
**Bath & North East
Somerset Council**

Improving People's Lives

Bath and North East Somerset Council

B&NES DRAFT INFRASTRUCTURE DELIVERY PLAN

December 2020

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Key Abbreviations

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

1 PART ONE: Scope and Brief of Infrastructure Delivery Plan

Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared by Bath and North East Somerset Council (B&NES 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 B&NES Core Strategy (Adopted 2014) and Placemaking Plan (adopted July 2017) covering the plan period 2011-2029.
- 1.2 This document has been updated to take into account B&NES Council's decision to declare a Climate and Nature Emergency and pledge to provide the leadership to enable B&NES to become carbon neutral by 2030. There is a need to enable low carbon living across society through changes to infrastructure plus transport in all forms, policies and plans. Details of the Councils' actions are set out in Part 2.
- 1.3 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 Plan which will set out the infrastructure requirements including estimated costs where available, suggested delivery mechanisms and phasing schedules for infrastructure delivery.
- 1.4 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.
- 1.5 The structure of the rest of the document is as follows:

PART 2: CLIMATE AND NATURE EMERGENCY contains key principles relating to the Climate and Nature Emergency underpinning the IDP.

PART 3: PLANNING POLICY BACKGROUND AND FUNDING STREAMS - Provides a background to the national and local policy context for the IDP and potential funding streams.

PART 4: 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 existing provision and infrastructure needs; and necessary infrastructure projects.

PART 5: SCHEDULE OF INFRASTRUCTURE REQUIREMENTS AND DETAILS OF REQUIREMENTS provides a list of Infrastructure Projects across the district sub- categorised by Plan area.

PART 6: COMPLETED INFRASTRUCTURE PROJECTS – details infrastructure that has been completed.

2 PART TWO: RELATIONSHIP TO B&NES CLIMATE AND NATURE EMERGENCY AND CORPORATE STRATEGY

Background

- 2.1 Since the Core Strategy 2015 was adopted, B&NES Council (the Council) has declared a Climate Emergency, in March 2019, and among other points pledged to provide the leadership to enable B&NES to become carbon neutral by 2030.
- 2.2 Further to this Climate Emergency Declaration, the Council has prepared a Corporate Strategy (2020-2024) with one of two core policies 'addressing the Climate and Nature Emergency'. Recognition is given in this document to the Nature Emergency and the need to protect and increase biodiversity.
- 2.3 The Climate Change Act 2008 sets out a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impact of climate change. Among other points it includes setting emission reduction targets in statute, and an adaptation programme - assessing the risks of the impact of climate change for the UK - on matters for which it is responsible.
- 2.4 In June 2019, the UK government amended the Climate Change Act 2008 to set a new target of achieving net zero greenhouse gas emissions by 2050. This is 20 years later than the Council's pledge to provide the leadership to enable B&NES to become carbon neutral by 2030.
- 2.5 Section 182 of the Planning Act 2008 amending Section 19 of the 2004 Planning and Compulsory Purchase Act states: 'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.'
- 2.6 The Planning and Energy Act 2008 sets out powers for local authorities to require a proportion of the energy need related to new development to be sourced in the locality of the development, through renewable or low-carbon generation.
- 2.7 In October 2017 the Government published a "Clean Growth Strategy Leading the way to a low carbon future", setting out the UK's plan for emissions reduction, and providing a foundation for the action needed to meet a net-zero carbon target. This had a number of priorities for reducing emissions from the power sector, homes, industry and transport.
- 2.8 The Environment Bill 2020 ¹ sets out how the Government plans to protect and improve the environment in the UK. It addresses water management, air quality, and the natural environment and chemical regulations. Requirements include mandatory Biodiversity Net Gain of 10% for new development, and the production and delivery of Local Nature Recovery Strategies.

National Context

¹ <https://www.gov.uk/government/publications/environment-bill-2020/30-january-2020-environment-bill-2020-policy-statement>

- 2.9 The Government published its National Infrastructure Strategy in November 2020. It is based around three central objectives: economic recovery; levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050. It is based on advice from the National Infrastructure Commission (NIC) and its 2018 National Infrastructure Assessment.

Transport

- 2.10 The Government is preparing a Transport Decarbonisation Plan (TDP) due to be published later in 2020. A consultation document 'Decarbonising transport: setting the challenge'² was published in March 2020.

- 2.11 Six strategic priorities for the Transport Decarbonisation Plan, to deliver a vision of a net zero transport system are outlined.

- Accelerating modal shift to public and active transport
- Decarbonisation of road vehicles
- Decarbonising how goods are delivered
- Place-based solutions
- UK as a hub for green transport technology and innovation
- Reducing carbon in a global economy

- 2.12 The objectives include among other points:

- Help make public transport and active travel the natural first choice for daily activities
- Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future
- Encourage cycling and walking for short journeys
- Explore how to best support the behaviour change required
- Support the transition to zero emission road vehicles
- Maximise benefits through investment in innovative technology development, and the development of sustainable supply chains
- Address emissions at a local level through local management of transport solutions
- Target support for local areas, considering regional diversity and different solutions
- Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system

- 2.13 The Government has consulted on bringing forward the end to the sale of new petrol, diesel and hybrid cars and vans from 2040 to 2035, or earlier if a faster transition appears feasible.

Energy Efficiency in Homes

- 2.14 In 2019 the Government committed to a Future Homes Standard to ensure that all new homes are ultra-efficient and use low carbon heating from 2025. A Government consultation took place on the Future Homes Standard ending February 2020. The consultation comprised proposed changes to the Building Regulations for new dwellings - Part L (conservation of fuel and power) and Part F (ventilation).

Natural Environment

² [Decarbonising transport: setting the challenge](#)

2.15 In 2018 the Government published a 25 Year Environment Plan to Improve the Environment³, the ambitions of which are now translated into the Environment Bill 2020. The Plan includes the following objectives in relation to infrastructure and addressing the climate and nature emergency:

- Creating more green infrastructure
- Developing a Nature Recovery Network
- Helping primary schools create nature-friendly grounds
- Planting more trees in and around our towns and cities
- Improving soil health
- Minimising waste.
- Improving management of residual waste
- Reducing the impact of wastewater
- Promoting health and wellbeing through the natural environment
- Clean air
- Mitigating and adapting to climate change.
- Managing exposure to chemicals.
- Enhancing biosecurity.

Flood Risk Adaptation

2.16 The Environment Agency has prepared a number of Climate Change Act Adaptation reports including "Climate change impacts and adaptation"⁴ This report outlines what has happened and what is expected to happen to the UK climate. It describes some of the impacts of these changes for England. It outlines the main adaptation actions that are being taken, or that are being planned, to prepare for the impacts of climate change.

Health

2.17 There is a direct link between healthy communities and sustainable development resilient to climate change. For example, the design of new development and neighbourhoods can influence physical activity levels, travel patterns, social connectivity, mental and physical health and wellbeing outcomes.

2.18 The NHS has published a document "Putting Health into Place" as part of the Healthy New Towns programme. This sets out guidelines for how local communities should plan and design a healthy built environment. It includes the following objectives:

- Create Compact Neighbourhoods
- Maximise Active Travel
- Inspire and Enable Healthy Eating
- Foster Health in Homes and Buildings
- Enable Healthy Play and Leisure

³ <https://www.gov.uk/government/publications/25-year-environment-plan>

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf

- 2.19 An NHS campaign 'For a greener NHS' recognises that the causes of climate change and air pollution are often the same. Air pollution is linked to conditions such as heart disease, strokes, lung cancer, and asthma. Extreme weather events such as flooding and heat waves can have direct effects on physical and mental health.
- 2.20 The NHS also recognises the health and care system in England is responsible for an estimated 4-5% of the country's carbon footprint. The NHS has committed to reaching Net Zero carbon emissions as soon as possible and has set up a commission to examine feasibility and measures. A call for evidence took place in early 2020.

Local Context

- 2.21 In March 2019 B&NES Council declared a Climate Emergency and pledged to provide the leadership to enable the Council area to become carbon neutral by 2030. It states that there is a need to enable low carbon living across society through changes to laws, taxation, infrastructure plus transport in all forms, policies and plans. This declaration was in response to the science from the Intergovernmental Panel on Climate Change and demands from the community.
- 2.22 The Council is preparing a Climate Emergency Action Plan. In July 2019, the Council engaged consultants to provide high-level evidence to inform the Action Plan. The Centre for Sustainable Energy (CSE) delivered Section 4, Anthesis carried out the other Sections. The sections cover the following:
- The district-wide carbon footprint and profile from activities within the district;
 - Future emissions pathways to 2030 and 2050 taking into account our 2030 target, the Intergovernmental Panel on Climate Change (IPCC) science based targets and what can be achieved based on known technology and present-day evidence;
 - District-wide 'consumption' emissions arising through the lifecycle of products and services purchased in the district;
 - Household carbon footprints;
 - Emissions from large institutions;
 - The Council's emissions from energy use and the goods and services we procure.
- 2.23 The results discuss the many actions that could be taken in the district, and an indication of the carbon savings that could result.
- 2.24 Three carbon reduction priorities emerged – the key commitments are:

"Improvements in buildings' energy efficiency and zero carbon new build";

For example:

- retrofitting the majority of homes (all tenures) with a range of energy saving measures,
- switching 40% of homes to modern electric heating from gas by 2030,
- switching 76% of gas cookers to electric,
- new homes and development needing to be being zero carbon or net positive carbon from now

"A major shift to mass transport, walking and cycling to reduce emissions;"

For example:

- a 25% cut in car and van mileage per person per year by 2030,
- coupled with a 76% switch to electric cars, 14% to petrol/EV hybrid, leaving 10% petrol/diesel on the road by 2030,

- and, full electrification of passenger rail by 2030

“Large-scale and rapid increase in local renewable energy generation”

For example:

- 50% of existing homes having a solar PV roof by 2030 (currently only 3.1% do),
- 116 football pitches worth of solar PV on commercial roof space and ground mounted sites
- around 28 large (2.5 MW) wind turbines

2.25 Further research is needed on the complex range of land use issues, including biodiversity, soil health, food production and carbon sequestration issues. The second phase of research and development includes drawing up actions against the three -priority areas, to identify key next steps that need to be taken. Refer to Council report (October 2019)⁵

2.26 An Action Plan has been prepared which sets out priority areas for action. Refer to this [\[link\]](#) for website page and Action Plan document⁶

2.27 In February 2020 the Council adopted a new four-year Corporate Strategy with two core policies - *“tackling the climate and nature emergency”* and *“giving people a bigger say”*.

2.28 The Council's Corporate Strategy provides a framework for actions the Council will deliver between 2020 and 2024. It includes a delivery plan which summarises what services have committed to deliver to contribute to the delivery of the Strategy's priorities. Relevant points are as follows:

Prepare for the Future

- Local renewable energy
- High-skill economy
- New technologies
- Green local economy
- Walking, micro mobility (cycling), car sharing, buses and rail

Delivery for Local Residents

- Carbon neutral development and energy efficiency retrofitting
- Natural environment carbon stores and biodiversity (e.g. planting more trees)
- Carbon neutral, social and affordable housing
- Energy efficient homes
- Significant improvement of the transport infrastructure
- Low traffic neighbourhoods

2.29 The Corporate Strategy Delivery Plan published February 2020 includes the following delivery requirements.

“Review the Infrastructure Delivery Plan and CIL Spend programme”

“Ensure policy, planning decisions and s.106/CIL spend help to improve sustainable transport infrastructure”

⁵ <https://democracy.bathnes.gov.uk/ielistDocuments.aspx?Cid=272&Mid=5198>

⁶ https://www.bathnes.gov.uk/sites/default/files/siteimages/climate_and_nature_emergency_action_plan.pdf

- 2.30 The B&NES Green Infrastructure Strategy (2013) is being revised to provide the delivery framework to address the nature emergency and deliver the Joint West of England Green Infrastructure Strategy in B&NES.

Analysis

- 2.31 In relation to infrastructure needed to support growth in the district, the following points are relevant:
- All Council decisions include an assessment to ensure that every new proposal is aligned with the Council's Climate Emergency commitments
 - The Council's three carbon reduction priorities – improving buildings' energy efficiency and zero carbon new build, a major shift to mass transport, walking and cycling and large-scale and rapid increase in local renewable energy generation requires strong leadership to enable major system change, including action across the public, private and community sectors in B&NES, working together.
 - It is important to ensure that sustainability, energy efficiency, and resilience to the adverse effects of climate change underpin the design and construction of all projects to ensure benefits for place, people and nature. The Council's "Sustainable Construction and Retrofitting" and "Sustainable Construction Checklist" Supplementary Planning Documents⁷ address sustainable design issues.
 - There is a need to understand and recognise the value of our green infrastructure in all decision making. Management of the natural environment and using natural solutions where appropriate to address issues is critical to addressing the climate and nature emergency. The need to work in partnership at an appropriate scale eg sub-regional level is key.
 - The Placemaking Plan policies under "Responding to Climate Change" together with the Sustainable Construction Checklist Supplementary Planning Document provide details of practical requirements to be complied with.

Green Infrastructure

- 2.32 The West of England Joint Green Infrastructure Strategy (JGIS) 2020-30 recognises that the rich and diverse natural environment of the West of England is integral to the sub-region's health and prosperity. Well planned and managed, functioning green infrastructure is crucial for people, places and nature and is a key component in addressing environmental impacts including climate change and biodiversity loss.
- 2.33 The JGIS sets out the role and current extent of the existing GI network and identifies both issues and opportunities for enhancement. It provides a shared evidence base for the Local Plan development, and other joint and local plans and strategies.
- 2.34 A review of the B&NES Green Infrastructure (GI) Strategy (2013) is underway to provide a delivery framework for addressing these issues and the nature emergency. The purpose of this B&NES GI Strategy Delivery Framework is to set out how the Council will action work

⁷ <https://beta.bathnes.gov.uk/index-supplementary-planning-documents-spds>

over the next 10 years to deliver effective green infrastructure. This will provide evidence for the revised Local Plan to support policy.

- 2.35 The GI Strategy Delivery Framework aims to ensure that the natural environment works for the community, maximising the benefits it can and should be providing for people, place and nature, whilst protecting its intrinsic values.
- 2.36 The successful delivery of the GI Strategy Delivery Framework Vision will be dependent on co-ordinated, targeted activity and strong working relationships with many partners including the local community. It requires cross boundary working, and multi-agency cooperation. Delivery can be achieved in a wide variety of ways and by different bodies taking the lead.
- 2.37 The B&NES GI Strategy Delivery Framework sets out a suite of GI related 'action plans' either in place or to be produced. Some GI action plans specifically relate to Council owned property for example action plans for parks and allotments, and the Pollinator Action Plan. Others are being developed and delivered in partnership with others. In some cases, the Council directly leads these partnerships for example Bathscape, and in other cases the Council is an active partner. Some action plans are strategic in nature for example the B&NES wide Green Space Strategy, Tree and Woodland Plan, and others relate to geographical projects, for example Bathscape, Waterspace and the Somer Valley.

Transport

- 2.38 The West of England Joint Local Transport Plan (JLTP) aims to ensure that transport is carbon neutral by 2030. Transport is responsible for 29% of carbon dioxide (CO₂) emissions in the West of England, compared to 26% nationally. It aims to achieve a well-connected sustainable transport network across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the preferred options for travel.
- 2.39 A West of England Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in June 2020. It identifies walking and cycling routes which have been prioritised for future investment. The Government's Department for Transport has said that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding.
- 2.40 A West of England Bus Strategy was also adopted in June 2020. This proposes a vision to double bus passenger numbers by 2036 and measures include improving the bus network and passenger facilities.
- 2.41 B&NES Council's Climate Action Plan and the Joint Local Transport Plan prioritise distance reduction and modal shifts bike/walking/mass transport as key to addressing the climate emergency, reducing congestion and improving health.
- 2.42 Other measures include:
- Providing infrastructure to support low emission vehicles and sustainable modes of travel, such as bike parking and facilities, and electric charging points;
 - The Bath Clean Air Zone improving air quality as well as tackling the climate emergency

- Conducting research and investing in transport schemes such as low traffic neighbourhoods and making improvements to walking and cycling.

2.43 Details of transport initiatives including Future Mobility Zones are set out in the transport infrastructure requirements section in particular Smarter Choices and Air Quality section.

Energy

2.44 The West of England Joint Committee agreed to prepare a 'West of England Energy Strategy'. WECA hosts the South West Energy Hub – a project funded by the Department for Business, Energy & Industrial Strategy to increase the number and quality of local energy projects in the South West.

2.45 B&NES has an Energy at Home Advice Service which provides free, expert advice on all things energy related for B&NES residents.

2.46 B&NES Council has a working relationship with Bath & West Community Energy and Keynsham Community Energy. Community energy will have a key role to play in helping to deliver the target of carbon neutrality through engagement with local neighbourhoods and enabling projects, with all the benefits that community ownership brings.

2.47 B&NES Council will encourage the development of heat networks. If a heat network exists in close proximity to a scheme it will be expected to connect to it, and this will count towards the development's carbon reduction requirements. Evidence will be required to demonstrate why connection to existing network is not possible.

2.48 The Royal United Hospital Trust has taken steps to reduce its carbon footprint. It now supplies much of its own heating through a Combined Heat and Power plant, implemented in 2014. The Pathology Laboratory, Pharmacy and all new buildings will benefit from photo-voltaic panels again enabling the Trust to generate much of its own energy.

Drainage

2.49 [The Strategic Flood Risk Assessment Level 1](#)⁸ (Nov 2018) takes account of flood risk and water supply considerations to ensure that the impacts of climate change are fully considered and mitigated.

2.50 [The Surface Water Management Plan](#)⁹ (July 2015) is a study to understand the flood risk that arises from local flooding, which is defined by the Flood and Water Management Act as flooding from surface runoff, groundwater, and Ordinary Watercourses. The study takes into the account the effects of climate change.

2.51 [The Local Flood Risk Management Strategy](#) (Nov 2015) outlines how local flood risk will be managed up to 2025. This strategy will ensure that:

- local flood risk is managed through a co-ordinated approach, and;

⁸ https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Evidence-Base/Flood-Risk/banes_level_1_sfra_final_report_nov_2018.pdf

⁹

https://www.bathnes.gov.uk/sites/default/files/siteimages/banes_surface_water_management_plan_150827_-_main.pdf

- communities, businesses and individuals are more aware of the risks of flooding, understand who is responsible for dealing with flooding, and are clear about the actions they can take to manage the risk of flooding.
- Again the impact of climate change is considered and mitigated.

- 2.52 Sustainable Drainage Systems (SuDS) are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to reduce the causes and impacts of flooding and combine water management with green space with benefits for amenity, recreation and wildlife which also assists in mitigating the effects of climate change.
- 2.53 B&NES planning policy CP5 states that all development will be expected to incorporate sustainable drainage systems to reduce surface water run-off and minimise its contribution to flood risks elsewhere. The [West of England Sustainable Drainage Developer Guide Section 1](#)¹⁰(March 2015) sets out the requirements for the design and approval of Sustainable Drainage Systems – see web page¹¹.

