
**Bath & North East
Somerset Council**

Improving People's Lives

Bath and North East Somerset Council

B&NES INTERIM DRAFT INFRASTRUCTURE DELIVERY PLAN

December 2021

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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
GI	Green Infrastructure

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) together with the Local Plan Partial Update (Submitted for examination December 2021) covering the plan period 2011-2029.
- 1.2 This document has been updated to take into account B&NES Council's decision to declare Climate and Ecological Emergencies 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 Council's 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 also 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 ECOLOGICAL EMERGENCY contains key principles relating to the Climate and Ecological 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: SITE ALLOCATION AND STRATEGIC INFRASTRUCTURE REQUIREMENTS – Provides the key infrastructure required for site allocations and also sets out the scope of the strategic infrastructure requirements considered in the IDP.

PART5: 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 6: SCHEDULE OF INFRASTRUCTURE REQUIREMENTS AND DETAILS OF REQUIREMENTS provides a list of Infrastructure Projects across the district sub-categorised by Plan area.

PART 7: COMPLETED INFRASTRUCTURE PROJECTS – details infrastructure that has been completed.

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

- 2.1 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.
- 2.2 In July 2019, the Council engaged consultants to provide high-level evidence to inform a Climate Emergency Action Plan. The results discuss the many actions that could be taken in the district, and an indication of the carbon savings that could result.
- 2.3 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*".
- 2.4 Details of measures to address the Climate and nature emergency are set out within this Infrastructure Delivery Plan. In particular the Green Infrastructure, and Transport including active travel initiatives and Smarter Choices and Air Quality sections, together with the energy section focus on the Climate and nature emergency.
- 2.5 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 Documents¹ address sustainable design issues.

¹ <https://beta.bathnes.gov.uk/index-supplementary-planning-documents-spds>

- There is a need to understand and recognise the value of 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 ecological emergency. The need to work in partnership at an appropriate scale e.g. sub-regional level is key.

3 PART THREE: PLANNING POLICY BACKGROUND AND FUNDING STREAMS

National Policy Context

- 3.1 The National Planning Policy Framework (as revised 2021)² (NPPF) outlines the requirement for planning authorities to plan for the infrastructure requirements in their area.

Local Policy Context

Development Plan

- 3.2 The **Bath and North East Somerset Local Plan 2011-2029**³ comprises two separate Development Plan Documents:- the Core Strategy (adopted July 2014) and the Placemaking Plan (adopted July 2017). **The Bath and North East Somerset Council Core Strategy** (adopted July 2014) establishes a strategic planning framework to guide change and development in the District. The **Placemaking Plan** (adopted July 2017) complements the strategic framework in the Core Strategy by setting out detailed development and design principles for allocated sites, as well as a range of policies for managing development across Bath and North East Somerset.
- 3.3 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.
- 3.4 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.
- 3.5 The following are made Neighbourhood Plans:
- Chew Valley Neighbourhood Plan,
 - Claverton Neighbourhood Plan
 - Clutton Neighbourhood Plan
 - Englishcombe Neighbourhood Plan
 - Freshford & Limpley Stoke Neighbourhood Plan
 - Freshford Village Hall Community Right to Build Order
 - Publow with Pensford Neighbourhood Plan
 - Stanton Drew Neighbourhood Plan
 - Stowey Sutton Neighbourhood Plan
 - Westfield Neighbourhood Plan
 - Whitchurch Village Neighbourhood Plan

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

³ <https://beta.bathnes.gov.uk/policy-and-documents-library/core-strategy-and-placemaking-plan>

Proposed Local Plan Partial Update

- 3.6 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 was therefore paused. West of England Combined Authority (WECA) are now preparing a Spatial Development Strategy (SDS) and the Council will prepare a new Local Plan within the context of and to deliver the SDS. The programme for preparing both the WECA SDS and the new Local Plan is set out in the Council's Local Development Scheme.
- 3.7 In the interim a partial update of the current Local Plan which runs to 2029 is being 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 covers the Council's priorities for changes to planning policies to respond to the Climate and Ecological Emergency Declarations and a select number of other issues, primarily:
- replenishing housing land supply primarily through site allocations
 - maximising the sustainability of the construction of new development
 - 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
- 3.8 A number of Supplementary Planning Documents (SPDs) also need updating or need to be prepared in light of the Climate and Ecological Emergency and other issues. Currently work is programmed for seven SPDs. These are listed below.
- Transport and Development SPD.
 - Houses in Multiple Occupation SPD Review
 - Planning Obligations SPD limited review
 - Sustainable Construction and Retrofitting SPD review (title to change to 'Energy Efficiency Retrofitting and Sustainable Construction SPD')
 - Locally Listed Heritage Assets SPD.
 - Biodiversity Net Gain SPD

