-2026	B&NES	Desirable
<b>Cycle</b>	Chandag Road cycle link	Not quantified		2016-2026	B&NES	Desirable
<b>Cycle</b>	Bath Road cycle link	Not quantified		Substantially complete	B&NES	Desirable

<b>Pedestrian</b>	Broadmead Roundabout Pedestrian Improvements	Not quantified		2016-2036	B&NES	Desirable
<b>Highways</b>	A4 to Avon Mill Lane Link (North Keynsham SDL)	Not quantified	Developer/Grant funding	2016-2026	B&NES	Necessary
<b>Highways</b>	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Not quantified	Developer/Grant funding	2016-2036	B&NES	Necessary
<b>Highways</b>	Improved Bath Road / Chandag Road Junction	Not quantified	Developer/Grant funding	2016-2036	B&NES	Necessary
<b>Rail</b>	Improvements to Keynsham Railway Station	Not quantified	S106/Grant funding/ Network Rail	2016-2036	B&NES/ Network Rail	Necessary
<b>Smarter Choice &amp; Air Quality</b>	Keynsham Air Quality Action Plan	Not quantified	Government -Joint Air Quality Unit - Grant funding	2016-2036	B&NES	Necessary
<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Cycle</b>	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
<b>Cycle</b>	Midsomer Norton Enterprise Park cycle link between Norton Radstock Greenway and Radstock Road by the 'Old Welton Transfer Station'	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Underhill cycle link from Underhill Lane to Berkeley Avenue	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Waterside to Westfield cycle link (Part Complete)	Not quantified	Grant funding	2016-2021	B&NES	Desirable
<b>Cycle</b>	Farrington Gurney cycle link	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Not quantified	Developer/S106	2016-2036	B&NES	Necessary
<b>Cycle</b>	Midsomer Norton / Radstock Cycle Schemes:	£30,000	Grant funded	2016-2021	B&NES	Necessary
<b>Highways</b>	Midsomer Norton Transport network improvements	Not quantified		2016-2036	B&NES	Desirable
<b>Highways</b>	Improvements A362 to the A37 route - Old Mills	Not quantified	Grant funding	2016-2026	B&NES	Necessary

	employment site to A37 (highway, pedestrian, cycle)					
<b>Highways</b>	Improve junctions at North Road/Station Road/Radstock Road High Street Roundabout (Stoney Cross)	Not quantified		2016-2021	B&NES	Desirable
<b>Highways</b>	Provide right turn lanes on the A367 south of Radstock	Not quantified		2016-2021	B&NES	Desirable
<b>Highways</b>	Implement improvements resulting from road safety route reviews of the A362 and A367	Not quantified		2016-2021	B&NES	Desirable
<b>RURAL AREAS</b>						
	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Cycle</b>	Chew Stoke to Chew Magna cycle link	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Chew Stoke to Bishop Sutton cycle link	Not quantified		2016-2036	B&NES	Desirable
<b>Cycle</b>	Chew Valley Lake Recreational Trail	£1.4m	CIL / Grant	2016-2036	B&NES	Desirable
<b>Pedestrian</b>	Pensford - creation of alternative walking route to east of the A37	Not quantified		2016-2021	B&NES	Desirable
<b>Rail</b>	Freshford Station Step free access to up platform	Not quantified		2016-2036	Network Rail	Desirable
<b>Smarter Choice &amp; Air Quality</b>	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
<b>WHITCHURCH</b>						
	<b>Project</b>	<b>Estimated Cost</b>	<b>Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Bus</b>	Whitchurch Park & Ride	Not quantified	Grant funding	2016-2026	B&NES/ Bristol CC /WECA	Necessary
<b>Highways</b>	Refer to "District Wide" for Strategic Highways	-	-	-	-	-
<b>Highways</b>	Whitchurch Transport Improvements	Not quantified	CIL	2016-2036	B&NES	Necessary