Water efficiency – residential development:

- 2.54 Proposals for new residential developments are to meet the higher water efficiency standards of water consumption target of 110 litres per person per day. Rainwater harvesting or other methods of capturing rainwater for use by the residents (e.g. water butts) must also be included.

Community Facilities

- 2.55 It is important to site infrastructure and community facilities such as schools and health facilities in locations which can be easily accessed by walking/ cycling or public transport to reduce the need to travel by private motor car.
- 2.56 By ensuring new development is supported by accessible existing or planned capacity in childcare provision, primary school and secondary schools / school places, this will reduce the need to travel.
- 2.57 The B&NES School Organisation Plan indicates the existing capacity and additional capacity required to meet demand arising from new developments (Refer to School Infrastructure sections in Part 4)
- 2.58 In the case of Special Education Needs and Disabilities (SEND) schools, currently due to the lack of provision there is a need to access out of Local Authority placements at independent schools for SEND pupils. By providing SEND education facilities/ school places in more accessible locations this will thereby reduce the need to travel to access education and thus reduce carbon emissions, and pupils being educated locally will also have social benefits.

¹⁰ https://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/LDFGeneral/bd6457_woe_developer_guide_complete_72dpi.pdf

¹¹ <https://www.bathnes.gov.uk/services/environment/lead-local-flood-authority/planning-and-development>

3 PART THREE: PLANNING POLICY BACKGROUND AND FUNDING STREAMS

Policy Context

National

3.1 The National Planning Policy Framework (as revised 2019)¹² (NPPF) outlines the requirement for planning authorities to plan for the infrastructure requirements in their area and advises on best practice for doing so.

3.2 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; “

3.3 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 “

3.4 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.

3.5 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.”*

3.6 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.

Local Policy Context

Development Plan

3.7 The **Bath and North East Somerset Local Plan 2011-2029**¹³ comprises two separate Development Plan Documents:- the Core Strategy (adopted July 2014) and the

¹² <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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.

- 3.8 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.
- 3.9 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.
- 3.10 The following are made Neighbourhood Plans:
- Chew Valley Neighbourhood Plan,
 - Claverton 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

Proposed Local Plan Partial Update

- 3.11 The Council is required to review the Local Plan every five years in order to determine whether it remains fit for purpose or whether all or part of it needs to be revised and updated. A new Local Plan for B&NES was being prepared alongside a West of England Joint Spatial Plan (JSP) together with neighbouring West of England councils - Bristol City, South Gloucestershire and North Somerset Councils. However, following the JSP examination hearings in summer 2019 the JSP was withdrawn in January 2020. Preparation of the new Local Plan for B&NES has therefore been paused. The Council is committed to working with the West of England councils and WECA to positively address the strategic planning needs of the region, and is jointly commissioning a refresh of the strategic evidence base to inform future plan-making.
- 3.12 In the interim a partial update of the current Local Plan which runs to 2029 will be prepared for B&NES. The partial update is not a new Local Plan and will not roll forward or change the plan period of the adopted Core Strategy and Placemaking Plan. The document will cover the Council's priorities for changes to planning policies to respond to the Climate and Nature Emergency Declaration and a select number of other issues, primarily;
- boosting housing land supply
 - maximising the sustainability of the construction of new development
 - reflecting the more robust approach in national policy towards viability and provision of affordable housing

¹³ <https://beta.bathnes.gov.uk/policy-and-documents-library/core-strategy-and-placemaking-plan>

- incorporating the Green Infrastructure Strategy proposals, including a review of the approach to the provision of open space
 - a revised approach to new Purpose Built Student Accommodation (PBSA)
 - updating the policy on Houses in Multiple Occupation (HMO)
 - facilitating the need for new renewable energy generation
 - provision of walking and cycling including safe walking routes
 - a review of the car parking standards including provision of electric vehicle charging points
 - Site allocations
- 3.13 A number of Supplementary Planning Documents (SPDs) also need updating or to be prepared in light of the Climate and Nature Emergency and other issues. These are:
- Houses in Multiple Occupation (HMO) SPD
 - Planning Obligations SPD
 - Sustainable Construction and Retrofitting SPD
 - New B&NES Design Guide SPD to reflect the West of England Placemaking Charter and provide guidance on walking and cycling
 - New The B&NES approach to Biodiversity Net Gain (SPD)

Transport Policy

- 3.14 The West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils has prepared a Joint Local Transport Plan (JLTP4)¹⁴. It sets out the approach to the way transport will develop up to 2036 in the West of England. The plan will support delivery of transport schemes set out in local transport strategies across the region, and those covering cycling, walking, public transport, parking and the main road network.
- 3.15 In addition to the JLTP4, the West of England has also adopted a Bus Strategy¹⁵ and the Local Cycling and Walking Infrastructure Plan¹⁶ in June 2020

Infrastructure Delivery and Funding

National Context

- 3.16 The National Infrastructure Commission (the Commission) was set up in 2015 to provide the government with impartial, expert advice on the UK's long-term infrastructure priorities. It prepared a National Infrastructure Assessment (July 2018)¹⁷. The NIC concluded that to meet the infrastructure needs of the 21st century, we must harness the potential of data and digital connectivity, build a low-cost, low-carbon energy system, and revolutionise our road networks to increase the use of electric and autonomous vehicles.
- 3.17 The NIA makes recommendations on renewable energy, energy efficiency, digital connectivity, electric cars, low carbon heat technology, waste recycling and flood resilience. The Government responded to this assessment by publishing a National Infrastructure Strategy¹⁸ in November 2020. The National Infrastructure Strategy sets out the government's plans to transform the UK's infrastructure networks. It is based around

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

¹⁵ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

¹⁶ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

¹⁷ National Infrastructure Assessment (July 2018)

¹⁸ <https://www.gov.uk/government/publications/national-infrastructure-strategy>

three central objectives: economic recovery; levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050.

Local Context

- 3.18 Bath and North East Somerset Council is involved in the delivery of education infrastructure, public open space, transport, elements of green infrastructure and strategic waste & recycling facilities for household residents
- 3.19 The West of England Government Devolution order confirmed the West of England Combined Authority (WECA) as the Local Transport Authority for its area with a number of powers relating to the provision of local bus services. 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.
- 3.20 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:

Children's Services

Early years provision
Primary Schools
Secondary and Sixth Form Schools
Special Education Need & Disabilities (SEND)

Green Infrastructure

Strategic Green Infrastructure
Green Space (Formal and Natural)
Allotments

Sports and Leisure

Outdoor Sports and Recreation
Leisure and Indoor Sports Facilities
Children's Play

Community Facilities

Youth
Community Centres
Libraries
Cemeteries

Transport

Rail
Bus and Mass Transit
Walking & Cycling
Smarter Choices and Air Quality
Highways

Public Realm

Health

Primary Care
Secondary Care (Urgent, Elective and Specialist)

Mental Health, Community Health & Social Care
Ambulance Service

Utilities

Waste and Recycling
Energy Generation and Distribution
Water Supply
Waste Water and Drainage
Flood Defences and Drainage
Digital Communications

- 3.21 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.
- 3.22 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.
- 3.23 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 planned as part of new developments or 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.
- 3.24 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" ..*
- 3.25 The B&NES Core Strategy /Placemaking Plan recognise 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.
- 3.26 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.
- 3.27 Infrastructure such as dental practices and optometrists which are income generating practices are not assessed comprehensively.
- 3.28 The highways infrastructure section focuses on strategic projects and excludes local highway works necessary for individual developments, 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 from Highways, Pedestrian and Cycle Facilities, and Green Infrastructure.

- 3.29 It is important to note that the assessment undertaken relates to infrastructure requirements for the purposes of the local plan and at a level of detail appropriate for that strategic level. As plans are developed further, then specific development based infrastructure assessments will be carried out that will identify more accurately the actual infrastructure needs and costs based on greater detail and understanding of requirements and capacity at that point in time. It is therefore certain that as more detail emerges further refined assessments may supersede the requirements, costs and funding assessments made at this stage. This document will be regularly updated to take into account future changes and is a live document.

Funding Streams

- 3.30 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

- 3.31 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 (S.106 funding) and that infrastructure is provided to support the development of the area (CIL funding) An annual Infrastructure Funding Statement sets out the amounts of CIL and S.106 funding received, allocated to projects and spent.

Community Infrastructure Levy

- 3.32 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**¹⁹ 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. Refer to the Infrastructure Funding Statement for details of indexation.
- 3.33 CIL must be spent on the provision, improvement, replacement, operation or maintenance of infrastructure needed to support the development of the area.

The **B&NES Infrastructure list**²⁰ sets out the infrastructure types that the Council can allocate CIL receipts to fund projects partly or wholly. The infrastructure types are as follows:

- **Strategic Transport Infrastructure** including cycling and walking infrastructure, and public transport (excluding development specific mitigation works on, or directly related to, a development site);

¹⁹ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_charging_schedule_25_feb_2015.pdf

²⁰ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf

- **Green Infrastructure** as set out in the Green Infrastructure Strategy (excluding development specific mitigation works on, or directly related to, a development site)
- **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); and Alternative Education Provision;
- **Social Infrastructure**, including social and community facilities, sports, recreational, play infrastructure and youth provision, and cultural facilities (excluding development specific mitigation works on, or directly related to, a development site);
- **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).

3.34 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). In the case of Bath, as Bath is a City that does not have a Parish or Town Council, it was agreed by Bath and North East Somerset Council that the Bath City Forum will act as the body where projects are submitted and assessed on behalf of the Community The Council's Cabinet will have the ultimate decision on the local spend in Bath. ..
- **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.

3.35 The strategic CIL funds will be targeted to address infrastructure priorities identified in this 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.

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

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

3.37 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. Section.106 Agreements, on a site by site basis.

Planning Obligations

- 3.38 The **Planning Obligations Supplementary Planning Document²¹** came into force at the same time as the CIL Charging Schedule, on 6th April 2015. This document provides guidance to developers on the type and level of contribution that developments of different sizes and types will be expected to deliver and guidance on Section 106 (S106) agreements. Amendments relating to green infrastructure were adopted in 2019.
- 3.39 Prior to 6th April 2015, planning obligations (S106) were agreed for funding for off site infrastructure such as school places and strategic transport. Following the introduction of the CIL Charging Schedule on 6th April 2015, planning obligations are confined to primarily Affordable Housing and site related requirements which are not contained within the Infrastructure list such as green infrastructure to make development acceptable in planning terms.
- 3.40 B&NES Core Strategy identifies a number of large development sites which have multiple infrastructure requirements. These developments are subject to Planning Obligations / Section 106 Agreements. They include the following:

Core Strategy Allocations/Key sites	Infrastructure Projects necessary to make development acceptable in planning terms
Bath Western Riverside/Enterprise Area (BI.3a) App Ref 16/01733/EOUT Status –Under Construction	-Affordable Housing -Destructor Bridge replacement (complete) -River Wall maintenance -Transport Contribution for Bath Rapid Transit (no longer going ahead) or alternative -Highway Works -Bus Service Contribution -Riverside Park (complete) -New paths and cycleways, enhanced pedestrian links Later Phases -New pedestrian bridge across the River Avon -New Primary School -New Early Years Facility -New GP surgery (subject to condition) -Cultural Building contribution -Oldfield Park Station refurbishment contribution -Allotment Contribution -Library Contribution
Former MoD Foxhill site (Mulberry Park)(BI.9a) App Ref 14/04354/EOUT Developer: Curo Status: Under Construction	-Affordable Housing -New Primary School (complete) -New Early Years Facility (complete) -New Community Facility(complete) -Youth Services Contribution -Library Contribution -Allotments Contribution -Contribution to Upgrading Green Space in Local Area -On Site Green Space Provision -Highway Works -Public Transport Contribution

²¹ <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/supplementary-planning-documents-spds/plannin>

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<p>Former MoD Ensleigh site (Ensleigh) (Bl.27a)</p> <p>App Ref 14/01853/EFUL Developer: Linden Homes & Bloor Homes</p> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> -Affordable Housing Provision -Contribution to new Primary School and Land Contribution (Primary School complete) -Bus Service Contribution -Bus Stop /Shelter Contribution -Green Space Contribution -On site Green Space Provision -Highways Agreement
<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. (Primary School complete)</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> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> -Affordable Housing Provision -Bus Stop /Shelter Contribution -Footpaths Contribution -Car Club Contribution -Allotments Contribution -Off site Green Space Contribution -On site Green Space Provision -Public Transport Contribution -Primary School Contribution -Youth Services Contribution -Highways Works
<p>Odd Down Urban Extension (Bl.41a)</p> <p>17/02588/EFUL Status : Not Started</p>	<p>Application for 171 dwellings and associated infrastructure ref 17/02588/EFUL is approved 15/8/2019 subject to a S106 contributions and Community Infrastructure Levy.</p> <p>S106 provisions:</p> <ul style="list-style-type: none"> - Affordable Housing Provision (51 Social Rented and 17 Intermediate Housing) - Provision of on site Green infrastructure including multifunctional green space (formal, natural and allotments); -Contributions to facilitate the expansion of St Martin's Garden Primary School -Highways Contribution -Odd Down Pedestrian / Cycle link -Highway Works re access and junction improvements
<p>East of Keynsham Urban Extension (Kl.20a)</p> <p>App Ref 16/00850/OUT Developer: Crest Nicholson</p> <p>Status: Under Construction</p>	<p>Outline permission 16/00850/OUT and Reserved matters 18/01307/RES for 250no. dwellings and associated development. Community Infrastructure Levy Contributions and a S106 securing:</p> <ul style="list-style-type: none"> -Affordable Housing -Contribution to new primary school and land

	<p>contribution in East of Keynsham</p> <ul style="list-style-type: none"> -On site Green Space provision -Fire Hydrant Contribution -Bus Service Contribution -Pedestrian improvements -Provision of a signalised crossing on the Bath Road -Upgrade to bus stop telematics -Financial contributions for improving the woodland including the management of the woodland specifically for bats,
<p>South of Keynsham Urban Extension (KI.21a) App Refs 16/02077/FUL Developer: Bloor Homes 15/04290/FUL Developer: Persimmon Status: Under Construction</p>	<p>Planning permission is approved (on two sites) Site Under Construction Community Infrastructure Levy Contributions and a S106 securing</p> <ul style="list-style-type: none"> -Affordable Housing Provision - Contribution and Financial Land Contribution towards new Primary School in East of Keynsham -On site Green Space provision -Bus Service Contribution -Fire Hydrant Contribution
<p>Somerdale Site 13/01780/EOUT Developer: Taylor Wimpey Status: Under Construction</p>	<ul style="list-style-type: none"> -Affordable Housing -New Primary School and Early Years facility(complete) -New GP surgery (complete) -New social / sports club (complete) -Flood protection measures -Provision of SuDs / wetland habitat (subject to -- Landscape management plan) -Green infrastructure route (subject to Landscape management plan) -Multifunctional riverside path -Financial contributions to pedestrian/cycle bridge, -Bus service improvements, -Improvements to Keynsham station, -Improvements to pedestrian/cycle routes, - Road network capacity improvements.
<p>Whitchurch Urban Extension (RI.14a) App Refs 16/04615/FUL Horseworld Developer Bellway Homes And 16/02055/FUL Developer: Barratt Homes Status: Under Construction</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"> - Contribution and Financial Land Contribution, Primary School extension (complete) -Affordable Housing Provision -On site Green Space Provision -Fire Hydrants

Local Grant Funding

- 3.41 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 are targeting 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.

3.42 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 Ambition Fund (CAF)
- West of England Combined Authority funding (WECA) Investment Fund

Local Growth Fund

3.43 Through three competitive Growth Deal funding rounds, the West of England Local Enterprise Partnership (LEP) secured a total of £202.1m from the Government's Local Growth Fund that is for investment in the West of England from 2015-2021. The expectation is that the projects will be substantially complete by March 2021. The projects relating to B&NES are as follows:

Local Growth Fund Project	Status	£'000
Keynsham Town Centre Improvements (refer below for further funding) See Link here	Ongoing	1,500
A39 Bences Garage Junction Improvement	Complete	700
B&NES Construction Skills Centre	Complete	2,177
Bath College Catering & Hospitality Training Hub	Delivery	2,053
Superfast Broadband CDS	Ongoing	400
Saw Close Public Realm, Bath	Complete	112
Bath Quays Bridge	Delivery	1,869
Bath Quays South Phase 1a Enabling Infrastructure	Delivery	10,391
Bath Quays North Phase 1b Relocation of Coach Park	Complete	1,489
Bath Quays North Initial Development Works	Phase 1 (start 2020-2021)	6,954

- 3.44 WECA Investment Fund Feasibility and Development funding applications and awards have been made for some projects. Some relate to the wider West of England Combined Authority area including the B&NES area.
- 3.45 A feasibility study is an analysis that takes all of a project's relevant factors into account to ascertain the likelihood of completing the project successfully. Business cases set out the strategic context, make a case for change and identify the preferred option for delivery from a shortlist of options considered based upon how well it meets scheme objectives. The business case for the project includes details of design, consents and land to enable the delivery of the scheme programming and costing.
- 3.46 The Table below contains some links to the relevant business case documents.

Awards and Allocations (£000s)²²

Transport Projects	Status	Allocation £'000
A420 to Bath Highway Improvements	Feasibility Study	200
East of Bath Strategic Link	Feasibility Study	300
Greater Bristol Area Rail Feasibility Study	Feasibility Study	100
Improving Access to Bath from the East	Feasibility Study	200
Mass Transit Options	Feasibility Study	600
Southern Orbital	Feasibility Study	155
Strategic Rail Investment	Feasibility Study	250
A37 to A62 Improvements - Somer Valley EZ	Business Case	280
Bus Strategy Infrastructure Programme	Business Case	1,700
Future Mobility Zone	Business Case	3,900
Hicks Gate Roundabout	Business Case	460
Integrated Smart Ticketing	Business Case	300
Local Cycling & Walking Infrastructure Plan	Business Case	100
Manvers Street Regeneration	Business Case	250
Mass Transit	Business Case	1500
MetroWest Phase 1 (rail including half hourly service for Oldfield Park and Keynsham stations) (see transport section for details)	Business Case	5860
MetroWest Phase 2 (rail)	Business Case	1,1063
Strategic Park & Ride	Business Case	500
West of England Station Enhancements Project	Business Case	552
Real Time Information System Upgrade	In Delivery	559
Integrated Transport Authority Functions	In Delivery	1,000
On-Bus Contactless Bank Card Payment	In Delivery	416
Other Projects		
Land Acquisition Fund	Allocations	7,883
Love Our High Streets	Allocations	8,495
Bath Riverline	Business Case Development	1500
Digital & Creative Innovation Centre	Business Case Development	401
Government Housing Infrastructure Fund (HIF) Outline Business Case development– Bristol Temple Meads to Keynsham	Business Case Development	2700
Hospitality & Catering Education Centre	Business Case	195

²² <https://westofengland-ca.moderngov.co.uk/mgChooseDocPack.aspx?ID=443>

	Development	
Somer Valley Enterprise Zone and Infrastructure	Business Case Development	1026
Bath Riverside (relates to LGF schemes above)	Delivery	8,297
B&NES Pilot High Streets Programme	Feasibility Study	280
Cultural Strategy	Feasibility Study	50
Modern Methods of Construction Pilots/Trials	Feasibility Study	150
Strategic Planning Shared Evidence Base	Feasibility Study	250

Refer to WECA programme at <https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/10/Investment-Fund-Programme.pdf>

Other Sources of Funding

- 3.47 There are a wide range of sources of funding that could be used to provide infrastructure. In many cases other sources of funding will be key to supporting the delivery of infrastructure, for example 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 National lottery funding can also provide potential funding sources.