Transport Policy

- 3.9 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)⁴. It sets out the approach to the way transport will develop up to 2036 in the West of England. The plan will

⁴ <https://travelwest.info/projects/joint-local-transport-plan>

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.

Infrastructure Delivery and Funding

- 3.10 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.
- 3.11 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.

Funding Streams

- 3.12 Financing the construction, operation and maintenance of infrastructure will depend on a series of funding sources – national and local including developer and utilities /national providers agencies, for example, Wessex Water, NHS, Environment Agency.

Developer Contributions

- 3.13 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**⁵ sets out the amounts of CIL and S.106 funding received, allocated to projects and spent.

Community Infrastructure Levy

- 3.14 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 meter on qualifying development. The **B&NES CIL Charging Schedule**⁶ 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.
- 3.15 CIL must be spent on the provision, improvement, replacement, operation or

⁵ <https://beta.bathnes.gov.uk/policy-and-documents-library/annual-cil-spending-reports>

⁶ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_charging_schedule_25_feb_2015.pdf

maintenance of infrastructure needed to support the development of the area.

The **B&NES Infrastructure list**⁷ 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);
- **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).

3.16 Strategic CIL funds are allocated to the above strategic infrastructure types. A proportion is passed to Parish /Town Councils to spend in their area, or in the case of Bath, reserved to be allocated for projects in the Bath unparished area. Up to 5% of CIL receipts will be used within the Planning Services to cover costs associated with monitoring, managing and collecting CIL. More details of how CIL (Strategic and Local) is spent can be found at this website [\[Link\]](#).

3.17 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

3.18 The **Planning Obligations Supplementary Planning Document**⁸ 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

⁷ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Apply-for-Planning-Permission/bnes_reg_123.pdf

⁸ <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/supplementary-planning-documents-spds/plannin>

infrastructure were adopted in 2019.

- 3.19 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.

Local Grant Funding

- 3.20 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.
- 3.21 A link to the projects funded is at the West of England Combined Authority [Projects](#) web pages.

Other Sources of Funding

- 3.22 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.

4 PART FOUR : SITE ALLOCATION AND INFRASTRUCTURE REQUIREMENTS

4.1 This section considers the infrastructure requirements for site allocations and also the categories of the infrastructure requirement set out in this IDP.

Development Plan Allocations Site Allocations

4.2 The 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 to cover major infrastructure requirements such as school infrastructure and are also subject to a Nil or 50% CIL allocation.

4.3 The following sites are key sites within the Local Plan (Core Strategy/Placemaking Plan) approved in principle subject to Section 106 planning obligations prior to the Community Infrastructure Levy being implemented.

Site	Key Requirements
<p>Bath Western Riverside (now titled 'Bath Riverside' in the Local Plan Partial Update)</p> <p>App Ref 16/01733/EOUT</p> <p>Status –First Phase Under Construction</p>	<ul style="list-style-type: none"> -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 <p>Later Phases requirements subject to Bath Riverside allocation in Local Plan Partial Update (see below)</p>
<p>Former MoD Foxhill site (Mulberry Park)(Bl.9a)</p> <p>App Ref 14/04354/EOUT</p> <p>Developer: Curo</p> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> -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
<p>Former MoD Warminster Road (Holburne Park) (Bl.28a)</p> <p>App Ref 14/2272/EFUL As amended</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

<p>Developer: Hardrock Developments</p> <p>Status: Under Construction</p>	<ul style="list-style-type: none"> -Public Transport Contribution -Primary School Contribution -Youth Services Contribution -Highways Works
<p>Somerdale Site 13/01780/EOUT</p> <p>Developer: Taylor Wimpey</p> <p>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.