Public Realm						
	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
<b>BATH</b>						
<b>Public Realm Improvements</b>	Bath Western Riverside - Enhanced pedestrian facilities, new paths and cycleways	Not quantified	S106	2016-2026	Developer	Necessary
<b>Public Realm Improvements</b>	Transport Improvements /Union Street	£1,300,000	CIL	2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Westgate East / Cheap Street	£1,600,000		2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Manvers Street	£3,000,000	Developer	2016-2036	B&NES	Necessary
<b>Public Realm Improvements</b>	Broad Street/St Michael's	£3,800,000		2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Pulteney Weir	£3,900,000	Developer	2016-2036	B&NES	Necessary
<b>Public Realm Improvements</b>	Railway Place	£680,000	Developer	2016-2036	B&NES	Necessary
<b>Public Realm Improvements</b>	North Parade Junction	£650,000		2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Stall Street	£580,000	Grant funding	2016-2021	B&NES	Desirable
<b>Public Realm Improvements</b>	Kingsmead Square	£2,400,000	Grant /Private funding	2016-2021	B&NES	Desirable
<b>Public Realm Improvements</b>	Orange Grove	£4,000,000		2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Terrace Walk	£1,700,000		2016-2036	B&NES	Desirable
<b>Public Realm Improvements</b>	Saw Close Public Square	Not quantified	RIF/LGF Grant Fully funded	2016-2021	B&NES	Desirable
<b>Public Realm Improvements</b>	York Street/Swallow Street	Not quantified	CIL/Grant funding	2016-2021	B&NES	Capital Program

<b>Public Realm Improvements</b>	Cattlemarket Site	£1,000,000	Developer	2016-2036	B&NES	Necessary
<b>Public Realm Improvements</b>	Bath Quays North and Bath College	£5,000,000	Developer	2016-2026	B&NES	Necessary
<b>Public Realm Improvements</b>	Bath Quays South and Riverside Court	£1,500,000	Developer	2016-2026	B&NES	Necessary
<b>Public Realm Improvements</b>	South Bank	£1,000,000	Developer	2016-2026	B&NES	Necessary
<b>Public Realm Improvements</b>	Sydenham Park	£1,000,000	Developer	2016-2026	B&NES	Necessary
<b>Public Realm Improvements</b>	Green Park Junction	£1,000,000		2016-2036	B&NES	Desirable
<b>KEYNSHAM</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Public Realm Improvements</b>	Keynsham Town Centre Public Realm Improvements	Not quantified	Grant funding/S106	2016-2021	B&NES	Necessary
<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Public Realm Improvements</b>	Midsomer Norton High Street Public Realm Improvements	£2,000,000	CIL/Public	2016-2026	B&NES	Capital Program.
<b>Public Realm Improvements</b>	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Not quantified	Developer/Public	2016-2036	B&NES	Necessary
<b>WHITCHURCH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Public Realm Improvements</b>	Whitchurch Public Realm Improvements	Not quantified	CIL/S106	2016-2036	B&NES	Necessary

Utilities/Energy						
DISTRICT	Project	Estimated Cost	Potential Funding Sources	Completion/ Phasing	Delivery Agency	Priority
<b>Electricity Supply</b>	Electricity network reinforcement and supply programme	Not quantified	Utilities/Developer	2016-2036	WPD	Critical
<b>Gas Supply</b>	Gas reinforcement and supply programme	Not quantified	Utilities/Developer	2016-2036	WWU	Critical
<b>Water Supply</b>	Water Supply – ongoing programme	Not quantified	Utilities/Developer	2016-2036	Wessex Water/ Bristol Water	Critical
<b>Waste Water</b>	Sewerage Services – ongoing programme	Not quantified	Utilities/Developer	2016-2036	Wessex Water	Critical
<b>Flood Defence</b>	Flood Risk and Drainage – ongoing programme	Not quantified	Developer	2016-2036	Env Agency Developer	Critical
<b>Waste /Recycling</b>	Relocation of Waste and Recycling Operations and improve recycling centre provision for increased population	£20,000,000	CIL, Council capital investment (borrowing and site sale receipts), HIF funding or other grant funding	2016-2021	B&NES	Necessary
<b>Renewable, Low Carbon</b>	Retrofitting Existing Dwellings	Not quantified		2016-2036	Private	Desirable
<b>Renewable, Low Carbon</b>	Renewable Energy Infrastructure	Not quantified		2016-2036	B&NES	Desirable
<b>Renewable, Low Carbon</b>	Hydropower implementation (WaterSpace project)	£1,000,000		2016-2036	B&NES	Desirable
<b>Renewable, Low Carbon</b>	Infrastructure for local energy crop processing and distribution	Not quantified		2016-2036	B&NES	Desirable
<b>Renewable, Low Carbon</b>	Smart Meter Rollout	Not quantified		2016-2021	B&NES	Desirable
<b>Digital</b>	Local Full Fibre Network	£2,500,000	National grant	2016-2021	B&NES/WE	Necessary