Infrastructure Schedule

- 3.48 This IDP document is accompanied by a schedule of infrastructure projects (Part 5) 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.
- 3.49 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 (including cycling and walking infrastructure), schools and green space.
 - *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.
- 3.50 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 FOUR: INFRASTRUCTURE REQUIREMENT BY CATEGORY

CHILDREN'S SERVICES	EARLY YEARS FACILITIES
Responsibility for Delivery	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) 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.
Key Evidence Base	Bath and North East Somerset Council Childcare Sufficiency Assessments ²³
Consultations	
Existing provision	Bath and North East Somerset Council has a range of childcare provision which is well distributed across the local authority area. The local area has a larger than national average number of private and voluntary providers over which the Council has limited influence. The most popular form of childcare continues to be family members
Infrastructure being delivered	
Assessment of Infrastructure Needs	The latest Childcare Sufficiency Assessment (March 2020) indicates that there is still a variation in the number of childcare places between children's centre areas, which is the means by which sufficiency is reported. The number of places is calculated in ratio to the estimated number of children. This data is subdivided by Children's Centre area to produce an analysis by smaller geographical area. In March 2020, 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 0.20 and 0.16 respectively, compared with an average of 0.31. Within each area of shortfall, (i.e. less than the Council's average place ratio) there is ongoing work to increase the number 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.
Infrastructure Projects Identified	Somer Valley Polestar site, Paulton 07/02424/EOUT S106 requirement. Planning permission 16/04891/FUL for on site nursery was approved 17/4/2018
Funding	S106/Private funded
Future Issues/	Future education infrastructure requirements will be subject to review as new

²³ <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

Risks	information on pupil/child number forecasts becomes available. Changes in legislation can affect infrastructure requirements.
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CHILDREN'S SERVICES	PRIMARY SCHOOLS
Responsibility for Delivery	<p>B&NES takes responsibility for delivery of projects.</p> <p>B&NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</p> <p>In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are now commissioners of school places via a range of providers that include Academies, Free Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.</p>
Key Evidence Base	B&NES School Organisation Plan (2019-2025) ²⁴
Consultations	
Existing provision	As at September 2020 there were a total of 65 primary, infant and junior schools within B&NES.
Infrastructure being delivered	<p>Peasedown St John Primary School in Peasedown is being expanded by 105 places to a 630 place school. To complete in February 2021.</p> <p>Cameley C of E Primary School in Temple Cloud is being expanded by 70 places to a 210 place school. To complete in November 2021.</p> <p>Clutton Primary School in Clutton is being expanded by 28 places to a 175 place school.</p> <p>A new 630 place primary school in Midsomer Norton - Norton Hill Primary – is open from September 2020. Accommodation being delivered via the Department for Education Free School Programme.</p> <p>A new 420 place primary school in Keynsham – Two Rivers C of E Primary – open from September 2020. Accommodation being delivered via the Department for Education Free School Programme.</p> <p>An ongoing programme of condition projects is taking place at Newbridge Primary School in Bath.</p> <p>An ongoing programme of condition projects is taking place at Twerton Infant School in Bath.</p>
Assessment of Infrastructure Needs	<p>The B&NES School Organisation Plan (2019-2025) outlines the current level of primary school provision in B&NES, the projected pupil numbers based on births and resident population data up to admissions in September 2023 in detail, and outlines the 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. 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.</p> <p>The Council needs to ensure sufficient primary school places are provided to</p>

²⁴ <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>

	<p>accommodate pupils arising from new housing.</p> <p>Bath A new primary school to accommodate pupils generated by the Crest and later phases at the Bath Western Riverside and Central area is required as part of the Local Plan policy allocation for this site.</p> <p>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 in Bath.</p> <p>Keynsham A new primary school would be required to accommodate pupils generated from prospective major housing development at North Keynsham.</p> <p>An expansion of St Keyna Primary School may also be required to provide capacity for the increased housing growth/capacity in Keynsham.</p> <p>Somer Valley 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 be expanded any further.</p> <p>Rural Areas In the rural areas 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 the preparation of the Local Plan Partial Update. It is acknowledged that some rural schools do not lend themselves/have scope for any expansion due to their constrained sites.</p>
Infrastructure Projects Identified	<p>Bath New School - Bath Western Riverside</p> <p>Expansion - St Martin's Garden Primary School</p> <p>Keynsham Expansion – St Keyna Primary School</p>
Funding	CIL/S106/Public Sector funding including Basic Need grant funding
Future Issues/Risks	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

CHILDREN'S SERVICES	SECONDARY AND SIXTH FORM SCHOOLS
Responsibility for Delivery	<p>B&NES takes responsibility for delivery of projects.</p> <p>B&NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary and secondary education.</p> <p>In line with current government strategy, rather than being direct providers of school places via Community schools, Local Authorities are now commissioners of school places via a range of providers that include Academies, Free Schools, Studio Schools, Foundation schools, Trust schools, Voluntary Aided schools, Voluntary Controlled schools and Community schools.</p>
Key Evidence Base	B&NES School Organisation Plan (2019-2025) ²⁵
Consultations	
Existing provision	As at September 2020 there are a total of 12 secondary schools and 2 Studio Schools within B&NES.
Infrastructure being delivered	Hayesfield Girls' School expansion by 14 places per year group to a 1,120 place school plus a sixth form. To complete in 2021.
Assessment of Infrastructure Needs	<p>The B&NES School Organisation Plan (2019-2025) outlines the current level of secondary school provision in B&NES, the projected pupil numbers based on births and resident population data up to admissions in September 2025 in detail, and outlines the 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. 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.</p> <p>The Council needs to ensure sufficient secondary and sixth form school places are provided to accommodate pupils arising from new housing.</p> <p>Additional capacity - 18 places per year group - is to be added to St Mark's School in Bath.</p> <p>Additional capacity is to be added to Oldfield School in Bath, exact number of places yet to be determined.</p> <p>Additional capacity is to be added to Norton Hill School in Midsomer Norton to accommodate pupils generated from new developments in the Somer Valley area, exact number of places yet to be determined.</p> <p>Additional capacity would be required at Wellsway School in Keynsham to accommodate pupils generated from prospective major housing development at North Keynsham.</p>
Infrastructure Projects Identified	<p>Expansion – St Mark's School, Bath</p> <p>Expansion – Oldfield School, Bath</p>

²⁵ <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>

	Expansion - Norton Hill School, Midsomer Norton
Funding	CIL/ S106/Public Sector funding including Basic Need grant funding
Future Issues/ Risks	Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.

CHILDREN'S SERVICES	SPECIAL EDUCATIONAL NEEDS & DISABILITIES (SEND) SCHOOL PLACE PROVISION
Lead Responsibility for Delivery	B&NES Education Inclusion Service
Key Evidence Base	
Consultations	
Existing provision	<p>Three Ways School, Aspire Special School, Bath and Fosse Way School, Radstock, are existing special schools located in B&NES district. There are also SEND Resource Bases located in mainstream schools at Broadlands Academy Keynsham, Norton Hill School Midsomer Norton under the umbrella of Fosse Way School, St Martin's Garden Primary Bath, St Nicholas' C of E Primary Radstock and Weston All Saints C of E Primary Bath.</p> <p>A Resource Base is a facility within a mainstream school that allows pupils with additional educational needs to continue to access the mainstream curriculum whilst being provided with targeted support via a specialist intervention programme.</p>
Infrastructure being delivered	<p>Oldfield Secondary School, resource base for pupils with ASD (Autism Spectrum Disorder) – opening September 2021.</p> <p>Expansion of Aspire special school to accommodate a total of 120 pupils with SEMH (Social Emotional and Mental Health) and ASD – due to open with an increase to 84 pupils in September 2021 and up to 120 pupils in September 2022.</p>
Assessment of Infrastructure Needs	<p>The Local Authority (LA) 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.</p> <p>B&NES Corporate Research & Intelligence team has carried out work on the demographics of local SEND population. Actual growth in children with SEND living in the local area has been rapid in the last three years. A need for additional SEND school places for children aged both pre and post 16 has been identified.</p> <p>B&NES Council has an increased need for special school places for children with Social, Emotional and Mental Health Difficulties and Autism. It will also continue to support children's access to mainstream education through provision of Resource Bases.</p> <p>B&NES Council also needs to develop local provision 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 incurring unsustainable costs.</p> <p>B&NES Council has developed a SEND Education Strategy and Capital Programme to address local sufficiency pressures in school placements. These projects are captured in the SEND Capital Programme. These documents can be viewed via the following link: https://www.rainbowresource.org.uk/pages/web-site-information/you-said-we-did</p>
Infrastructure Projects Identified	District Wide

	<p>Bath College Radstock residential provision – this is currently on hold. The LA is looking to develop in-house residential provision for children and young people aged 16-25 who require five day residential provision. This is potentially for 12 young people who have an EHCP. This provision, delivered by Bath College in Midsomer Norton, will reduce current costs of alternative placements in independent schools, benefitting both Education and Adult Social Care budgets, with the school totalling 120 places overall. Estimated capital costs are between £2.5 - £3 Million.</p> <p>St Mark's Academy The LA have supported MSN partnership and St. Mark's Academy to open a resource base in September 2020 for pupils with a moderate learning difficulty. This will provide additional capacity in mainstream school for up to 8 pupils with an Education, Health and Care Plan (EHCP). St Mark's Academy are looking to increase this provision to 16 places from September 2021.</p>
Funding	<p>B&NES has been granted a Department for Education (DFE) Capital Grant of £979,000, over 3 years from 2018-2021, to support development of SEND provision. The LA will also need to identify additional funding to complete additional projects identified in the capital programme.</p>
Future Issues/ Risks	<p>If capital is not identified to support these projects, the LA will have to continue to place children in independent schools as the Council has a statutory duty to ensure sufficiency of SEND placements for Bath and North East Somerset resident children.</p>

GREEN INFRASTRUCTURE	STRATEGIC GREEN INFRASTRUCTURE
Lead Responsibility for Delivery	B&NES Council, Natural England, Town and Parish Councils, project partnerships eg Bathscape Partnership, charitable trusts and the voluntary sector.
Key Evidence Base	Environment Bill 2020 – including need for Local Nature recovery Strategies B&NES Green Infrastructure Strategy (March 2013) ²⁶ currently being revised WaterSpace Study (Sept 2017) Bathscape Landscape Character Appraisal (2017) ²⁷ Bathscape Landscape Conservation Action Plan (2018) ²⁸ West of England Nature Recovery Network (2019) Bristol Avon Catchment Partnership Water Network Description (2019) WoE Joint Green Infrastructure Strategy (JGIS) (2020)
Consultations	
Existing provision	In B&NES we enjoy a rich, varied and in many places outstanding natural environment that provides a wide range of benefits for our communities. However over time our natural environment has become fragmented and degraded and is under increasing threat from our changing climate. Strategic Green Infrastructure networks providing connectivity across the district through rural areas and urban areas based around green active travel, water catchments and ecological networks, river corridors, existing networks of wildlife sites including Strategic Nature Areas.
Infrastructure being delivered	Bathscape - Through the Bathscape Partnership, led by the Council, work is underway on a woodland project to look at the best ways of reconnecting people with natural green space and management of natural habitat including woodland and grassland in the Bathscape area.
Assessment of Infrastructure Needs	The West of England Joint Green Infrastructure Strategy aims to deliver a 'net gain' for the environment. Each local authority will have responsibility to deliver strategic GI identified in the Strategy. This includes delivering the WoE Nature Recovery Network that identifies creation and restoration of new habitats. The approved B&NES GI Strategy is currently being reviewed to identify actions required to deliver on the nature emergency. It identifies a number of priority geographical projects and actions required to deliver a range of GI benefits, including: <ul style="list-style-type: none"> •Tree and Woodland Plan •Green Setting of Bath World Heritage Site: to develop and deliver a joint management plan designed to protect and sustain the green setting and provide appropriate access within it for the local community and tourists. (Bathscape Project) •Bristol Bath Railway Path: coordinate management of the railway path to ensure it continues to provide a quality, multifunctional green corridor for both the community and wildlife •River Avon and Canal: to provide a framework to deliver the full green

²⁶ http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf

²⁷ <http://www.bathnes.gov.uk/services/environment/green-infrastructure/bathscape>

²⁸ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape_summary_june_18.pdf

	<p>infrastructure benefits of this significant corridor</p> <ul style="list-style-type: none"> •AONB Linkway: to strengthen the habitat and access connectivity between the Mendip Hills and southern part of the Cotswolds AONB •Restoring Priority Habitats: to increase and then sustain coverage of priority habitat across the district, with a particular focus within Strategic Nature Areas (SNAs) •Protecting and sustaining ecological networks: to develop an approach to identify and protect ecological networks to support land use planning and management decisions, including a working network map based on strategic nature areas, designated sites, wildlife corridors, priority habitats and other key features. <p>Consultation for the Bathscape scheme and Waterspace identified needs and have resulted in separate programmes of work</p>
<p>Infrastructure Projects Identified</p>	<p>Refer to Part 4 Schedule.</p> <p>District Tree and Woodland planting Green Active Travel Nature Recovery Network Local Food production Natural Water management Parks and accessible green space Bristol – Bath Railway Path</p> <p>Bath Extension of the shared path between Brassmill Lane and Station Road to provide a quality, multifunctional green corridor for both the community and wildlife. This route is safeguarded as a policy designation in the Placemaking Plan.</p> <p>Keynsham Manor Road Local Nature Reserve -Enhancements and biodiversity protection Green Infrastructure for North Keynsham</p> <p>Somer Valley Somer Valley Greenways Enhance Greenway recreation routes connecting communities to the Town park.</p> <p>Rural Areas Chew Valley Green Infrastructure Improvements - Natural flood management, improvements in access from urban to rural areas, biodiversity improvements, delivering nature recovery network.</p>
<p>Funding</p>	<p>Potential Funding Sources include:</p> <ul style="list-style-type: none"> •Revised management regimes for Council owned land •Partnership working with key landowners and managers •Working with the voluntary and community sector •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 - Bathscape) •Developer contributions (CIL/ S106) and Masterplan principles e.g. green corridor

	<ul style="list-style-type: none"> •Off site Biodiversity Net Gain payments to enhance biodiversity •Business contributions through Landscape Enterprise Networks (LENs) •WECA and Government funding to deliver strategic GI/Govt 25 Year Environment Plan/Environment Bill
Future Issues/ Risks	<p>Climate and Ecological Emergency – the need to address risks to biodiversity (from loss of habitat, and pests and disease), risks of flooding and management, urban heating, air pollution that include risks to public health including impacts of flooding, heat, poor air quality and inadequate access to green space</p> <p>WoE Joint GI Strategy seeks to ensure a joint approach to enhancing and extending the GI network between B&NES and neighbouring authorities.</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, are common to other areas in the district.</p>

GREEN INFRASTRUCTURE	GREEN SPACE (FORMAL & NATURAL)
Lead Responsibility for Delivery	B&NES Council. Additional agencies include Natural England, Town and Parish Councils, charitable trusts and the voluntary sector
Key Evidence Base	Green Space Strategy 2015-2029 (Dec 2015) ²⁹³⁰ WaterSpace Study (Sept 2017)
Consultations	
Existing provision	B&NES Council manages and maintains 50 hectares of formal parkland as well as 200 hectares of public open space, sports pitches and highway verges. Included within these areas are parks, recreation grounds and public open spaces, floral displays, allotments, trees, woodland and parks and open spaces events. West of England Joint GI Strategy mapping evidences existing provision.
Infrastructure being delivered	Bath <ul style="list-style-type: none"> • Kensington Meadow Improvements (being delivered) • Hedgemoad Park Restoration (being delivered) • Sydney Gardens restoration programme of projects (being delivered) Somer Valley <ul style="list-style-type: none"> • Strategic improvement to Midsomer Norton Town Park to create a destination park for the Somer Valley area. Town Park Phase 1 Complete – Phase 2 Commenced. Keynsham <ul style="list-style-type: none"> • Queens Road Open Space Improvements (being delivered)
Assessment of Infrastructure Needs	The Green Space Strategy assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Key findings can be summarised as follows: <ul style="list-style-type: none"> - There is insufficient supply of youth play space across all area profiles - There is insufficient supply of parks and recreation grounds across all area profiles with the exception of Bathavon, which is the area with sufficient supply of most open space typologies (with the exception of youth and children's play space); - All area profiles have a deficiency in at least two open space typologies 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. Approach Golf Course (High Common West) (2021) As part of the Council's commitment to combating the climate emergency, Councillors have identified an opportunity to 're-wild' convert part of the Approach Golf Course in Bath. This project would involve tree planting on a large scale, the conversion of golf fairways to wildflower meadows, access improvements and potentially an expansion in the adjacent allotment to

²⁹ http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf

	help address a high allotment waiting list in the area.
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule for all projects. Necessary projects include</p> <p>Bath Strategic improvement to Royal Victoria Park, Bath to continue to provide a destination park provision and to meet needs of increased population in the Enterprise Zone developments. Pond restoration, path resurfacing, access improvements, wayfinding, interpretation, landscaping/planting, lighting.</p> <p>Bath River Line project - to create a high quality, continuous 10km walking and cycling connection from Newbridge to Batheaston/Bathampton and to improve and better connect the green spaces along the route. A scoping and feasibility study is being undertaken over 2020. As part of this, the route will be confirmed, and key projects identified. The project will include repurposing riverside space and unifying the separate parks (Kelston Fields, Norfolk Crescent, Green Park and Brassmill Green) along the river under one management. WECA Committee approved the outline business case³¹ from B&NES Council, and agreed to invest £150,000 to progress the Bath River Line project. A full business case will now be prepared by the council, to secure a further £3.5m funding from WECA.</p> <p>Mulberry Park associated Green Infrastructure – enhancement to existing Foxhill Green Spaces and provision of natural green space. (Parks & Bathscape Project)</p> <p>Keynsham Strategic Improvements to Keynsham Memorial Park to create destination park provision.</p> <p>Abbots Wood, Keynsham - enhancements and maintenance including linking paths following increased use from surrounding Core Strategy allocated sites) (matched funding for S106 funds earmarked for this location)</p> <p>Manor Road Local Nature Reserve resilience works - (Awaiting receipt of S106 funds)</p>
Funding	<p>CIL/S106/Public Sector funding/ Other</p> <p>DCLG released a guide in August 2011 outlining potential funding sources for community green spaces³².</p>
Future Issues/ Risks	<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>

³¹ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2019/05/WECA-OBC-Bath-River-Line-05.04.19-v2-signed-copy.pdf>

³² <http://www.communities.gov.uk/publications/communities/greenspacefunding>

GREEN INFRASTRUCTURE	ALLOTMENTS
Lead Responsibility for Delivery	B&NES Council and Parish Councils.
Key Evidence Base	Green Space Strategy 2015-2029 (Dec 2015) ³³ B&NES Local Food Strategy (2014 – 2017) ³⁴
Consultations	
Existing provision	There are 42 allotment garden sites across B&NES. B&NES Council is only responsible for the 23 sites in Bath. Elsewhere allotments are managed by other local bodies, such as Parish Councils and social housing organisations.
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>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.</p> <p>New allotments are required to be provided for the Mulberry Park (former MoD Foxhill site) and Warminster Road site. An off-site S106 contribution has been received for this purpose from Mulberry Park development. Options are being examined and land at Entry Hill Golf Course identified subject to detailed assessment.</p> <p>Expansion of the allotment at Combe Down (2019-20) There is pressure on the existing provision as the adjacent quarry expands. Replacement plots will be needed. The Council has access to land adjacent to the allotment but needs to invest in basic infrastructure to make the site suitable for allotment use: installing access points, water and measuring and laying out allotment plots.</p> <p>Deadmill Lane, Larkhall: New Community Growing Site Land is owned by B&NES Council. The delivery of this project will require site assessment, design and community engagement. The site is likely to need a management plan and infrastructure improvements including access and utilities.</p> <p>New allotments are required in Keynsham, Westfield, Radstock and Midsomer Norton to meet the demand from a growing population.</p>
Infrastructure Projects Identified	Refer to Part 4 Schedule.
Funding	S106/CIL
Future Issues/ Risks	The maintenance and repairs to existing allotment sites is a critical issue.