4.4 The following sites are subject to CIL and site specific infrastructure requirements necessary to make development acceptable in planning terms.

Core Strategy Allocations/Key sites	Key Infrastructure Projects / requirements
<p>Ensleigh (Royal High School Playing Field site)</p> <p>15/03511/EOUT</p> <p>Developers: Bloor Homes and Linden Homes</p> <p>Status: Complete</p>	<p>Erection of a 210 place primary school (Use Class D1), up to 95 residential units (Use Class C3), associated infrastructure and open space.</p> <p>Community Infrastructure Levy Contributions</p> <p>Contributions towards new Primary School on site. (Primary School complete)</p>
<p>Odd Down Urban Extension (Bl.41a)</p> <p>17/02588/EFUL</p> <p>Status : Under Construction</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

	<ul style="list-style-type: none"> - 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 (KI.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 Contribution in East of Keynsham -On site Green Space provision -Fire Hydrant Contribution -Bus Service Contribution -Pedestrian improvements -Provision of a signalised crossing on the Bath Road -Upgrade to bus stop telematics -Financial contributions for improving the woodland including the management of the woodland specifically for bats,
<p>South of Keynsham Urban Extension (KI.21a)</p> <p>App Refs 16/02077/FUL Developer: Bloor Homes 15/04290/FUL Developer: Persimmon</p> <p>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>Whitchurch Urban Extension (RI.14a) App Refs 16/04615/FUL Horseworld Developer Bellway Homes And 16/02055/FUL Developer: Barratt Homes</p>	<p>Planning permission is approved (on two sites) subject to Community Infrastructure Levy Contributions and a S106 securing</p> <p>Community Infrastructure Levy Contributions plus S106 agreements signed</p> <ul style="list-style-type: none"> - Contribution and Financial Land Contribution, Primary School extension (complete) -Affordable Housing Provision

Status: Under Construction	-On site Green Space Provision -Fire Hydrants
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- 4.5 The following major sites are identified in the Draft Local Plan Partial Update. All developments will be required to provide landscaping and green infrastructure, biodiversity net gain including nesting boxes etc, and maximise access for walking and cycling, through the site and to wider network prioritising pedestrians and cyclists over private vehicles, and providing an attractive, low-speed environments and high quality public realm.
- 4.6 The developments will also be required to fully incorporate Nature-based SuDS solutions as part of the green infrastructure strategy to provide betterment to the existing surface water flood issues and habitat gains.

Local Plan Partial Update/Draft Allocations	Specific Infrastructure Requirements necessary to make development acceptable in planning terms
Sion Hill site, Bath	<p>Enhancement of pedestrian and cycle environment for north-south movements, broadly along the alignment of Winifred's Lane at the eastern side of the site. This is likely to be through providing a route within the site, but options to reduce traffic flows and speeds along Winifred's Lane to make the route safe and suitable for pedestrians and cyclists should also be investigated.</p> <p>Measures for investigation and delivery of safe walking / cycling routes in the surrounding area should include, but not be limited to:</p> <ul style="list-style-type: none"> • Pedestrian crossing facilities over Lansdown Road in the vicinity of the junction with Sion Road; • Traffic speed reduction measures on Cavendish Road and/or Winifred's Lane; and • Improvements to cycle routes to the city centre, including options using alternatives to Lansdown Road.
St Martins Hospital site, Bath	<p>Retention and enhancement of walking routes between Frome Road and Midford Road</p> <p>Improve access to Odd Down Sports Ground for pedestrians and cyclists through off-site contributions towards crossing improvements across Wellsway, and a new access to the Sports Ground;</p> <p>Upgrade to crossing over Frome Road at the entrance to St Martin's Garden primary school to include widening to</p>