<b>Communication</b>			funding		CA	
<b>Digital Communication</b>	Connecting Devon Somerset Phase 2	£200,000	WECA Grant Funding	2018 -2020	Gigaclear	Necessary
<b>Digital Communication</b>	Gigabit Voucher Scheme	Not quantified	National grant funding	2017-2021	B&NES/ DCMS/ Private Sector	Desirable
<b>Digital Communication</b>	Ultrafast Broadband enabled Parish and Town Council	£50,000		2018 -2021	B&NES/ Private Sector	Desirable
<b>Digital Communication</b>	City and Market Town Wi Fi	£430,000	Grant funding		B&NES	Capital Program
<b>BATH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Flood Defences</b>	Bath Quays Waterside	£6,200,000	RIF funded/CIL	Comp 2017	B&NES	Critical
<b>Flood Defences</b>	Pulteney Weir - Decommissioning of Radial Gate	£1,000,000	EA /Grant funding/ Private funding	2016-2026	Env Agency	Desirable
<b>Flood Defences</b>	Twerton Gate replacement	£5,000,000	EA. Fully Funded	2016-2026	Env Agency	Necessary
<b>Gas</b>	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
<b>Renewable, Low Carbon</b>	Bath Centre District Heating Network	£5,010,224		2016-2036	B&NES	Desirable
<b>Renewable, Low Carbon</b>	Bath Enterprise Area District Heating Network	£5,448,996	Developer funding	2016-2036	B&NES	Necessary
<b>Waste /Recycling</b>	Former Fuller's Earth Works Residual Waste Treatment Site	Not quantified	Private Waste Industry	2016-2021	Developer	Necessary
<b>KEYNSHAM</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Gas supply</b>	Reinforcement and supply.	Not quantified		2016-2036	WWU	Critical



<b>Waste Water</b>	Sewage infrastructure requirements at strategic sites	Not quantified	Utility/ developer funding	2016-2036	Wessex Water	Critical
<b>Waste Water</b>	Keynsham Treatment Works Upgrade	Not quantified	Utility funding	2016-2026	Wessex Water	Critical
<b>Renewable, Low Carbon</b>	Keynsham District Heating Network	£970,181		2016-2036	B&NES	Desirable
<b>Waste /Recycling</b>	Materials Recycling Facilities at Broadmead Lane, Keynsham	Not quantified	Private Waste Industry	2016-2036	Private	Necessary
<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Waste Water</b>	Radstock Sewage treatment works improvements	Not quantified	Utility	2016-2021	Wessex Water	Critical
<b>WHITCHURCH SDL</b>						
<b>Gas supply</b>	Reinforcement and supply	Not quantified	Utility	2016-2036	WWU	Critical
<b>Electricity</b>	Network reinforcement and supply	Not quantified	Utility	2016-2036	WPD	Critical

<b>Health</b>						
<b>DISTRICT</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Acute Care</b>	New Cancer Centre	£28,000,000	NHS/Charity	2016-2021	NHS	Desirable
<b>BATH</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Care</b>	Expansion Oldfield Surgery, Upper Oldfield Park, Bath	£4,400,000	NHS (ETTF) TBC /NHS/Public Sector funding	2016-2021	NHS	Necessary
<b>Primary Care</b>	Expansion of Combe Down Surgery, The Avenue, Combe Down, Bath	£750,000	TBC /Public Sector funding	2016-2021	NHS	Necessary

<b>SOMER VALLEY</b>	<b>Project</b>	<b>Estimated Cost</b>	<b>Potential Funding Sources</b>	<b>Completion/ Phasing</b>	<b>Delivery Agency</b>	<b>Priority</b>
<b>Primary Care</b>	New Health Centre and ancillary pharmacy Waterloo Road, Radstock	Not quantified	NHS (ETTF) CIL/Public Sector	2016-2021	NHS/ B&NES	Necessary.

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