³³ <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-green-spaces-information/green-space-strategy-review>

³⁴ https://www.bathnes.gov.uk/sites/default/files/bath_and_north_east_somerset_local_food_strategy_0.pdf

SPORTS AND LEISURE	OUTDOOR SPORT & RECREATION
Lead Responsibility for Delivery	B&NES Council See related Leisure and Built Sports Facilities
Key Evidence Base	Playing Pitch Strategy An update to the Playing Pitch Strategy is currently being undertaken by the Council. A draft is available. The Fit for Life Strategy (2014)
Consultations	Playing Pitch Strategy (Draft May 2016) ³⁵
Existing provision	Details of provision can be found in the Playing Pitch Strategy (Draft May 2016). This covers public and private providers.
Infrastructure being delivered	
Assessment of Infrastructure Needs	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. A 3G rubber crumb pitch has been identified as a requirement in Lansdown, Bath. Public tennis facilities have been identified as poor quality and in need of refurbishment.
Infrastructure Projects Identified	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, and Keynsham Memorial Park.
Funding	CIL /S106./Public sector/Private sector funding
Future Issues/ Risks	The ongoing maintenance of existing and new playing fields is a critical issue. Grant funding will be required for delivery of infrastructure.

³⁵ <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

SPORTS AND LEISURE	LEISURE AND INDOOR SPORTS FACILITIES
Lead Responsibility for Delivery	B&NES Council B&NES has an agreement with GLL, a social enterprise, to operate leisure centres in Bath and Keynsham, and Writhlington Trust, to operate leisure facilities in the Somer Valley.
Key Evidence Base	Fit for Life Strategy (2014)
Consultations	
Existing provision	<p>The Council provides numerous leisure facilities throughout the district. In addition to this, there are a number of private facilities such as the Bath Rugby Club at the Recreation Ground (the 'Rec') and Bath City FC, and the University of Bath sports training facilities.</p> <p>The main facilities are as follows:</p> <ul style="list-style-type: none"> • Bath Sports and Leisure Centre run by GLL • Culverhay Sports Centre, Bath run by GLL • Keynsham Leisure Centre is run by GLL • Chew Valley Leisure centre is a dual use site based at Chew Valley School and serves the local parishes of the rural Chew Valley area. <p>Independently managed sites include</p> <ul style="list-style-type: none"> • Writhlington Sports Centre • Midsomer Norton Sports Centre • Paulton Swimming Pool • Somerdale Pavilion, Keynsham • Wellsway Sports Centre <p>Some of Bath and North East Somerset's Schools also have Sports Centres that are open to the public.</p>
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>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.</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>Enhanced café and community facilities at Entry Hill (golf course site) are required to support its future use.</p> <p>Additional indoor space is required at Odd Down Sports Ground to include fitness room and studio space is required.</p>
Infrastructure Projects Identified	<p>Bath A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey AGP, hockey pitch.</p> <p>Somer Valley</p>

	<p>Westhill Recreation Ground, Westfield – New Pavilion and fitness circuit.</p> <p>Additional indoor space at Odd Down Sports Ground</p> <p>Café and community spaces at Entry Hill (golf course site)</p>
Funding	CIL /S106/Grants
Future Issues/ Risks	The maintenance, replacement and repair of existing infrastructure is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.

SPORTS AND LEISURE	CHILDREN'S PLAY AREAS
Lead Responsibility for Delivery	B&NES and Parish Councils
Key Evidence Base	Green Space Strategy 2015
Consultations	
Existing provision	There are numerous playgrounds and play areas in the B&NES area, 47 of which the Council is responsible for maintaining.
Infrastructure being delivered	<p>Keynsham Queens Road Play Area</p> <p>Rural Areas Whitchurch Play area refurbishment</p>
Assessment of Infrastructure Needs	<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>The Parks service undertook a review of its formal play areas to understand levels of use and identify any duplication in provision. The review also sought to understand which of its spaces offered the best play value, using a methodology based on guidance issued by Play England.</p> <p>The review assigned a score to each of the B&NES and Curo play areas and scores were based on the quality and range of facilities at each site: the play equipment itself and other features such as seating, access and toilets. The team also conducted a mapping exercise to understand what - if any - duplication of provision there is throughout the district. Finally, the study identified village sites and those next to schools and active travel routes (such as cycle routes) and locations with other nearby play facilities (such as a playing field).</p> <p>The Council has agreed to:</p> <p>Bath</p> <ul style="list-style-type: none"> • Undertake a further consultation on the future of the play area and adjacent open space at Ridge Green Close/ Sulis Meadows in Bath • At Calton Road, Widcombe Bath, re-purpose the space to provide a new natural play area. • At St Saviours Road Play Area Bath - improve the wider landscape throughout the open space to include new pathways, trees and benches and to re-purpose the play offer. There will be no changes to the current play facilities until the updated landscape plan has been shared publically and completed. • At Parry Close in Bath, re-purpose the space by removing the existing play equipment, re-planting the area with trees and installing a bench in the space. <p>Further investment will be needed over the plan period.</p> <p>Somer Valley</p> <p>Proceed to community asset transfer the play area at Collier's Way, Haydon from Bath and North East Somerset Council (B&NES) to Radstock Town Council.</p> <p>Proceed to community asset transfer the play area at Manor Copse, Writhlington</p>

	<p>from B&NES to Radstock Town Council and allocate £18,575.55 from developer's contributions associated with development 13/01709/OUT (Parcel 1934 Knobsbury Lane, Writhlington) to match fund investment in the site.</p> <p>At Hillside Crescent, Midsomer Norton, to further explore the option to create a community garden or mixed growing and play space. This will involve allocating £26,835 from developer's contributions associated with developments (09/04488/FUL; 10/04015/FUL and 14/03867/FUL) as potential match funding to invest in the site.</p>
Infrastructure Projects Identified	<p>Play areas are planned as part of the following developments:</p> <p>Sulis Down, Bath</p> <p>East Keynsham Core Strategy Allocation – Improvement to Teviot Road Play area, Keynsham.</p> <p>Monger lane, Midsomer Norton</p> <p>Play Area Enhancements: Radstock – Tom Huyton Park Play Area</p>
Funding	CIL/S106/Public sector
Future Issues/Risks	The maintenance, replacement and repair of existing play areas are critical issues. Repairs are required to maintain safety standards and protect the Council's liability.

COMMUNITY FACILITIES	YOUTH SERVICES
Lead Responsibility for Delivery	B&NES Council and Voluntary Organisations
Key Evidence Base	Youth connect policies procedures and guidelines ³⁶
Consultations	Foxhill consultation report Radstock and Westfield youth consultation Consultation with young people in central Bath.
Existing provision	Youth Connect South West is an independent non profit charity and is commissioned by the Council to provide positive activities to young people, work to monitor and support young people in Education, Training and Employment and provide support on behalf of the Council Southside Youth Hub has been leased to Youth Connect South West and Riverside Youth Hub has been leased to Mentoring Plus. There are also youth hubs at Peasedown St John and Radstock.
Infrastructure being delivered	
Assessment of Infrastructure Needs	The Council has a statutory duty to ensure the provision of Positive Activities for young people and the local delivery of youth work services. The following requirements have been identified. District wide Youth service requirements resulting from the housing growth in future growth will be considered. Parks & Green Space Youth Community Engagement A programme resulting in social connection with green space and outdoor activities. Likely to include Youth Rangers and infrastructure improvements. Bath Improvements are required to the Southside Youth Hub. Youth service provision is required for Bath City Centre. Foxhill – consideration regarding the development of adequate provision in the areas of Foxhill and Mulberry park potentially linked to the new hub building. Somer Valley A suitable building is required for Youth and Community work in Radstock this may be the redevelopment of the existing Children's centre
Infrastructure Projects Identified	Bath Improvements to Southside Youth Hub, Bath Bath City Centre Youth provision Foxhill development linked to the hub

³⁶ <http://www.bathnes.gov.uk/services/children-young-people-and-families/strategies-policies-planning/youth-service-policies-proc>

	Somer Valley Radstock: provision of accommodation for youth provision.
Funding	S106/ Public Sector funding/Grants
Future Issues/ Risks	Funding for premises and delivery of services is a key issue.

COMMUNITY FACILITIES	COMMUNITY CENTRES
Lead Responsibility for Delivery	Various organisations including Parish Councils, developers and charities/ voluntary organisations.
Key Evidence Base	Rural Facilities Audit 2015 provides details of facilities. Neighbourhood Plans
Consultations	
Existing provision	<p>There are a large number of community centres owned and operated by community organisations across the B&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&NES Core Strategy /Placemaking Plan recognise 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>
Infrastructure under construction	Batheaston Village Hall - Construction has started. See Planning Permission 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.
Assessment of Infrastructure Needs	<p>Community halls and centres are important facilities in towns and villages as they provide a mechanism to promote wellbeing and community cohesion. <i>The B&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> <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>Somer Valley The Westfield Neighbourhood Plan identifies key infrastructure including a Community Centre for Westfield ‘to be funded via the Community Infrastructure Levy, s.106 or other grant funding’.</p> <p>Rural Areas The Freshford Neighbourhood Plan has a proposal to enhance, modernise and extend the existing Freshford Village Memorial Hall. A Community Right to Build Order is currently in progress, consultation took place between 16th April – 28th May 2018.</p> <p>Whitchurch Whitchurch Neighbourhood Plan identifies the need for a need for an expansion to the existing village hall.</p>
Infrastructure Projects Identified	This list excludes small scale projects such as access improvements and hall refurbishments

	Freshford Memorial Hall redevelopment (Community Right to Build Order) ³⁷
Funding	CIL/S106/ grant funding
Future Issues/ Risks	Availability of funding for projects and maintenance/ running costs.

³⁷ <https://beta.bathnes.gov.uk/policy-and-documents-library/freshford-village-hall>

COMMUNITY FACILITIES	LIBRARIES
Lead Responsibility for Delivery	<p>B&NES Council has responsibility for libraries in the three main population centres in Bath, Keynsham and Midsomer Norton.</p> <p>B&NES Council worked with local communities and parish councils to move previous council run branch libraries onto a community led model for a new approach to the delivery of community run library services across the area. Under this scheme local community groups are responsible for the running costs, staff and managing volunteers.</p>
Key Evidence Base	<p>Library and Information Service Framework³⁸</p>
Consultations	
Existing provision	<p>Core Libraries run by Bath & North East Somerset Council</p> <ul style="list-style-type: none"> • Bath • Keynsham • Midsomer Norton • Mobile Library <p>Community Run Libraries (run under the Council's agreement for professional guidance and book stock)</p> <ul style="list-style-type: none"> • Radstock Hub • Moorland Road Community Library • Saltford Community Library and Post office • The Hub at Paulton • Weston Community Library • Bishop Sutton Community Library • Timsbury Hub <p>Independent Libraries</p> <ul style="list-style-type: none"> • Larkhall Community Library • Combe Hay Community Library • Southside Community Centre
Infrastructure under construction	<p>.</p>
Assessment of Infrastructure Needs	<p>Following the completion of the Council's Modern Libraries Programme there are three core council run libraries in the main population centres at Bath, Keynsham and Midsomer Norton.</p> <p>B&NES Council worked with local communities and parish councils to move previous council run branch libraries onto community led models.</p> <p>Radstock library is anticipated to relocate to a new development on Waterloo Road, Radstock – refer to Projects Identified section below.</p>
Infrastructure Projects Identified	<p>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</p>

³⁸ http://www.bathnes.gov.uk/sites/default/files/library_and_information_service_framework.pdf

	library (ref 17/01466/FUL).
Funding	B&NES funding for community led models. CIL and other grant funding (for Hope House surgery, children's centre and library)
Future Issues/ Risks	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.

GREEN INFRASTRUCTURE	CEMETERIES
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	B&NES web page: http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cemeteries
Consultations	
Existing provision	The Council owns and manages the Haycombe Cemetery, on the edge of Bath, and Harptree Cemetery, Chew Valley and is responsible for the maintenance for 30 closed cemeteries. Others are owned and managed by the Town and Parish Councils or Parochial Church Councils.
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements.</p> <p>Land is safeguarded for extensions to cemeteries at Haycombe, Bath and Ashgrove Cemetery, Eckweek Lane, Peasedown St John.</p> <p>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 to plan for the long term.</p>
Infrastructure Projects Identified	Haycombe Cemetery extension to increase capacity of the Cemetery.
Funding	Public/Private
Future Issues/ Risks	

TRANSPORT	RAIL
Lead Responsibility for Delivery	<p>The Department for Transport (DfT) has overall strategic and financial responsibilities for railways and awards the franchises for passenger rail services.</p> <p>Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels.</p> <p>It has been agreed that to support better integration between local and national networks, the Government and WECA will enter into joint working arrangements with Network Rail on local investment through a new Memorandum of Understanding</p> <p>Great Western Railway currently runs passenger train services and leases and manages stations from Network Rail. South Western Railway runs a limited number of trains to/from Bristol Temple Meads via Bath Spa.</p>
Key Evidence Base	<p>West of England Joint Transport Study Transport Study (2017) (JTS)</p> <p>West of England Joint Local Transport Plan 4 (March 2020)(JLTP4)</p>
Consultations	
Existing provision	<p>There are presently four stations within B&NES, at Bath Spa, Oldfield Park, Keynsham and Freshford. Bath benefits from good rail (time) connections to Bristol and London, although there is still only an hourly rail link between Keynsham and Bristol for most parts of the day. Bristol Temple Meads station is a national hub station (category A station) and Bath Spa station is an important feeder (category C1 station). Keynsham is a Category F1 small unstaffed station and Oldfield Park is a Category F2 small unstaffed station</p>
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>The JLTP4 states "The full electrification of the Great Western Main Line to Bristol Temple Meads, via Bath Spa and Bristol Parkway, remains an aspiration, as does the extension of electrification from Birmingham to Bristol and on to Weston-super-Mare"</p> <p>MetroWest 1 and 2 projects ongoing – see below for projects identified.</p> <p>The JLTP4 also states that new stations will be considered including at Saltford, and new links to Thornbury and Bristol Airport.</p> <p>Keynsham station passenger facilities are identified to be upgraded including new parking facilities.</p> <p>One of the two platforms at Freshford station does not have step free access In October 2019 WECA submitted a bid to the Department for Transport's (DfT's) Access for All Mid-Tier Programme for the West of England Station Enhancements project. This was for a package of measures for local stations across the West of England rail network focusing on improvements to wayfinding to and from and within the stations, seating, branding and shelters. The stations included Freshford Railway Station. In February 2020 confirmation was received from DfT that funding of £0.548m has been awarded with delivery over 2020/21 to 2021/22. The funding committed by the DfT is on condition of £0.552m match funding being provided by WECA. A business case for match funding has been made to the WECA Investment Fund.</p>
Infrastructure	District

<p>Projects Identified</p>	<p>Great Western Upgrade Programme</p> <p>MetroWest Phase 1 comprises the delivery of infrastructure and passenger train operations to provide: i) a half hourly service for the Severn Beach line; ii) a half hourly service for Keynsham and Oldfield Park stations on the Bath Spa to Bristol line; and iii) an hourly service (or an hourly service plus) for a reopened Portishead Branch Line with stations at Portishead and Pill. Associated development required for the service includes a Bathampton Turnback - a facility to allow trains to turn back toward Bristol at Bath, off the main line. The turnback will comprise a new crossover between the existing Up line to London and the Down line to Bristol. A short walkway will be provided on the existing Up loop for train drivers to walk from one end of a train to the other end. This is permitted development.</p> <p>Rail Improvements to existing the Keynsham Station.</p> <p>Greater Bristol Area Rail Feasibility Study looking at a new station at Saltford.</p> <p>West of England Station Enhancements Project - Step free access to Up platform at Freshford Station</p>
<p>Funding</p>	<p>West of England Devolution Deal, Local Growth Fund, Network Rail, Train Operating Companies.</p>
<p>Future Issues/ Risks</p>	<p>Funding for all the schemes is not secured, and bids for funding will be required.</p> <p>In addition to links to London it is important to recognise the importance of effective rail connectivity to the Midlands, the South West Peninsula and the South Coast</p>