	<p>accommodate shared pedestrian/cycle use;</p> <p>Midford Road cycle improvements between, and including, Clara Cross Lane and Path to Hansford Close; and</p> <p>Enhancements to Midford Road/A367 junction to improve road safety and sustainable accessibility.</p>
<p>Bath Riverside</p> <p>(this is subject to nil CIL and therefore will include strategic infrastructure requirements)</p>	<p>Primary School, early years facility and a new community hub</p> <p>Improvements to walking and cycling routes along and across Upper Bristol Road and Lower Bristol Road</p> <p>Improvements to pedestrian and cycle facilities at the Windsor Bridge Road junctions with Upper Bristol Road and Lower Bristol Road</p> <p>Delivery of Sustainable Transport Route from east to west across the gasworks part of the site; including:</p> <ul style="list-style-type: none"> - Cycle routes segregated from pedestrians. - High quality green infrastructure, as part of the Biodiversity Net Gain requirements. - A direct, well-aligned and high-quality pedestrian and cycle crossing over Windsor Bridge Road to connect to the former railway bridge over the river and to the Bath Riverside Site. - Upgrade to the disused former railway bridge over the river to allow use by pedestrians and cyclists. - Integration with emerging Mass Transit proposals. - Accommodate bus services and be accompanied by a public transport routeing and service strategy which maximises available opportunities to provide bus priority and deliver attractive services for existing and future residents. - District heating infrastructure
<p>Weston Island, Bath</p>	<p>A welcoming, spacious and safe public sustainable transport link across Weston Island and its respective bridges.</p> <p>Provision of a new crossing over Lower Bristol Road and improved pedestrian / cycle links between Lower Bristol Road and Twerton High Street.</p>
<p>Twerton Park, Bath</p>	<p>Provision of a new community hub which offers communal facilities to promote healthy lifestyles, community cohesion and employment spaces, including co-working options.</p> <p>Public realm improvements to Twerton High Street.</p>

<p>Keynsham safeguarded land KE3c (Bath Road site)</p>	<p>Pedestrian and cycle crossing facilities over the A4 Bath Road to link the site with facilities and active travel routes on the north side.</p> <p>Maximise integration between housing development and metrobus and Mass Transit plans</p> <p>Enable the creation of a public footpath between K26 A and K26 C, connecting at Manor Road Community Woodland.</p> <p>Improved frequency of public transport services along the A4;</p> <p>Segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre;</p> <p>New active travel connection between the A4 and the Bristol Bath Railway Path via Clay Bridge, World's End Lane.</p> <p>On-site provision of well-integrated formal and natural green space and play provision, and on or off-site provision allotments.</p> <p>Provide a replacement sports pitch in the north-west corner of K26 C to facilitate the expanded Two Rivers primary school located within the Hygge Park development.</p> <p>Implement downstream sewer upsizing works and pumping station upgrade.</p> <p>Improved frequency of public transport services along the A4</p>
<p>Keynsham safeguarded land KE3d (southern site)</p>	<p>-Transport mitigation proposals for the site must include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Improved frequency of public transport services along the A4; • Enhanced local town centre bus services connecting the development site with the town • LCWIP route improvements to LTN1/20 standards within Keynsham, specifically between the development location, Wellsway School, and Keynsham Town Centre. This must include segregated pedestrian and cycle provision on the south side of the A4 between Grange Road and Broadmead Roundabout, and onward comparable provision along Bath Road to the Town Centre; and • New active travel connection between the A4 and

	<p>the Bristol Bath Railway Path via Clay Bridge, World's End Lane.</p> <ul style="list-style-type: none"> • The creation of a public footpath between K26 A and K26 C, connecting at Manor Road Community Woodland. • Upgrade of the footpath connection to Windrush Road to allow cycling – this will entail altering the section of footpath in the existing residential areas to become a Bridleway via a TRO. 7. <p>Incorporate green infrastructure, including on-site provision of well integrated formal and natural green space and play provision, and on or off-site provision of allotments.</p>
Silver Street, Midsomer Norton	<p>Provide pedestrian/cycle connection to the recently delivered and committed active travel routes on Silver Street</p> <p>Make a financial contribution to the delivery of LCWIP walking and cycling routes between Norton Hill Primary School and Charlton Road.</p>
Former Paulton Printworks	<p>Early years facility</p> <p>Central north to south green infrastructure link</p>
Former Welton Manufacturing Site	<p>Improved connectivity between the development site and northern end of the High Street including through the provision of additional crossing points at North Road and the High Street to be secured through a legal agreement</p>