TRANSPORT	BUS AND MASS TRANSIT
Lead Responsibility for Delivery	WECA is the local transport authority for the B&NES area however under the WECA Devolution Agreement, powers to procure and fund non-commercial bus services are joint, between WECA and the constituent councils (including B&NES).
Key Evidence Base	West of England Joint Transport Study Transport Study 2017 (JTS) West of England Joint Local Transport Plan 4 (March 2020) (JLTP4) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) Somerset Valley Transport Strategy 2018 Chew Valley Transport Strategy 2018 West of England Bus Strategy 2020 ³⁹
Consultations	
Existing provision	<p>Three Park and Ride sites around Bath (Lansdown, Newbridge and Odd Down) are well-established</p> <p>Of around 1,200 bus stops in B&NES, nearly 300 have bus shelters in place, of which around 240 have been installed in the last 5 years supported by the Bath Transportation Package and Greater Bristol Bus Network packages of government support. Real Time information displays are in place at 246 stops, but not all of these are within shelters.</p> <p>Less than half of all stops are fully accessible as less than 600 have raised kerbs compatible with level access to the low floor bus fleets.</p>
Infrastructure under construction	Real Time Information System Upgrade programme
Assessment of Infrastructure Needs	<p>To encourage people to move away from cars, the JLTP4 identifies the need to provide transformational alternatives such as a new mass transit network. Feasibility studies are underway to explore mass transit options</p> <p>The JLTP4 identifies Mass Transit Bristol to Bath - Initial priority for metrobus corridor to Bath, with longer-term ambition for a high-frequency mass transit solution between Bristol and Bath. There is a longer-term ambition for light rail between the Hicks Gate/Keynsham area and Bristol city centre, to serve Hicks Gate Park & Ride/transport interchange and beyond, and Temple Meads.</p> <p>The West of England Bus Strategy includes the following bus strategy themes (extract)</p> <ul style="list-style-type: none"> -A well-designed network that is simple, coherent and efficient across the region <ul style="list-style-type: none"> Cross-city high frequency services Orbital high frequency services -Better services for people in rural areas -More reliable and faster buses through priority infrastructure -Simple, smart and convenient ticketing -A network complemented by community and demand responsive transport <p>There is substantial scope to improve the level provision of bus shelters at stops, the availability of real time information at stops; and level access to bus services through raised kerbs.</p>

³⁹ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

	<p>Park and Ride The JLPT4 states that locations and sites being considered for expansion, include: A4 Brislington site relocation to Hicks Gate A37 Whitchurch new site to connect to metrobus Expansion of Odd Down and Lansdown Park and Ride sites is required.</p> <p>The JLPT4 states "Rail-based Park & Ride will continue to be explored as part of the MetroWest programme of suburban rail enhancements.</p> <p>Opportunities to improve public transport links for the Somer Valley to Bath and Bristol, including transport interchange / P&R will be developed. The Bath Transport delivery plan will provide an holistic transport plan that will include public transport measures.</p> <p>In the longer-term, we will explore the potential of new and expanded Park & Ride sites linked to mass transit routes, as well as exploring the potential for sites to act as transport interchanges which could include improved links to public transport, substantial increases in cycle parking, cycle hire facilities, innovative last mile freight solutions and access to electric charging points"</p>
<p>Infrastructure Projects Identified</p>	<p>Refer to Part 4 Schedule.</p> <p>Integrated Smart Ticketing Bus Strategy Infrastructure Programme Mass Transit /Options Strategic Park & Ride</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>Funding</p>	<p>WECA has joint powers with B&NES to support bus services, including formulating policies for the provision of socially necessary services /B&NES funding/ S106/CIL</p>
<p>Future Issues/ Risks</p>	<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>A future challenge is the need to manage the integration of any mass transit network and metrobus with the local bus network.</p>

TRANSPORT	CYCLING & PEDESTRIAN FACILITIES
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	West of England Joint Transport Study 2017 (JTS) West of England Joint Local Transport Plan (2016-2036) (JLTP4) (March 2020) Bath Transport Strategy approved November 2014 (BTS) Keynsham Transport Strategy approved 2016 (KTS) Somerset Valley Transport Strategy 2018 Chew Valley Transport Strategy 2018 Public Realm and Movement Strategy for Bath City Centre (July 2010) ⁴⁰ Sustrans Cycle Review (Nov 2014) Bath Air Quality Action Plan National Air Quality Plan: Bath Keynsham and Saltford Air Quality Action Plan Chew Valley Recreational Trail Planning Application 2018 (ref 18/02543/FUL) Local Cycling and Walking Infrastructure Plan 2020 ⁴¹
Consultations	Low Traffic Neighbourhood, Residents Parking and Electric Vehicles – September 2020
Existing provision	The Sustrans Review concludes the experience of cycling within B&NES is not consistent. The quality of individual routes throughout the District varies significantly and can change dramatically within a short distance. There are a number of excellent routes that provide a very safe, enjoyable experience for cyclists – these include the Bath Two Tunnels Route, Radstock's Five Arches Greenway and the Colliers Way.
Infrastructure under construction	Former GWR Railway Line Development Frome Road Radstock - Works to provide a pedestrian footbridge for St Nicholas School, Radstock are scheduled.
Assessment of Infrastructure Needs	<p>The JLTP4 and LCWIP aim that walking and cycling are the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone in the West of England. The LCWIP identifies a number of improvements to walking and cycling routes. It states that Walking and cycling projects often take 2-3 years. A strategic plan for WECA will be developed that will include rural routes as well as urban routes. The Bath Transport Delivery plan is being developed during 2020 / 2021 and will provide an holistic plan for walking cycling and public transport in Bath.</p> <p>The LCWIP states that WECA will establish a five year infrastructure delivery plan which will incorporate Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure projects. It states that these improvements are a starting point in how we want the walking and cycling network to evolve over the next 16 years (JLTP plan period). All of these schemes are subject to further modelling, feasibility and design work and consultation with local communities.</p> <p>All walking and cycling infrastructure schemes will be progressed to optimise the usability, safety and the look and feel of a scheme within its environment through using the latest best practice design standards</p> <p>The LCWIP provides details of the improvements and the methodology for assessing</p>

⁴⁰ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf

⁴¹ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

	<p>priority projects.</p> <p>See schedule of a review of cycle schemes considered including funding priority⁴².</p> <p>Bath</p> <p>A Transport Delivery Plan for Bath will provide an holistic transport plan for Bath that will include walking and cycling. The plan is being developed in in 2020 / 2021. The Liveable neighbourhoods programme will start to be delivered from 2020 onwards.</p> <p>.</p> <p>Keynsham</p> <p>The Keynsham Transport Strategy includes the following action:</p> <ul style="list-style-type: none"> - 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>Liveable neighbourhoods programme will start to be delivered from 2020 onwards.</p> <p>Somer Valley</p> <p>The draft Somer Valley Transport Strategy has a number of items for cycle / pedestrian improvements (refer to schedule).</p> <p>Rural Areas</p> <p>The draft Chew Valley Transport Strategy has a number of items for cycle / pedestrian improvements. A recreational trail around Chew Valley Lake received planning permission for the northern section in 2019</p>
Funding	CIL/S106/Grant funding
Infrastructure Projects Identified	<p>Refer to West of England Local Cycling and Walking Infrastructure Plan and 2020 Part 4 Schedule for details.</p> <p>Bath City cycle schemes (refer to schedule)</p> <p>Keynsham schemes (refer to schedule)</p> <p>Midsomer Norton / Radstock Schemes (refer to schedule)</p> <p>Chew Valley schemes including Chew Valley Lake recreational trail.</p> <p>Local Cycling & Walking Infrastructure Plan projects</p>
Future Issues/Risks	Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue.

⁴² http://www.bathnes.gov.uk/sites/default/files/2_appendix_a_list_of_recommended_schemes_2.pdf

TRANSPORT	SMARTER CHOICES AND AIR QUALITY
Lead Responsibility for Delivery	B&NES Council Public transport operators
Key Evidence Base	WoE Joint Transport Study Transport Study 2017 (JTS) Government's Future of Mobility Strategy (March 2019) ⁴³ National Air Quality Plan: Bath Clean Air Zone for Bath class C Bath Air Quality Action Plan Keynsham, Temple Cloud, Farrington Gurney and Saltford Air Quality Action Plans Environment Act 1995 re Air Quality Management Areas etc
Consultations	Draft Temple Cloud and Farrington Gurney Air Quality Action Plan 2020
Existing provision	AQMAs in Bath, Keynsham and Saltford are in place. Farrington Gurney AQMA and Temple Cloud AQMA came into force on 20 August 2018
Infrastructure under construction	<p>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;</p> <p>A successful Clean Bus Technology Fund bid means that 35 buses across the West of England area are being retrofitted to meet Euro V and VI standards. A further bid has just been submitted that includes 29 vehicles in Bath to be upgraded to Euro VI.</p>
Assessment of Infrastructure Needs	<p>WECA submitted outline proposal to the Government's Future Mobility Zone (FMZ) fund in May 2019 and has been shortlisted to submit a full bid. The outline was for a transport data hub with each area hosting a range of tailored future mobility solutions, co-developed with communities, partner organisations, local employers and stakeholders, in order to address local transport issues and opportunities.</p> <p>WECA has been awarded £24m from the Government's Future Transport Zone (FTZ) fund to improve the integration of public transport into local communities by trialling innovative new transport technologies. Refer to https://www.westofengland-ca.gov.uk/infrastructure/future-transport-zone/ for details.</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</p>

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/846593/future-of-mobility-strategy.pdf

	<p>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 – took place 16th October to 26th November 2018. Following further analysis, a Class C is proposed. To meet air quality standards, increased EV infrastructure will be required. The aim is to implement the zone in 2021.</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&NES, under the Environment Act 1995, five Air Quality Management Areas (AQMAs) have been declared for nitrogen dioxide (NO₂) because national objective levels are being exceeded. These areas include the major road network within Bath, Keynsham High Street and a small section of the A4 in Saltford. An Air Quality Action Plan has been created for each of these areas and these are reviewed at 5 year intervals. New AQMAs came into force at Farrington Gurney 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.</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>
Funding	<p>Joint Air Quality Unit (JAQU) (Central Government) B&NES/ Grant funding Go Ultra Low West (GULW) 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.</p>
Infrastructure Projects Identified	<p>Electric Cycle hire</p> <p>Electric Vehicle Charging Network Increase public charging points through 'Go Ultra Low West' (Source West) EV charging infrastructure programme.</p> <p>An E scooter trial will be undertaken in Bath in Sept 2020 as part of the WECA Future Mobility Zone Project. Further trial projects will be developed included Mobility as A Service which will aim to facilitate ability to undertake journeys through multiples providers and forms using one platform.</p> <p>Future Transport Zone (FTZ) fund projects</p>

	<p>See Bus, Cycling and Pedestrian sections for other measures to increase public transport and active travel.</p> <p>There will be an ongoing requirement to invest in monitoring equipment.</p>
<p>Future Issues / Risks</p>	<p>Smarter choices measures are a potential contingency where capital investment cannot be secured for transport infrastructure and can often be effective and efficient interventions.</p> <p>The potential for more stringent air quality standards in particular relating to fine and ultra-fine particles (PM10, PM2.5 and finer) following the forthcoming World Health Organisation review.</p> <p>That the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.</p> <p>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.</p>

TRANSPORT	HIGHWAYS
<p>Lead Responsibility for Delivery</p>	<p>To support better integration between local and national networks, the government and WECA will enter into joint working arrangements with Highways England on local investment through a new Memorandum of Understanding</p> <p>B&NES is the Local Highway Authority responsible for most of the provision and maintenance of the District's highway infrastructure.</p> <p>The directly elected Mayor of the West of England will take responsibility for a Key Route Network of local roads, which will be defined and agreed by the constituent local authorities and will be managed and maintained at a city region level.</p>
<p>Key Evidence Base</p>	<p>West of England Joint Local Transport Plan JLTP4 (March 2020) Bath Transport Strategy approved November 2014⁴⁴ Keynsham Transport Strategy (July 2016)⁴⁵ Chew Valley Transport Strategy 2018 Somer Valley Transport Strategy 2018 West of England Joint Transport Study Transport Study 2017 (JTS) Options Assessment Reports (OAR)⁴⁶ are published for the strategic transport infrastructure</p>
<p>Consultations</p>	
<p>Existing provision</p>	<p>Existing highway network.</p>
<p>Infrastructure under construction</p>	
<p>Assessment of Infrastructure Needs</p>	<p>The West of England Joint Transport Local Plan (JLTP) 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>The Council's Transport Improvement programme⁴⁷ delivers highway improvement works under the general headings of road safety, safer routes to school, pedestrians, congestion and traffic management schemes.</p> <p>District Refer to the JLTP4. Beyond West of England Schemes being considered include East of Bath access improvements - Provision of a high quality north-south route connecting the south coast to the M4. This route will enable north-south traffic to avoid passing through Bath.</p> <p>Bath</p>

⁴⁴ <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/bath-transport-package>

⁴⁵ <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/getting-around-keynsham-draft-transport>

⁴⁶ <http://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/strategic-transport-studies-consultation>

⁴⁷ <https://democracy.bathnes.gov.uk/documents/s60107/Annex%205iii%20Transport%20Improvement%20Programme.pdf>

	<p>Refer to Bus section above for Park & Ride requirements</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 development at North Keynsham. (see key evidence section for OAR)</p> <p>Somer Valley Improvements to the route from the Old Mills employment site – Enterprise Zone on the A362 to the A37 are required. This would include removing traffic pinch-points along the road as well as pedestrian and cycling improvements.</p> <p>There are a number of items within the area Transport Strategies.</p>
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule for projects. A37 to A362 Improvements to access Somer Valley Enterprise Zone</p>
Funding	<p>West of England Devolution Deal, Local Majors Funding, Local Growth Fund, Developers (via S106 Agreements and/or CIL).</p>
Future Issues/Risks	<p>Funding for all the schemes as set out in the JTS is not secured, and bids for funding are required.</p>

PUBLIC REALM	PUBLIC REALM
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	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.
Consultations	Consultation is undertaken on a project by project basis. Keynsham town centre Public consultation on detailed design (January 2020) ⁴⁸
Existing provision	The 'public realm' is the spaces around and between buildings including streets, squares and parks.
Infrastructure under construction	
Assessment of Infrastructure Needs	<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>There are multiple benefits of improving public realm. This section cross over with walking and cycling infrastructure (zero carbon travel), low carbon travel (eg installing Electric Vehicle charging points) and increasing the attractiveness of public transport, green infrastructure (improving air quality and health, and adaptation to extreme climate events – trees and green infrastructure has a cooling effect), sustainable drainage systems, town centre security.</p> <p>Bath A programme to apply the public realm 'pattern book' to a number of streets in Bath City Centre is ongoing.</p> <p>City Centre Security – supporting public protection in the city centre by securing areas of high footfall, where people congregate. Work will include the provision of fixed and moveable physical measures placed at key access points around the city centre, which will restrict vehicular access (deliveries etc) to a certain period of the day. Key stakeholder engagement is due to start in November 2019 with wider public consultation being undertaken in January 2020.</p> <p>Keynsham Keynsham public realm improvements are required. Areas for improvement include the town centre, footpath widening and improved cycling and walking facilities. Funding has been secured for the improvements. A full Business Case has been approved. LINK</p> <p>Somer Valley Midsomer Norton public realm improvements are required. Many of the units in the High Street are vacant and in need of repair and maintenance. Heritage England has awarded a grant for a High Streets Heritage Action Zone and the Town Council and WECA are providing funding. The project will</p>

⁴⁸ https://www.bathnes.gov.uk/sites/default/files/keynsham_high_st_exhibition_jan_2020_low-res_final_0.pdf

	<p>revitalise town with a new market square next to the Town Hall, a new pedestrian passageway between the High St and the car park, renewed shopfront signage and other initiatives including planting schemes and pop-up shops.</p> <p>A Full Business Case will be submitted by B&NES in March 2021</p>
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule.</p> <p>Bath City Centre Pattern Book and improvement works Westgate Street/Cheap Street; Manvers Street; Railway Place North Parade Junction; Union Street; Stall Street (predominantly complete); Broad Street/St Michaels; Kingsmead Square; Orange Grove; Terrace Walk; York Street and Swallow Street (to serve new Archway Project); Pulteney Weir; Bath Riverside area</p> <p>Keynsham Town Centre improvements – see consultation and assessment section</p> <p>Midsomer Norton Town Centre improvements.</p>
Funding	<p>CIL/S106 Landowner investment/contributions Bath Business Improvement District Grant funding</p>
Future Issues/ Risks	<p>Funding and the ongoing management and maintenance of the public realm is critical.</p>

HEALTH	PRIMARY CARE PROVISION
<p>Responsibility for Delivery</p>	<p>Primary care comprises GP practices, plus community pharmacists, dentists and opticians</p> <p>NHS Bath and North East Somerset, Swindon and Wiltshire (BSW) CCG has overall responsibility for planning and buying healthcare services in Bath and North East Somerset (CCGs merged April 2020).</p> <p>Since April 2016, leaders of health and care organisations from B&NES, Swindon and Wiltshire (BSW Area) have been working together as a Sustainability and Transformation Partnership to develop a 'Sustainability and Transformation Plan' (STP). The STP partnership includes Bath and North East Somerset Council, 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 GP practices.</p>
<p>Evidence Base</p>	<p>The NHS Long Term Plan -January 2019, B&NES CCG Primary Care Strategy 2018 – 2020 Draft document - Our plan for health and care 2020-2024⁴⁹ B&NES, Swindon and Wiltshire Partnership B&NES Pharmaceutical Needs Assessment (PNA) 2018-2021⁵⁰</p>
<p>Consultations</p>	
<p>Existing provision</p>	<p>23 GP practices in B&NES have joined together to as six Primary Care Networks (PCNs) to share expertise and resources. The PCNs in B&NES are as follows</p> <p>Bath area Bath Independents (population served = 26,000) Batheaston, Fairfield Park, Widcombe</p> <p>Minerva (population served = 35,000) Combe Down, Grosvenor, Newbridge, Rush Hill and Weston, St Michael's Partnership</p> <p>Heart of Bath (population served = 27,000) Merged practices of: St James', Oldfield, Number 18, Catherine Cottage</p> <p>Unity Medical Group (population served = 30,000) University Medical Centre, Monmouth, Pulteney</p> <p>Keynsham Keynsham (population served = 25,000) St Augustine's, Temple House, Westview</p> <p>Somer Valley/Rural Three Valleys Health (population served = 67,000) Hope House, Westfield, St Chad's and Chilcompton, Somerton, St Mary's, Hillcrest, Elm Hayes, Harptree, Chew Medical</p>

⁴⁹ http://www.bswstp.nhs.uk/wp-content/uploads/2020/03/Our-Plan-for-Health-and-Care-2020-2024_compressed-1.pdf

⁵⁰ http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018_bnes_pna_approved.pdf

	<p>There are a large number of dental practices for the population: 32 practices including 2 corporate groups and a range of independents. There is a very good geographical spread. Dental services benchmark high against the vital signs quality indicators.</p> <p>There are currently 40 pharmacy contractors in B&NES. The B&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&NES</p> <p>There are 22 high street opticians, a relatively high number for the population size.</p>
Infrastructure under construction	<p>In Somer Valley, planning permission (17/01466/FUL) was granted on 9th August 2018 for the "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" at Waterloo Road Open Space, Waterloo Road, Radstock.</p> <p>The Centre will incorporate a relocated and expanded Hope House Surgery that currently lacks space and has no room for expansion. The tender process to build the Healthy Living Centre has been completed with a contractor now appointed. Start date anticipated by end of 2020</p>
Assessment of Infrastructure Needs	<p>Over the next five years, each Primary Care Network (PCN) will be given the opportunity to develop their teams of healthcare professionals to include staff such as GPs, district nurses, pharmacists, paramedics, physiotherapists, physician associates, and staff working in social care or the voluntary sector. PCNs will also be working with hospitals, community services, public health and the council to join up health and care services and enable a greater focus on prevention of ill health.</p> <p>The B&NES Pharmaceutical Needs Assessment (PNA) 2018-2021 indicates</p> <ul style="list-style-type: none"> • <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&NES.</i> • <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> • <i>There are no known planned relevant local NHS services that could significantly alter the need for pharmaceutical services in B&NES.</i>
Funding	<p>The NHS supports Primary Care across the area to secure funding for premises, these funding options depend upon the scheme and capital available.</p>
Infrastructure Projects Identified	<p>In Bath the following projects are identified as priorities.</p> <p>Expansion of Oldfield Surgery, Upper Oldfield Park, Bath to provide a wider range of primary and community health services. This scheme will provide additional capacity to delivery primary care services for the planned housing growth in the central area.</p> <p>Exploration of potential expansion options at Combe Down Surgery to serve housing growth at Mulberry Park, Fox Hill, and Odd Down urban extension 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>A series of smaller improvement projects are likely to be required to support multiple pockets of growth across the area.</p>

**Future Issues/
Risks**

The **B&NES, Swindon and Wiltshire Partnership** are currently working on plans and mapping the NHS Estate across the footprint and planning the future estate need based on future clinical models.

HEALTH	SECONDARY HEALTHCARE (URGENT, ELECTIVE & SPECIALIST)
Responsibility for Delivery	Services within the area are predominantly provided by Royal United Hospitals NHS Foundation Trust (RUH). The RUH provides acute treatment and care for a catchment population of around 500,000 people in Bath, and the surrounding towns and villages in North East Somerset and Western Wiltshire.
Key Evidence Base	RUH Redevelopment Plan ⁵¹ The NHS Long Term Plan-January 2019
Consultations	
Existing provision	The RUH is a 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
Infrastructure under construction	"RUH North", - Demolition works are in progress in preparation for the Dyson Cancer Centre which should be starting on site in 2021.
Assessment of Infrastructure Needs	Further assessment of the hospital infrastructure needs are underway with a further RUH Estates strategy expected in 2021, providing a short term view (the next 5 years), and a longer term view (up to 10 years). Cycle and EV infrastructure upgrades are to be proposed for funding in due course.
Funding	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.
Infrastructure Projects Identified	Phase 3 of RUH Redevelopment 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.
Future Issues/ Risks	The Sustainability and Transformation Partnership is currently working to map the NHS Estate across the footprint and planning the future estate 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.

⁵¹ https://www.ruh.nhs.uk/about/fit-for-the-future/index.asp?menu_id=1

HEALTH	MENTAL HEALTH CARE, COMMUNITY HEALTH & SOCIAL CARE
Responsibility for Delivery	<p>Avon and Wiltshire Mental Health Partnership NHS Trust (AWP) provides both primary and secondary mental health services through a range of direct contracts and partnership arrangements.</p> <p>Virgin Care Services Limited on behalf of Bath and North East Somerset Council and the CCG provide community health and social care and 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.</p>
Key Evidence Base	The NHS Five Year Forward View
Consultations	
Existing provision	<p>A variety of mental health services are provided by AWP from:</p> <ul style="list-style-type: none"> • Hillview Lodge and Bath NHS House, adjacent to the RUH Bath; • St Martin's Hospital in Bath; • The Hollies in Midsomer Norton; and • other locations within the community. <p>There is also a significant element of mobile service provision being planned and implemented, plus clinical sessions at other service points such as GP surgeries. This will continue to increase as the Trust-managed estate is consolidated. The estate and facilities services will be developed to facilitate these changes.</p> <p>Community healthcare covers a wide range of diagnostic and healthcare services, including non-acute mental health services, which provide a means of delivering care closer to home than from a hospital setting</p> <p>Services are provided from St Martin's, Bath and Paulton Community Hospitals, and other locations in the community, including in people's homes.</p> <p>RUH provides maternity services for B&NES residents on the RUH and Paulton hospital sites and in the community.</p> <p>There are over 200 different community care and health services in B&NES provided by over 60 different organisations, co-ordinated by Virgin Care.</p>
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>AWP is currently developing its estate strategy for the services that it provides, including across the B&NES area.</p> <p>Virgin Care will work with commissioners and other providers in the area to review the ongoing requirements for infrastructure from which to deliver care.</p>
Funding	To be confirmed.
Infrastructure Projects Identified	To be confirmed.
Future Issues/ Risks	The Sustainability and Transformation Partnership is currently working to map the NHS Estate across the footprint and planning the future estate need based on future clinical models.

HEALTH	AMBULANCE SERVICE
Responsibility for Delivery	South Western Ambulance Service NHS Foundation Trust (SWAS)
Key Evidence Base	
Consultations	
Existing provision	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.
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>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.</p> <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&NES area. The work will provide more detailed information relating to required future provisions such as ambulance "stand by points".</p>
Infrastructure Projects Identified	
Funding	Potential funding from releasing One Public Estate sites for housing.
Future Issues / Risks	

UTILITIES	WASTE & RECYCLING
Lead Responsibility for Delivery	<p>The Council is the Waste Collection and Disposal Authority with key responsibilities under the Environmental Protection Act (1990). The private sector operates residual waste treatment facilities and other waste and recycling operations for local authorities and for the commercial and industrial sectors. Highways and Parking & Transport also have depot facilities within the Environmental Services directorate.</p> <p>The Environment Agency regulates major industry and waste within England.</p>
Key Evidence Base	<p>West of England's Joint Waste Core Strategy (JWCS) adopted March 2011⁵² B&NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)⁵³ Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16 Waste Management Plan for England 2013 (DEFRA)⁵⁴ EU Circular Economy Package (CEP), 2018⁵⁵ Resources & Waste Strategy for England, 2018 (Defra)⁵⁶</p>
Consultations	<p>Public consultation on an updated Waste Strategy for 2020-2030 was carried out in Spring 2020. A new site search for public household waste & recycling centres in Bath and a "Have your Say" opportunity for residents is being carried out in December 2020. Public consultation for the relocation project is programmed in November/December 2020, with the formal planning consultation in February 2021.</p>
Existing provision	<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>
Key Drivers of Infrastructure	<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 published the government strategy on Resources and Waste for England in 2018. It set out proposals for preserving material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. It included subsequent consultations on:- consistent dry recycling services across the country; deposit return scheme options for drinks containers; packaging waste and plastic packaging tax, together with chapters focussed on food waste and waste crime.</p> <p>The Council's climate & nature emergency declaration in March 2019 and the action planning which has followed, creates the framework for new infrastructure to be designed with sustainability performance, flexibility and future-proofing at the forefront.</p>

⁵² <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>

⁵³ http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf

⁵⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/265810/pb14100-waste-management-plan-20131213.pdf

⁵⁵ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2018:150:FULL&from=EN>

⁵⁶ <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

Infrastructure under construction	
Assessment of Infrastructure Needs	<p>District B&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 operational efficiencies and containment of budget growth.</p> <p>The current main waste site at Midland Road, Bath is allocated for residential development through the Core Strategy. Vacating Midland Road requires the relocation of the waste and recycling operations (domestic collections service and transfer station) and these will relocate to Pixash Lane in Keynsham, consolidating kerbside recycling operations and additional highways winter service capacity.</p> <p>A site search and appraisal is being carried out in December 2020 to identify the potential for additional sites for new waste and recycling facilities, to reduce the need for traffic movements across the city, to address the climate emergency and improve air quality.</p> <p>Broadmead Lane, Keynsham and Fuller's Earth, Odd Down, are identified for residual waste treatment facilities for the sub-region.</p>
Funding	CIL / Public sector funding sources including potential WECA funding streams Treatment and Materials Recycling Facility – Private sector (e.g. commercial developers and the waste industry)
Infrastructure Projects Identified	<p>Relocation of Waste and Recycling Operations from Bath to Keynsham (ongoing) and improve reuse and recycling centre provision for the increased population in Bath and across the district.</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>
Future Issues/Risks	Modernised, fit for purpose waste and recycling service and facilities are needed in order to contain rising landfill and treatment disposal costs, primarily through Landfill Tax and gate fees. This needs increased capacity to separate waste for reuse and recycling in order to deal with the additional waste and recycling tonnages that will arise from housing growth within the district.

UTILITIES	ENERGY GENERATION AND DISTRIBUTION
<p>Responsibility for Delivery</p>	<p>Delivery of renewable energy generation is primarily by the private and 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 with Bath and West Community Energy (BWCE) and Keynsham Community Energy (KCE), non-profit community energy organisations working in the area to develop renewable energy and energy efficiency projects within B&NES. The Council also runs the Energy at Home domestic energy efficiency programme.</p> <p>National Grid owns and operates the Electricity Transmission Network operating between 132kv and 400kv Network and Gas Transmission Network operating above 7 bar</p> <p>Western Power Distribution (South West) Plc (WPD) is the licensed electricity Distribution Network Operator (DNO) within B&NES.</p> <p>Wales & West Utilities (WWU) south west is the Gas Distribution Operator responsible for the transportation of gas from the National Transmission System (National Grid) via the Local Transmission System to consumers within B&NES, but are only obliged to provide connections where it is economic, hence there is often limited gas infrastructure in more rural areas.</p>
<p>Evidence Base</p>	<p>National Grid "Future Energy Scenarios" document 2019 WPD Business Plan 2015-2023 WWU Long Term Development Statement B&NES Climate Emergency study 2019 B&NES Climate Emergency Progress Report – including Commitments 2019</p>
<p>Consultations</p>	
<p>Existing Provision</p>	<p>Renewable and low carbon energy installations, Demand management and smart energy infrastructure (e.g. batteries, smart meters and electric vehicles) 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> <p>Domestic renewable energy solar panels.</p> <p>Electricity substations, underground cables and overhead circuits form an extensive electricity network throughout the entire B&NES district. WPD controls the 132kv and below network. National Grid own and operate the Electricity Transmission Network operating between 132kv and 400kv Network in England and Wales.</p> <p>There is one National Grid high pressure gas pipeline running through the district. The WWU south west local distribution zone gas network is supplied through 13 National Transmission System (NTS) Offtakes and two non –NTS feeds.</p>

<p>Infrastructure under construction</p>	<p>Development related infrastructure</p> <p>BWCE and B&NES Council are delivering and enabling an ongoing programme of renewable energy and energy efficiency projects.</p> <p>The rollout of smart meters to every home in Great Britain is a scheme identified in the National Infrastructure Delivery Plan. Every home is to have been offered a smart meter by 2020</p>
<p>Assessment of Infrastructure Needs</p>	<p>B&NES Climate Emergency Progress Report identifies ambitious targets for the installation of renewable capacity.</p> <p>District</p> <p>To meet the challenging targets set out in the Climate Emergency Progress Report will require a rapid scaling up of low carbon transport and energy infrastructure.</p> <p>The following work is underway. Projects may result in the need for infrastructure investment and WPD will need to be involved in discussions on funding mechanisms.</p> <p>The West of England is undertaking a refreshed assessment of the renewable energy potential of the district. This will highlight areas where the electricity grid requires upgrading to be able to support the quantum of renewable energy needed.</p> <p>B&NES Council is conducting a study into how best to invest and leverage its financial resources to achieve the scale of renewable energy generation required to meet its Climate Emergency targets.</p> <p>Transport planning work is considering how to scale up electric vehicle charging – this will have infrastructure implications - for example WPD would not currently allow on-street chargers in residential areas with single phase power without upgrade.</p> <p>Lastly, B&NES Council is assessing its own land for renewable energy potential, again this may result in the need for infrastructure investment.</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> <p>New housing development is the main driver of infrastructure requirements. Domestic energy efficiency and affordable warmth programmes contribute to a reduction in growth within the Domestic sector. 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.</p> <p>WPD state that 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</p>

	<p>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.</p> <p>Key projects include:</p> <p>Bath</p> <p>WPD are currently looking to replace the primary electricity transformers at Twerton Primary Substation. WPD are taking the view that they could take this as an opportunity to reinforce the network and install larger transformers at the site. This would enable WPD to supply further demand from that primary sub station. However there may be a need to establish a new primary substation in the Central Area which is being looked into.</p> <p>A major rationalisation project is required to relocate gas 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>A detailed plan is being developed by B&NES and Geneco for a wastewater heat pump heat network in the Enterprise Zone. It is likely that investment will be required to bring this project forward.</p> <p>Keynsham</p> <p>The following requirements have been identified for the longer term future growth at the North Keynsham site (for future reference).</p> <p>Electricity Supply North Keynsham 1500 dwellings / 3MW</p> <p>WPD have two 33/11kV primary substations in Keynsham, namely: Keynsham West and Keynsham East. Load estimates show that Keynsham West primary substation currently has adequate spare capacity. However, Keynsham West primary substation is supplied via Feeder Road 132/33kV BSP which supplies the south of Bristol and is a heavily loaded substation with limited spare capacity. Feeder Road has been re-assessed and has 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>North Keynsham Gas Reinforcement will be required in order to supply the prospective 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. Detailed reinforcement plans will be considered as part of the masterplanning process.</p> <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>Infrastructure Projects Identified</p>	<p>Additional Sub Station capacity to serve the Bath Riverside area. Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Western Riverside.</p>

	Projects to be identified in 2020/21
Funding	Developer / Utility/Grant / B&NES funded
Future Issues / Risks	Uncertainty given the changes in technology. Funding.

UTILITIES	WATER SUPPLY
Lead Responsibility for Delivery	The management of water supply is undertaken by Wessex Water for the Bath area, and Bristol Water for the rest of the District. The Environment Agency manages resources through a Catchment Abstraction Management Plan (CAMS) for the River Avon
Key Evidence Base	Wessex Water Water Resource Management Plan (WRMP) Bristol Water Water Resource Management Plan WRMPs focus on the “balance between supply and demand for water over the next 25 years”.
Consultations	
Existing provision	Bristol Water’s principal water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal. Wessex Water principal water sources - boreholes and springs that tap into the chalk and limestone aquifers of Wiltshire and Dorset (approximately 75%) and 25% from reservoirs in Somerset.
Infrastructure under construction	Ongoing infrastructure provision relating to new development.
Assessment of Infrastructure Needs	The key Government aspirations for water include: <ul style="list-style-type: none"> • Reducing the demand for water; and ensuring that leakage does not rise. • Water trading and cross boundary solutions: improvements to the interconnections between the water supply systems of different companies; to build up a more integrated water network in the UK <p>Water companies are required to prepare and maintain a water resources plan on a five-yearly cycle. The plan is produced following guidance provided by the Environment Agency, and in accordance with direction from Defra.</p> <p>Bristol Water WRMP covers the period from 2020 to 2045 and the final version was published in August 2019 The WRMP shows how it intends to maintain the balance between supply and demand over the next 25 years</p> <p>Wessex Water’s WRMP was also published in August 2019 for the same period.</p>
Funding	Private funding /Developer funding.
Infrastructure Projects Identified	To be confirmed.
Future Issues/ Risks	Refer to WRMPs

UTILITIES	WASTE WATER AND DRAINAGE
Lead Responsibility for Delivery	Wessex Water provides the sewerage service for B&NES
Key Evidence Base	National Policy Statement for Waste Water (2012)
Consultations	
Existing provision	Existing sewer network and treatment works.
Infrastructure under construction	Requisition sewers to serve <ul style="list-style-type: none"> • K2 allocation, Keynsham • Warminster Road, Bath • Monger Lane development (Hambleton Rise), Midsomer Norton
Assessment of Infrastructure Needs	<p>Sewage Treatment Schemes scheduled beyond 2020:</p> <p>The Water Industry National Environment Programme (WINEP) for the period 2020 - 25 includes schemes to enhance effluent discharges at Saltford (Bath), Keynsham, Radstock and Ubley. In addition, Wessex Water is planning to provide additional treatment capacity at the first three of those works to provide capacity to accommodate development growth in these catchments.</p> <p>It is expected that these extensions will fit within existing site boundaries, although a new access road may be required for Saltford. At Keynsham additional land is expected to be required to deliver the additional treatment capacity. Land to the north of the works was identified during the development of the Waste Core Strategy as an option to deliver this increase in capacity. That land is currently in separate ownership and allocated for waste purposes.</p> <p>Network improvements will be planned to accommodate approved development where necessary.</p> <p>Details of proposals will be published through the emerging Drainage and Wastewater Management Plans. The Strategy for Bath can be found at this website LINK⁵⁷</p>
Funding	Private Sector /Developer funded
Infrastructure Projects Identified	Keynsham Sewage treatment works extension and improvements Radstock Sewage treatment works extension and improvements Saltford Sewage treatment works extension and improvements Ubley Sewage treatment works improvements General improvements
Future Issues/Risks	Funding.