Infrastructure Schedule

This draft IDP focuses on key infrastructure requirements necessary for housing growth. For the purposes of this document, the definition of key infrastructure groups, and the types of facilities and services within each group, is set out below:

Category	Infrastructure types
Children's Services	Early years provision; Primary Schools; Secondary and Sixth Form Schools; Special Educational Needs & Disabilities (SEND)
Green Infrastructure	Strategic Green Infrastructure ; Waterspace; River Avon and Kennet & Avon Canal; Green Space (Formal and Natural); Allotments
Community Facilities	Outdoor Sports and Recreation; Leisure and Indoor Sports Facilities; Children's Play; Primary Health Care ; Secondary Health Care (Urgent, Elective and Specialist); Mental Health, Community Health & Social Care; Emergency Services; Community Centres; Youth; Libraries; Cemeteries

Transport	Walking & Cycling; Bus and Mass Transit; Smarter Choices and Air Quality; Rail; Strategic Highways.
Utilities	Waste and Recycling; Energy Generation and Distribution; Water Supply; Waste Water and Drainage; Flood Defences and Drainage; Digital Communications
Public Realm	Public Realm is cross cutting including active travel and transport, Smarter Transport Choices including electric charging infrastructure and Green Infrastructure.

- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 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”..
- 4.11 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.
- 4.12 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.
- 4.13 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 although public realm encompasses all this infrastructure.

- 4.14 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.
- 4.15 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.
- 4.16 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 for delivery of growth to be supported by necessary 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 places but non delivery is unlikely to prevent development. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.
- 4.17 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 FIVE: INFRASTRUCTURE REQUIREMENT BY CATEGORY

CHILDREN'S SERVICES	EARLY YEARS FACILITIES
Responsibility for Delivery	<p>Bath and North East Somerset Council has a statutory duty to ensure there are sufficient, high quality education places to meet present and future demand across all phases of education including early years. (Childcare Acts 2006 and 2016)</p> <p>It is expected that delivery of future provision will be through the Private, Voluntary or Independent (PVI) sectors with the Council only being a provider of last resort.</p>
Key Evidence Base	Bath and North East Somerset Council Childcare Sufficiency Assessments ⁹
Consultations	
Existing provision	<p>Bath and North East Somerset Council has a range of childcare provision which is well distributed across the local authority area.</p> <p>The local area has a larger than national average number of private and voluntary providers over which the Council has limited influence.</p> <p>The most popular form of childcare continues to be family members.</p>
Infrastructure in delivery	
Assessment of Infrastructure Needs	<p>The latest Childcare Sufficiency Assessment (September 2021) 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.</p> <p>It states "Paulton and Radstock Children's Centre areas have the lowest levels of childcare provision. There have been significant new housing developments in the Radstock and Paulton areas which has contributed to the ratio of childcare places remaining lower than other areas within Bath and North East Somerset"</p> <p>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.</p> <p>An early years facility was identified as part of the planning permission 07/02424/EOUT. It is anticipated that the housing development at Paulton itself will increase the demand for places, and that may only</p>

⁹ <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

	<p>accommodate the children generated from that development and the existing gap in places will remain.</p> <p>An early years facility is a requirement of the Local Plan Partial Update Paulton site allocation.</p> <p>An new early years facility, along with a new Primary School, is a requirement of the Local Plan Partial Update Bath Riverside site allocation.</p>
Infrastructure Projects Identified	<p>Somer Valley</p> <p>Early Years facility, Polestar site, Paulton (part of S106 for permission 07/02424/EOUT, and draft Local Plan Partial Update allocation).</p>
Funding	S106/Private funded
Future Issues/Risks	<p>Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.</p> <p>Changes in legislation can affect infrastructure requirements.</p>

CHILDREN'S SERVICES	PRIMARY SCHOOLS
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) ¹⁰
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>Clutton Primary School in Clutton is being expanded by 28 places to a 175 place school.</p> <p>A new 420 place primary school in Keynsham – Two Rivers C of E Primary School – 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 and the projected pupil numbers, based on births and resident population data, up to admissions in September 2023. It also 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 pupils generated and 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 that sufficient primary school places are provided to accommodate pupils arising from new housing.</p>