⁵⁷ <https://www.wessexwater.co.uk/environment/drainage-and-wastewater-management-plan/bristol-avon/bath-strategy>

UTILITIES	STRATEGIC FLOOD DEFENCE IN BATH – RADIAL GATES
Lead Responsibility for Delivery	<p>No single organisation has responsibility to manage flood risk from all sources. Flood Risk Management is shared between a number of different organisations, including the Environment Agency, Bath & North East Somerset Council and Wessex Water, with individuals and communities having an important part to play.</p> <p>Bath & North East Somerset Council is the Lead Local Flood Authority for the area and has certain responsibilities for managing flood risk from surface water, groundwater and ordinary watercourses.</p> <p>The Lead Local Flood Authority is also a Statutory Consultee for major planning applications and will scrutinise applications in terms of surface water flood risk and sustainable drainage.</p>
Key Evidence Base	<p>Bristol Avon Catchment Flood Management Plan (CFMP) Local Flood Risk Management Strategy⁵⁸ (May 2015) Surface Water Management Plan (July 2015) B&NES Bath River Avon Options Appraisal⁵⁹ (2016) West of England Sustainable Drainage Developer Guide.</p>
Consultations	
Existing provision	<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>
Infrastructure under construction	<p>Bath Quays 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>
Assessment of Infrastructure Needs	<p>The joint Environment Agency / B&NES Bath River Avon Options Appraisal project is now complete; a number of flood defence options to reduce the 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>
Infrastructure Projects Identified	<p>Twerton Radial Gate – repair and refurbishment. Pulteney Radial Gate– repair and refurbishment.</p>
Funding	<p>Twerton Gate is fully funded.</p>
Future Issues/Risks	<p>The funding gap is a key risk.</p>

⁵⁸ <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

⁵⁹ <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

UTILITIES	DIGITAL COMMUNICATION TECHNOLOGY
Lead Responsibility for Delivery	<p>The Government's role is to facilitate private investment, provide policy stability and support the market. The private sector is responsible for delivering digital communications infrastructure.</p> <p>B&NES role is to facilitate private investment and invest in infrastructure when market failures arise.</p>
Key Evidence Base	<p>West of England Digital Study – 2018 Tech Nation 2017/2018 B&NES Economic Strategy refresh 2014</p>
Consultations	<p>The West of England Digital Strategy undertook a range of surveys with Local Authorities, businesses and service providers.</p>
Existing provision	<p>Broadband and wireless connectivity is poor within B&NES</p> <ul style="list-style-type: none"> • 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%. • B&NES has the highest proportion of premises unable to achieve 30 Mbps, with 11,863 homes. <p>Download speeds are also comparatively poor at 22 Mbps as opposed to the 34 Mbdps West of England average.</p> <p>Specific B&NES backed projects include:</p> <ul style="list-style-type: none"> • Connecting Devon and Somerset (CDS) is a public funded broadband programme in England. It connects rural communities and businesses to the world wide web where not covered by the commercial market. It does this by awarding publicly funded contracts to companies through competitive tender to build the infrastructure needed such as fibre or wireless connections. <p>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&NES with over 1,000 residents and businesses signed up. The scheme closed in summer 2020.</p>
Infrastructure under construction	<p>Connecting Devon & Somerset Programme CDS Phase 1 has been completed and Phase 2 to further extend superfast broadband connectivity to households currently without access is currently in a pre-procurement exercise with scheduled completion in 2024</p> <p>Phase 2 of City Wi-Fi project is due for completion March 2021 (covers Walcot Street and Bath Quays) City Wi-Fi installations are progressing well and are now expected to complete by 31 March 2021.</p>
Assessment of Infrastructure Needs	<p>The key digital objectives for B&NES Digital Programme are:</p> <ul style="list-style-type: none"> • Increase Digital Coverage, Connectivity and Bandwidth in support of Business Retention, Growth and Innovation • Increase Digital Coverage, Connectivity and Bandwidth across Rural and Urban B&NES to enable Social Inclusion and Community Safety • Enable Fibre to the Premises for all new development sites • Enable Revenue Generation through leveraging Assets and Services • Enable Public Services to be Streamlined into 'Smart' Services, with a focus on health and social care.

	<p>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.</p> <p>Commercial operators have rolled out superfast broadband to areas across the district. Significant additional investment is now planned by the private sector over the 2021-2024 period.</p>
Infrastructure Projects Identified	<p>Connecting Devon and Somerset CDS Phase 2 broadband rollout (contract award expected end 2020)</p> <p>Parish and Village halls in the rural area enabled with Ultrafast broadband, to support the development of co working facilities.</p>
Funding	Public/Private
Future Issues/ Risks	<p>Around two thirds of all broadband infrastructure – fibre, fibre to the cabinet, wireless, satellite – is wholly commercial which is why Government targets are heavily dependent on the private sector maintaining its investment programme.</p>

PART FIVE: DRAFT INFRASTRUCTURE PROJECT SCHEDULE

CHILDREN'S SERVICES INFRASTRUCTURE

Area	Project	Estimated Cost	Committed Funding	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Early Years provision	Not quantified		S106/Public/Private	2020-2029	B&NES	Necessary
District	Primary School provision	Not quantified		CIL/S106/Public	2020-2029	B&NES	Necessary
District	Secondary and Sixth Form School provision	Not quantified		CIL/S106/Public	2020-2029	B&NES	Necessary
District	Primary, Secondary & Post 16 SEND School provision - Expansion of existing schools	£577,000		Grant funding	2020-2029	B&NES	Necessary
District	SEND - Aspire Academy – Expansion	£540,000	£543,000	Public	2019	Wellsway Trust	Necessary
District	Bath College, Radstock – SEND Residential Accommodation	£2,500,000-£3,000,000		Council borrowing/CIL	2020-2021	Bath College	Necessary
District	Aspire Academy – Conversion of Bath Studio School to New Special School Provision at Aspire	£1,500,000-£2,000,000		Grant Funding	2021-2022	Wellsway Trust	Necessary
Bath	Newbridge Primary School - Upgrade	Not quantified		Grant Funding	2020-2021	B&NES	Necessary
Bath	Twerton Infant School - Upgrade	Not quantified		Grant Funding	2020-2021	B&NES	Necessary
Bath	Bath Western Riverside - 1 no. New Primary School and Early Years provision	£4,200,000		S106	2021-2026	B&NES	Necessary
Bath	Odd Down Urban Extension St Martin's Garden Primary School – Expansion	£2,500,000		S106	2021-2023	B&NES	Necessary
Bath	Additional Secondary Education capacity St Mark's School – Expansion	Not quantified		CIL/Public	2020-2025	B&NES	Necessary
Bath	St. Mark's Academy – SEND Resource Base	£46,000	£46,000		2020	MSN Schools Partnership	Necessary
Bath	Additional Secondary Education capacity	£282,000	£282,000	CIL/Public	2020-2025	B&NES	Necessary

	Oldfield School– CIL contribution Expansion						
District	Oldfield Secondary – SEND Resource Base	£360,000	£392,000	Grant Funding	2020-2021	Oldfield School	Necessary
Bath	Hayesfield Girls' Secondary School – Expansion	£338,000	£388,000	CIL	2020	Hayesfield Trust	Necessary
Bath	Ralph Allen Secondary School – Expansion	£2,250,000	£2,250,000	CIL/S106/Public	2020	Palladian Trust	Necessary
Keynsham	Keynsham East – 1 no. New Primary School	£7,500,000		S106/Public – Fully funded	2020-2025	DfE	Necessary
Keynsham	St Keyna Primary School – Expansion	£4,500,000		CIL/Public	2021-2026	B&NES	Necessary
Keynsham	Longer Term proposal - Keynsham North site - 1/2 no. New Primary School(s) and Early Years provision	£9,500,000		S106	Post Plan period	B&NES	Necessary
Keynsham	Keynsham North site Wellsway School – Expansion	Not quantified		S106 or CIL	Post Plan period	B&NES	Necessary
Somer Valley	Early Years facility, Paulton	Not quantified		Private/S106	2020-2025	Developer	Necessary
Somer Valley	Paulton Infant School - Upgrade	£300,000	£302,000	Grant funding	2020-2021	B&NES	Necessary
Somer Valley	Midsomer Norton - 1 no. New Primary School – Norton Hill Free School	£7,500,000		Public– fully funded	2021-2022	DfE	Necessary
Somer Valley	Peasedown St John Primary School – Expansion	£2,500,000	£2,831,000	Grant Funded/CIL/S106/P ublic	2020-2021	B&NES	Necessary
Somer Valley	Norton Hill Secondary School, Midsomer Norton – Expansion	£320,000	£320,000	CIL	2020-2021	Midsomer Norton Schools Partnership trust	Necessary
Rural Areas	Cameley C of E Primary School – Expansion	£1,750,000	£2,652,617	CIL/Grant funded	2021-2022	B&NES	Necessary

Rural Areas	Clutton Primary School – Expansion	£89,000	£89,435	S106	2020	MNSPT	Necessary
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GREEN INFRASTRUCTURE

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Allotments	Not quantified		CIL/S106/ Developer	2020-2029	B&NES	Necessary
District	Strategic Green Infrastructure	Not quantified		CIL/S106/Public/ Developer	2020-2029	B&NES	Necessary
District	Green Space (Formal & Natural)	Not quantified		CIL/S106/ Developer	2020-2029	B&NES	Necessary
District	B&NES Green Space Maintenance	£300,000 over 3yrs			2020-2029		Desirable
District	Playing Fields	Not quantified		CIL/S106/Grant funding/Developer	2020-2029	B&NES	Necessary
District	Urban Greening	£210,000 over three years	£60,000 S106 received	CIL/S106	2020-2029	B&NES/ Multiple Agencies	Necessary
District	Event Space infrastructure (2021-22)	£90,000			2021-2022		Desirable
District	River Avon and Kennet & Avon Canal Mooring facilities, Angling, Safety Measures (WaterSpace Projects)	Refer to WaterSpace Study			2020-2025	B&NES/ Multiple Agencies	Desirable
Bath	Mulberry Park New Allotment provision	£130,000	£130,000 S106 received	S106	2020-2025	B&NES	Necessary
Bath	Combe Down Allotments Extension	£20,000	£20,000	CIL	2020-2025	B&NES	Necessary
Bath	Deadmill Lane: New Community Growing Site	Not quantified			2020-2025	B&NES	Necessary
Bath	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	£2,000,000	£500,000 S106	S106/ Environment Agency/CIL	2020-2029	B&NES/ Multiple agencies	Necessary

the river with one management (WaterSpace Project)							
Bath	Mulberry Park (Former MoD Foxhill) Green Infrastructure (Bathscape Project)	Minimum £340,000		S106 / HLF	2020-2029	B&NES	Necessary
Bath	Brassmill Lane to Station Road shared path	£20,000			2020-2029	B&NES	Necessary
Bath	Royal Victoria Park Improvements	£200,000		S106	2020-2025	B&NES	Necessary
Bath	Sydney Gardens Enhancements	£3,487,300	£3,237,300	S106/HLF/ Sport England	2020-2025	B&NES	Necessary
Bath	Moorfields Park Enhancements and maintenance	£80,000		S106	2020-2025	B&NES	Necessary
Bath	Kensington Meadows, Bath -Access improvements (WaterSpace project)	£325,000		S106/Grant funding	2020-2025	B&NES	Desirable
Bath	Fairfield Valley Local Green Space -Outstanding Infrastructure improvements	£20,000			2020-2025	B&NES	Desirable
Bath	The Tumps Open Space, Bath -Access improvements	£50,000	£50,000	S106	2020-2025	B&NES	Desirable
Bath	Carrs Wood Open Space, Bath -Access improvements (Bathscape project)	£50,000	£7,000	S106/HLF	2020-2025	B&NES	Desirable
Bath	Pennyquick – improvements and repairs, gateway to Carrs Wood (Bathscape project)	£50,000		HLF	2020-2025	B&NES	Desirable
Bath	Queens Square Improvements	£100,000			2020-2029	B&NES	Desirable
Bath	Alexandra Park improvements	£100,000			2020-2029	B&NES	Desirable
Bath	Parade Gardens improvements	£100,000			2020-2029	B&NES	Desirable
Bath	Free Fields improvements	£35,000	£25k Local CIL	Local CIL / S106	2020-2025	B&NES	Desirable
Bath	Riverside path access north of Pulteney Bridge (WaterSpace Project)	£500,000			2020-2029	B&NES/ Multiple agencies	Desirable
Bath	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified		Environment Agency /Developer	2020-2029	B&NES/ Multiple agencies	Desirable
Bath	Approach Golf Course (High Common West)	£100,000			2021		
Keynsham	Keynsham New Allotment provision	£52,000	£10,000	S106	2020-2025	B&NES	Necessary
Keynsham	Longer Term proposal North Green Infrastructure Provision	Not quantified		Developer	2020-Post plan period	B&NES	Necessary
Keynsham	Manor Road Local Nature Reserve	£180,000		S106	2020-2025	B&NES	Necessary

	-Enhancements and biodiversity protection						
Keynsham	Keynsham Memorial Park Strategic Improvements to create destination park provision.	300,000		S106/CIL	2020-2025	B&NES	Necessary
Keynsham	Abbots Wood, Keynsham -Enhancements and maintenance including linking paths	£300,000	£180,000	S106	S106/CIL	2020-2025	B&NES Necessary
Keynsham	Queens Road Open Space, Keynsham - upgrade	£50,000				2020-2029	B&NES Desirable
Somer Valley	New Allotment provision in Somer Valley	£200,000	£30,000	S106		2020-2029	B&NES/ Town/ Parish Council Necessary
Somer Valley	Somer Valley Greenways – Enhance Greenway recreation routes connecting communities to the Town park.	£40,000				2020-2029	B&NES Desirable
Somer Valley	Midsomer Norton Town Park Phase 1 Improvements to create a destination park for the Somer Valley area	£250,000	£250,000	S106		2015-2021	B&NES Necessary
Somer Valley	Midsomer Norton Town Park Phase 2	Not quantified	£250,000	S106/CIL		2020-2025	B&NES Necessary
Rural Areas	Tynning Park / Woodborough Road Play Area	£40,000				2020-2025	B&NES Desirable
Rural Areas	Batheaston/Bathampton Riverside Environmental Projects (WaterSpace project)	£100,000				2020-2025 Part implemented	B&NES Desirable
Rural Areas	The Shallows, Saltford –Improvements (WaterSpace project)	£250,000				2020-2025	B&NES Desirable
Rural Areas	Temple Cloud Open Space Recreation Enhancements	£20,000				2020-2025	B&NES Desirable
Rural Areas	Chew Valley Green Infrastructure Enhancements	Not quantified				2020-2025	B&NES

OUTDOOR SPORTS AND RECREATION/LEISURE AND BUILT SPORTS FACILITIES / PLAY AREAS

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Playable Landscapes	£120,000		S106/ Developer	2020-2029	B&NES	Necessary
Bath	Bath Recreation ground redevelopment	Not quantified		Private	2020-2029	Developer	Desirable
Bath	Lansdown Playing Fields 3G rubber crumb pitch site, hockey AGP, clubhouse /social and changing facilities	£8,000,000		Grant funding	2020-2029	B&NES	Desirable
Bath	Alice Park Tennis Courts Enhancement	£225,000		Grant funding	2020-2025	B&NES	Desirable
Bath	Sydney Gardens Tennis Courts Enhancement	£190,000		Grant funding	2020-2025	B&NES	Desirable
Bath	Royal Victoria Park Tennis Courts Enhancement	£900,000		Grant funding	2020-2025	B&NES	Desirable
Bath	Odd Down – 3 New Tennis Courts	£170,000		Grant funding	2020-2025	B&NES	Desirable
Bath	Sandpits Play Area	£60,000		S106	2020-2025	B&NES	Necessary
Keynsham	Keynsham Memorial Park Tennis Courts Enhancement	£80,000		Grant funding	2020-2025	B&NES	Desirable
Keynsham	Teviot Rd Play Area Enhancements	£130,000		S106	2020-2025	B&NES	Necessary
Somer Valley	Westhill Rec – Pavilion and Fitness Circuit	Not quantified		CIL	2020-2025	B&NES	Desirable
Rural Areas	Chew Valley Leisure Centre Enhancement	£120,000		Grant funding	2020-2025	B&NES	Desirable

COMMUNITY FACILITIES

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Community Facilities	Not quantified			2020-2029	Various	Desirable
District	Libraries	Not quantified			2020-2029	Various	Desirable
District	Youth Services provision	Not quantified		CIL/ Public/Other	2020-2029	B&NES	Necessary
District	Parks & Green Space Youth Community Engagement			£106	2020-2029		
Bath	Improve the Pavilion	Not quantified			2020-2029	B&NES	Desirable
Bath	Southside Youth Hub Improvements	Not quantified			2020-2029	B&NES	Desirable
Bath	Bath city centre youth provision	Not quantified			2020-2029	B&NES	Desirable
Bath	Haycombe Cemetery extension – Design & Construction	£150,000		Public	2020-2029	B&NES	Desirable
Somer Valley	Radstock Youth Service Development of suitable building for Youth and Community work in Radstock	Not quantified			2020-2029	B&NES	Desirable
Somer Valley	Midsomer Norton Youth hubs	Not quantified		£106	2020-2025	Midsomer Norton Community Trust	Desirable
Rural Areas	Freshford Memorial Hall Development	Not quantified			2020-2025	Parish Council	Desirable
Rural Areas	Batheaston New village Hall	Not quantified	Grant funding / Voluntary Contributions	Not quantified	2020-2021	“Batheaston New Village	Desirable

TRANSPORT

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Great Western Upgrade Programme	Not quantified		Network Rail funding/DfT/Rail Companies	2020-2029	Network Rail	Necessary
District	MetroWest Rail Project Phase 1: Upgraded train services to half-hourly connections for Bath Spa to Bristol line and Severn Beach Line	£5,860,000	£5,860,000	DfT/ Network Rail /WECA Grant funding	2020-2029	Network Rail/WEC A	Necessary
District	Greater Bristol Area Rail Feasibility Study (including New Station at Saltford)			Network Rail /WECA Grant funding	2020-2029	Network Rail/WEC A	Desirable
District	West of England Station Enhancement Project Business Case			WECA Grant funding	2020-2029		
District	MetroBus Expansion – Bristol – Keynsham	Not quantified		WECA /Grant funding	2020-2029	B&NES/ Bristol CC	Necessary
District	MetroBus Expansion – Keynsham – Bath	Not quantified		WECA/Grant funding	2020-2029	B&NES	Desirable
District	Brislington Park and Ride relocation	Not quantified		WECA/Grant funding	2020-2029	B&NES/ Bristol CC	Necessary
District	Bus Stops, Real Time Information and Raised Kerbs	Not quantified		WECA funding	2020-2029	B&NES	Necessary
District	Electric Cycle Hire Scheme	£180,000		GULW (Go Ultra Low West) funding	2020-2029	B&NES	Desirable
District	Smarter Choices and Air Quality Interventions	Not quantified		Grant funding	2020-2029	B&NES	Necessary
District	Hicks Gate roundabout improvements	Not quantified		Grant funding	2020-2029	B&NES	Necessary

District	East of Bath Link	£75,000,000	DfT /Grant funding	2015-2029+	Highways England/ B&NES.	Desirable
Bath	Expansion of Odd Down and Lansdown Park & Ride sites	£6,500,000	Grant funding	2020-2025	B&NES	Necessary
Bath	Bath Cycle Routes	Not quantified		2020-2029	B&NES	Desirable
Bath	Newbridge Hill to Riverside Path cycle link	£200,000		2020-2025	B&NES	Desirable
Bath	Weston cycle link	£200,000		2020-2025	B&NES	Desirable
Bath	Lansdown via Sion Hill cycle link	£200,000		2020-2025	B&NES	Desirable
Bath	London Road to Grosvenor Bridge cycle link	£200,000		2020-2025	B&NES	Desirable
Bath	Bath Western Riverside – Enhanced pedestrian facilities, new paths and cycleways in vicinity of site	Not quantified	S106	2020-2029	B&NES	Necessary
Bath	Bath Quays North and South Bridge	£2,500,000	Grant funding	2020-2021	B&NES	Necessary
Bath	Bear Flat cycle/pedestrian improvements	£500,000	Grant funding	2020-2025	B&NES	Desirable
Bath	London Road/Lambridge Street cycle/pedestrian improvements	£500,000	Grant funding	2020-2025	B&NES	Desirable
Bath	Locksbrook Road to Windsor Bridge Road to BWR Cycle/Pedestrian link via Roseberry Place	Not quantified		2020-2029	B&NES	Desirable
Bath	New pedestrian bridge across the River Avon at Western Riverside	Not quantified	S106	2020-2029	B&NES	Necessary
Bath	Walcot Riverside Walk	£180,000		2020-2025	B&NES	Desirable
Bath	Bath Recreation Ground River Bridge	£1,500,000		2020-2029	B&NES	Desirable
Bath	Bath Press Pedestrian Access Works	Not quantified	S106	2020-2025	Developer	Necessary
Bath	Avon Street Multi-Storey Car Park replacement Bath Riverside Enterprise Area masterplan project	£8,750,000	Developer/Grant funding	2020-2029	B&NES	Necessary
Bath	Environment Agency Access Locations Maintenance routes – Create and maintain access routes within the urban areas for maintenance of river	£250,000		2020-2029	Env. Agency	Desirable
Bath	Bath Clean Air Zone and /or other interventions	Not quantified	Government – Joint Air Quality	2020-2025	B&NES	Necessary