¹⁰ <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>

	<p>Bath A new primary school to accommodate pupils generated by the Crest and later phases at the Bath 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 (to be considered through the WECA SDS and new Local Plan).</p> <p>An expansion of St Keyna Primary School by 210 places to a 420 place school is also required to provide capacity for the increased housing growth in Keynsham.</p> <p>The Two Rivers C of E Primary School requires a sports pitch to be provided, the land for which is within the adjacent safeguarded land at East Keynsham.</p> <p>Somer Valley Any further significant housing development in Paulton will create a need for additional land for a new school to serve this area as the existing infant and junior 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 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) ¹¹
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 and the projected pupil numbers, based on births and resident population data, up to admissions in September 2025. It also 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 pupils generated and 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 that 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>

¹¹ <https://beta.bathnes.gov.uk/sites/default/files/2020-09/SOP%202019-2023%20and%202025%20UPDATED.pdf>

	Additional capacity would be required at Wellsway School in Keynsham to accommodate pupils generated from potential major housing development at North Keynsham (to be considered through the SDS and new Local Plan).
Infrastructure Projects Identified	Expansion – St Mark's School, Bath Expansion – Oldfield School, Bath 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, and St. Mark's Secondary School, 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> <p>St Mark's Secondary School, Resource Base expansion from 10 to 17 places for September 2021, and then increasing to a maximum of 20.</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</p>

	<p>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	<p>District Wide</p> <p>Bath College Radstock residential provision – this has been on hold and to be revisited in 2021-22</p> <p>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 Secondary School</p> <p>The LA have supported MSN partnership and St. Mark's Secondary School to open a resource base in September 2020 for pupils with a moderate learning difficulty. This has provided additional capacity in mainstream school for up to 8 pupils with an Education, Health and Care Plan (EHCP). St Mark's Secondary School will be increasing this provision to 17 places from September 2021 and then will increase to 20 places.</p> <p>The LA is looking to develop all through Primary and Secondary Alternative Provision (AP) at the former Culverhay School site, Bath. This will provide up to 50 places.</p>
Funding	<p>DfE SEND Capital Grant of £979,000 over 3 years from 2018-2021</p> <p>DfE High Needs Capital Allocation in 2021-22 of £726,955.</p> <p>These Grant allocations are 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 Act 2021 – including need for Local Nature recovery Strategies B&NES Green Infrastructure Strategy (March 2013) ¹² currently being revised WaterSpace Study (Sept 2017) (refer Waterspace section) Bathscape Landscape Character Appraisal (2017) ¹³ Bathscape Landscape Conservation Action Plan (2018) ¹⁴ West of England Nature Recovery Network (2019) ¹⁵ WoE Joint Green Infrastructure Strategy (JGIS) (2020) ¹⁶
Consultations	
Existing provision	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 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. Chew Valley Recreational Trail – See Projects Identified below and Transport cycling and pedestrian section
Assessment of Infrastructure Needs	B&NES enjoys 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. 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 habitats. The approved B&NES Green Infrastructure Strategy is currently being reviewed to identify actions required to deliver on the nature emergency. There are also proposals for a Tree and Woodland Plan.

¹² http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf

¹³ <http://www.bathnes.gov.uk/services/environment/green-infrastructure/bathscape>

¹⁴ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape_summary_june_18.pdf

¹⁵ <https://www.wenp.org.uk/nature-recovery-network/>

¹⁶ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2020/07/Joint-Green-Infrastructure-Strategy-%E2%80%93-June-2020..pdf>

<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. Somer Valley Rediscovered – a number of projects being developed. Haydon Batch, Waterside Valley, Wellow Brook Walk and Midsomer Norton Town Park are being assessed for biodiversity value and potential enhancements.</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>The Chew Valley Lake Recreational Trail project is part of the West of England (WoE), Joint Green Infrastructure (JGIS), AONB Link Programme (Cotswolds to Mendip Hills AONBs) that includes development of a green active travel plan and delivery of the WoE and AONB local nature recovery strategies</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)