			Unit –Grant funding			
Keynsham	Somerdale Development –Develop new connections between Hanham Mills and Somerdale	Not quantified	S106	2020-2025	B&NES	Necessary
Keynsham	Improved Bus Services in Keynsham	Not quantified	S106/WECA funding	2020-2025	WECA/ B&NES/Bus operators	Necessary
Keynsham	MetroBus – Bristol – Keynsham	Not quantified	WECA funding	2020-2029	WECA/ B&NES	Necessary
Keynsham	Pedestrian/ Cycle Bridge over River Avon at Keynsham	£1,100,000	S106	2020-2025	B&NES	Necessary
Keynsham	Improved Cycle Links (Keynsham Greenways)	Not quantified	Developer/Grant funding	2020-2025	B&NES	Necessary
Keynsham	Broadlands School cycle link (west)	Not quantified		2020-2025	B&NES	Desirable
Keynsham	Broadlands School cycle link (east)	Not quantified		2020-2025	B&NES	Desirable
Keynsham	Coronation Avenue cycle link	Not quantified		2020-2025	B&NES	Desirable
Keynsham	Chandag Road cycle link	Not quantified		2020-2025	B&NES	Desirable
Keynsham	Bath Road cycle link	Not quantified		Substantially complete	B&NES	Desirable
Keynsham	Broadmead Roundabout Pedestrian Improvements	Not quantified		2015-2029	B&NES	Desirable
Keynsham	A4 to Avon Mill Lane Link (North Keynsham site)	Not quantified	Developer/Grant funding	2020-2029+	B&NES	Necessary
Keynsham	Improved B3116 Wellsway, Bath Hill and Bath Road Junction	Not quantified	Developer/Grant funding	2020-2029	B&NES	Necessary
Keynsham	Improved Bath Road / Chandag Road Junction	Not quantified	Developer/Grant funding	2020-2029	B&NES	Necessary
Keynsham	Improvements to Keynsham Railway Station	Not quantified	S106/Grant funding/ Network Rail	2020-2029	B&NES/ Network Rail	Necessary
Keynsham	Keynsham Air Quality Action Plan	Not quantified	Government – Joint Air Quality Unit –Grant funding	2020-2029	B&NES	Necessary
Somer	Midsomer Norton Cross town link A362 West	Not quantified	LGF	2020-2025	B&NES	Necessary

Valley	Road to the centre of Midsomer Norton via North Way/High Street					
Somer Valley	Midsomer Norton Enterprise Park cycle link between Norton Radstock Greenway and Radstock Road by the 'Old Welton Transfer Station'	Not quantified		2020 – 2029	B&NES	Desirable
Somer Valley	Underhill cycle link from Underhill Lane to Berkeley Avenue	Not quantified		2020 – 2029	B&NES	Desirable
Somer Valley	Waterside to Westfield cycle link (Part Complete)	Not quantified	Grant funding	2020-2025	B&NES	Desirable
Somer Valley	Farrington Gurney cycle link	Not quantified		2020 – 2029	B&NES	Desirable
Somer Valley	Former Welton Manufacturing Site: Pedestrian / Cycle Link	Not quantified	Developer/S106	2020 – 2029	B&NES	Necessary
Somer Valley	Midsomer Norton / Radstock Cycle Schemes	£30,000	Grant funded	2020 – 2029	B&NES	Necessary
Somer Valley	Midsomer Norton Transport network improvements	Not quantified		2020 – 2029	B&NES	Desirable
Somer Valley	Improvements A362 to the A37 route – Old Mills employment site to A37 (highway, pedestrian, cycle)	Not quantified	Grant funding	2020-2025	B&NES	Necessary
Somer Valley	Improve junctions at North Road/Station Road/Radstock Road High Street Roundabout (Stoney Cross)	Not quantified		2020-2025	B&NES	Desirable
Somer Valley	Provide right turn lanes on the A367 south of Radstock	Not quantified		2020 – 2025	B&NES	Desirable
Somer Valley	Implement improvements resulting from road safety route reviews of the A362 and A367	Not quantified		2020 – 2029	B&NES	Desirable
Rural Areas	Chew Stoke to Chew Magna cycle link	Not quantified		2020 – 2029	B&NES	Desirable
Rural Areas	Chew Stoke to Bishop Sutton cycle link	Not quantified		2020 – 2029	B&NES	Desirable
Rural Areas	Chew Valley Lake Recreational Trail	£1.4m	CIL / WECA /Grant	2020 – 2029	B&NES	Capital Program
Rural Areas	Pensford – creation of alternative walking	Not quantified		2020-2025	B&NES	Desirable

	route to east of the A37					
Rural Areas	Freshford Station Step free access to up platform	Not quantified	Grant funding	2020-2025	Network Rail	Desirable
Rural Areas	Salford Air Quality Action Plan & Air Quality Management Area(s) along A37	Not quantified	Government – Joint Air Quality Unit –Grant funding	2020 – 2029	B&NES	Necessary
Rural Areas	Whitchurch Transport Improvements	Not quantified	CIL	2020-2025	B&NES	Necessary

PUBLIC REALM

Area	Project	Estimated Cost	Committed Funding and Source	Potential Funding Sources	Phasing	Delivery Agency	Priority
Bath	Bath Western Riverside – Enhanced pedestrian facilities, new paths and cycleways	Not quantified		\$106	2020-2029	Developer	Necessary
Bath	Union Street	£1,300,000			2020-2029	B&NES	Desirable
Bath	Westgate East / Cheap Street	£1,600,000			2020-2029	B&NES	Desirable
Bath	Manvers Street	£3,000,000		Developer	2020-2029	B&NES	Necessary
Bath	Broad Street/St Michael's	£3,800,000			2020-2029	B&NES	Desirable
Bath	Pulteney Weir	£3,900,000		Developer	2020-2029	B&NES	Necessary
Bath	Railway Place	£680,000		Developer	2020-2029	B&NES	Necessary
Bath	North Parade Junction	£650,000			2020-2029	B&NES	Desirable
Bath	Stall Street	£580,000		Grant funding	2020-2025	B&NES	Desirable
Bath	Kingsmead Square	£2,400,000		Grant /Private funding	2015-2025	B&NES	Desirable
Bath	Orange Grove	£4,000,000			2020-2029	B&NES	Desirable
Bath	Terrace Walk	£1,700,000			2020-2029	B&NES	Desirable
Bath	York Street/Swallow Street	Not quantified		CIL/Grant funding	2020-2025	B&NES	Capital Program
Bath	Cattlemarket Site	£1,000,000		Developer	2020-2029	B&NES	Necessary
Bath	Bath Quays North and Bath College	£5,000,000		Developer	2020-2025	B&NES	Necessary
Bath	Bath Quays South and Riverside Court	£1,500,000		Developer	2020-2025	B&NES	Necessary
Bath	South Bank	£1,000,000		Developer	2020-2029	B&NES	Necessary
Bath	Sydenham Park	£1,000,000		Developer	2020-2029	B&NES	Necessary
Bath	Green Park Junction	£1,000,000			2020-2029	B&NES	Desirable
Keynsham	Keynsham Town Centre Public Realm Improvements	Not quantified		Grant funding/\$106	2015-2025	B&NES	Capital Program
Somer Valley	Midsomer Norton High Street Public Realm Improvements	£2,000,000		CIL/Public	2020-2025	B&NES	Capital Program.
Somer Valley	Midsomer Norton Public Realm Improvements: South Road Car	Not quantified		Developer/ Public	2020-2029	B&NES	Necessary

Park / South Road / High Street
Core

UTILITIES/ENERGY

Area	Project	Estimated Cost	Committed Funding and Source	Potential Funding Sources	Phasing	Delivery Agency	Priority
District	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	2020-2029	B&NES	Necessary
District	Retrofitting Existing Dwellings – ongoing programme	Not quantified			2020-2029	Private	Desirable
District	Renewable Energy Infrastructure	Not quantified			2020-2029	B&NES	Desirable
District	Hydropower implementation (WaterSpace project)	£1,000,000			2020-2029	B&NES	Desirable
District	Infrastructure for local energy crop processing and distribution	Not quantified			2020-2029	B&NES	Desirable
District	Smart Meter Rollout	Not quantified			2020-2029	B&NES	Desirable
District	Electricity network reinforcement and supply programme	Not quantified		Utilities/Developer	2020-2029	WPD	Critical
District	Gas reinforcement and supply programme	Not quantified		Utilities/Developer	2020-2029	WWU	Critical
District	Water Supply – ongoing programme	Not quantified		Utilities/Developer	2020-2029	Wessex/Bristol Water	Critical
District	Sewerage Services – ongoing programme	Not quantified		Utilities/Developer	2020-2029	Wessex Water	Critical
District	Flood Risk and Drainage – ongoing programme	Not quantified		Developer	2020-2029	Env Agency Developer	Critical
District	Local Full Fibre Network	£2,500,000		National grant	2020-2029	B&NES/WECA	Necessary

			funding				
District	Connecting Devon Somerset Phase 2	£200,000		WECA Grant Funding	2020-2029	Gigaclear	Necessary
District	Ultrafast Broadband enabled Parish and Town Council	£50,000			2020-2029	B&NES/ Private Sector	Desirable
District	City and Market Town Wi Fi	£430,000		Grant funding	2020-2029	B&NES	Capital Program
Bath	Pulteney Weir – Decommissioning of Radial Gate	£1,000,000		EA /Grant funding/ Private funding	2020-2029	Env Agency	Desirable
Bath	Twerton Gate replacement (Flood Defence Project)	£5,000,000	Fully Funded	EA. Grant funding	2020-2025	Env Agency	Necessary
Bath	Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Western Riverside	Not quantified		RIF	2020-2025	WWU	Necessary
Bath	Bath Centre District Heating Network	£5,010,224			2020-2029	B&NES	Desirable
Bath	Bath Enterprise Area District Heating Network	£5,448,996		Developer funding	2020-2029	B&NES	Necessary
Bath	New Electricity Sub Station, Western Riverside	Not quantified			2020-2029	WPD	Necessary
Bath	Reprovision of household reuse and recycling facilities for Bath residents	£6,000,000		CIL, Council capital investment (borrowing and site sale receipts), HIF funding or other grant funding	2020-2025	B&NES	Necessary
Bath /Rural Areas	Saltford (Bath) Treatment Works improvement and extension	Not quantified		Utility funding	2020 -2025	Wessex Water	High

Keynsham	Gas Reinforcement and supply.	Not quantified		2020-2029	WWU	Critical
Keynsham	Keynsham Treatment Works improvements and extension	Not quantified	Utility funding	2020 -2025	Wessex Water	Critical
Keynsham	Keynsham District Heating Network	£970,181		2020-2029	B&NES	Desirable
Keynsham	Materials Recycling Facilities at Broadmead Lane, Keynsham	Not quantified	Private Waste Industry	2020-2029	Private	Necessary
Somer Valley	Radstock Sewage treatment works improvement and extension	Not quantified	Utility	2020-2029	Wessex Water	Critical
Rural Areas	Ubley Treatment Works Improvements	Not quantified	Utility	2020-2029	Wessex Water	Critical

HEALTH

Area	Project	Estimated Cost	Committed Funding and Source	Potential Funding Sources	Phasing	Delivery Agency	Priority
District	New Cancer Centre, RUH	£28,000,000		NHS/Charity	2020-2025	NHS	Desirable
Bath	Expansion Oldfield Surgery, Upper Oldfield Park, Bath	£4,400,000		NHS (ETTF) /Public Sector funding/TBC	2020-2025	NHS	Necessary
Bath	Expansion of Combe Down Surgery, The Avenue, Combe Down, Bath	£750,000		TBC /Public Sector funding	2020-2025	NHS	Necessary
Somer Valley	New Health Centre and ancillary pharmacy Waterloo Road, Radstock	TBC	£300,000 CIL	NHS (ETTF) CIL/Public Sector	2020-2025	NHS/ B&NES	Necessary

PART SIX: COMPLETED INFRASTRUCTURE PROJECTS

Area	Type	Project	Year Completed
Bath	Early Years	Mulberry Park Happy Days Pre School Nursery	2018
Bath	Primary School	Abbot Alphege Academy New School MoD Ensleigh site	2017
Bath	Primary School	Mulberry Park Educate Together Primary New School MoD Foxhill site	2018
Bath	Primary School	Weston All Saints C of E Primary Expansion to a 630 place school	2015
Bath	Primary School	Roundhill Primary Expansion to a 420 place school	2015
Bath	Primary School	St Saviour's C of E Junior School Upgrade. And Expansion temporary	2016
Bath	Primary School	Oldfield Park Junior School Expansion temporary	2015
Bath	Primary School	Twerton Infant School Upgrade	2018
Bath	Primary School – SEND Resource Base	Margaret Coates Expansion to 29 places in a temporary classroom	2019
Bath	Secondary School	St Gregory's Catholic College Expansion temporary	2019
Bath	Secondary School	Ralph Allen School Expansion	2020
Bath	Secondary School – SEND Resource Base	St. Mark's – Resource Base	2020
Bath	Special School - SEND	Aspire Academy expansion to 53 spaces for pupils with Social Emotional and Mental Health Difficulties	2019
Keynsham	Early Years	Somerdale site, Keynsham early year's facility	2018
Keynsham	Primary School	Somerdale Educate Together Primary School New School Somerdale site	2017
Keynsham	Primary School	St John's C of E School Expansion Temporary	2016
Keynsham	Primary School	Castle Primary Expansion to a 420 place school	2018
Somer Valley	Primary School	Paulton Infant School Expansion to a 270 place school	2013
Somer Valley	Primary School	Paulton Junior School Expansion to a 360 place school	2016
Somer Valley	Primary School	St Mary's C of E Primary (Writhlington) Expansion to a 210 place school	2017
Somer Valley	Primary School	Longvernal Primary Expansion and Upgrade to a 175 place school	2018
Somer Valley	Primary School	St Nicholas' C of E Primary Expansion to a 420 place school.	2019
Somer Valley	Primary School	Paulton Infant School Upgrade	2020
Rural Areas	Primary School	Bishop Sutton Primary Expansion to a 210 place school*	2016
Rural Areas	Primary School	Farnborough Church Primary Expansion to a 175 pace school	2017
Rural Areas	Primary School	Saltford C of E Primary Expansion 70 a 420 place school	2017
Rural Areas	Primary School	Ubley C of E Primary Expansion to a 105 place school	2016
Rural Areas	Primary School	Chew Magna Primary Upgrade	2015

Rural Areas	Primary School	Swainswick Church School Upgrade	2019
Rural Areas	Primary School	Whitchurch Primary Expansion to a 315 place school	2019
Bath	Green Infrastructure	Weston Park Access improvements	2020
Bath	Green Infrastructure	Weston Recreation Ground Access improvements	2018
Bath	Green Infrastructure	Innox Park Improvements	2019
Bath	Green Infrastructure	Fairfield Valley new allotments – to replace Southbourne Gardens allotments dev.	2018
Bath	Green Infrastructure	Extension to King Georges/Lansdown View allotments, Bath	2018
Somer Valley	Allotments	Larch Court, Westfield	2018
Rural Areas	Green Infrastructure	Bishop Sutton Village Park	2019
Rural Areas	Green Infrastructure	Bathampton Riverside Linear Park Project (Phase 1)	2016
Bath	Sports and Leisure	Bath Sports and Leisure Centre refurbishment	2018
Keynsham	Sports and Leisure	Keynsham Sports and Leisure Centre refurbishment	2020
Keynsham	Sports and Leisure	Holmoak play area at Bilbie Green in association with new development (\$106)	2018
Somer Valley	Sports and Leisure	New Outdoor Gym at West Clewes in Midsomer Norton complete.	2016
Somer Valley	Sports and Leisure	Shakespeare Road Play Area Refurbishment	2019
Somer Valley	Sports and Leisure	Replacement of Peasedown St John multi-use games area (Parish Council project)	
Rural Areas	Sports and Leisure	Renovated King George V Playing Field, Chew Magna – including replacement of the existing children's play area, a new picnic and a 'Nature' area	2016
Rural Areas	Sports and Leisure	Temple Cloud Playground extension and refurbishment	2017
Rural Areas	Sports and Leisure	Renovated playground space for the Freshford community	2017
Bath	Community Facilities	Mulberry Park Community Hub	2018
Keynsham	Community Facilities	Somerdale Pavilion	
Keynsham	Community Facilities	Keynsham Community Space	2015
Keynsham	Community Facilities	Keynsham Library and One Stop Shop	2015
District	Transport	A39/B3116 Two Headed Man Traffic Signal Controlled Junction Improvements	2018
District	Transport	Odd Down bus lane improvements	2018
Bath	Transport	Better Bus Area Projects Various Projects (London Road bus lane, parking enforcement and bus priority measures at Wellsway/Midford Rd junction)	various
District	Transport	Improvements to the A39/ A368 Marksbury	2018
Bath	Transport	Bath Transport Package included improvements to bus infrastructure.	2016
Bath	Transport	New vehicular bridge across the River Avon (Destructor Bridge)	2020
Bath	Transport	Cycle path through Green Park (Local Sustainable Transport Fund LSTF funded)	
Bath	Transport	Victoria Bridge, Bath Western Riverside	
Somer Valley	Transport	Radstock to Thicket Mead cycle link	
Rural Areas	Transport	The shared use path between Saltford and Broadmead Roundabout Keynsham has	

		been widened and resurfaced.	
Bath	Public Realm	Seven Dials and Saw Close public square cyclist and pedestrian improvements	
District	Health	Royal United Hospital Trust site - A new Pharmacy building housing the latest robotic technology and a large aseptic suite; New car parks to increase provision by almost 400 spaces; RNHRD and Brownsword Therapies Centre opened in September 2019	Various
Keynsham	Health	St Augustine's GP practice relocated into the St Monica's Trust development at the Somerdale site, Keynsham.	2018
Bath	Waste	Relocation of Outer Bath Street Cleansing from Midland Road, Bath to Locksbrook Road Bath (Refer: 17/00504/REG03)	2018
Bath	Energy	Medium Pressure connection to the Energy centre at the Bath Riverside.	
Bath	River	Upgraded Moorings at Bath Quays Waterside (WaterSpace Project)	2018
Bath	Digital	Bath City Centre WiFi phase 1	2020