	<ul style="list-style-type: none"> •Developer contributions (CIL/ S106) and Masterplan principles e.g. green corridor •Off site Biodiversity Net Gain payments to enhance biodiversity •Business contributions through Landscape Enterprise Networks (LENs) •WECA and Government funding to deliver strategic Green Infrastructure /Govt 25 Year Environment Plan/Environment Act.
<p>Future Issues/ Risks</p>	<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>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	WATERSPACE; RIVER AVON AND KENNET & AVON CANAL
Lead Responsibility for Delivery	Bath River Line: B&NES Council lead responsibility Working together with the WaterSpace Partnership including Wessex Water, Canal & Rivers Trust and the Environment Agency. Also working in partnership with the National Trust and Bath Spa University.
Key Evidence Base	WECA Joint Green Infrastructure Strategy (2020-2030) B&NES Green Space Strategy 2015-2029 (Dec 2015) ¹⁷ Bath City Riverside Enterprise Area Masterplan Vision Report (2014-2029) WaterSpace Study (Sept 2017) ¹⁸ Extensive consultation was carried out as part of the WaterSpace Project, see the project consultation report for more details on our webpage www.waterspacebath.org.uk
Consultations	Bath RiverLine - Various consultation methods including Interactive website; In-depth semi-structured interviews with key users; Public webinar with Q&A plus Feedback survey following webinar; and Walking focus group
Existing provision	The WaterSpace Study area covers 16 miles of the River Avon and Kennet & Avon Canal, from Dundas Aqueduct to Bath to Hanham Lock. The Bath RiverLine (see projects identified below) also includes Green spaces linked to WaterSpace
Infrastructure being delivered	
Assessment of Infrastructure Needs	The WaterSpace Study includes opportunities to create moorings, improve green spaces and parks, enhance biodiversity, realise safe access for sport and leisure and improve public spaces and paths. Of the 35 projects – some are project ideas which have funding, others are part-funded, and some are just a concept. There is a need to make the active travel route more attractive by resurfacing the towpath and footpath There is a need to unify the separate parks (Kelston Fields, Norfolk Crescent, Green Park, Weston Lock Green and Brassmill Green) under one management plan to improve management.
Infrastructure Projects Identified	The Bath River Line project will create a high quality, linear park from Newbridge to Batheaston. It will provide 10km of level walking and cycling infrastructure, and significantly improve and enhance natural habitats and biodiversity along the river corridor.
Funding	CIL/S106/Public Sector funding/ Other Bath River Line: A Full Business Case is being prepared for submission to WECA in February 2022 for Phase I. S106/CIL has been set aside for Phase I

¹⁷ <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-green-spaces-information/green-space-strategy-review>

¹⁸ <http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canals/water-space-study>

	An Outline Business Case /SOC will be submitted to WECA to secure additional funding for Phases II and III.
Future Issues/ Risks	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.

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) ¹⁹ 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.
Infrastructure being delivered	<p>Bath</p> <ul style="list-style-type: none"> • Hedgemoad Park Restoration (being delivered) • Sydney Gardens restoration programme of projects (being delivered) • Mulberry Park Open Space (part of Mulberry Park development) <p>Keynsham</p> <ul style="list-style-type: none"> • Queens Road Open Space Improvements (being delivered) <p>Somer Valley</p> <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.
Assessment of Infrastructure Needs	<p>The Green Space Strategy assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Key findings can be summarised as follows:</p> <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 <p>The Green Space Strategy requires that new provision will be required where there is a new development and a planned increase in population, and/or an existing deficiency in supply or access to facilities exists.</p> <p>Approach Golf Course (High Common West) (2021) As part of the Council's commitment to combating the climate</p>

¹⁹ http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf

	<p>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 help address a high allotment waiting list in the area.</p>
<p>Infrastructure Projects Identified</p>	<p>Refer to Part 4 Schedule for all projects. Necessary projects include</p> <p>Bath</p> <p>Strategic improvement to Royal Victoria Park, Bath to continue to provide a destination park provision and to meet needs of increased population in the Enterprise Zone developments. Pond restoration, path resurfacing, access improvements, wayfinding, interpretation, landscaping/planting, lighting.</p> <p>The Bath River Line project will create a high quality, linear park from Newbridge to Batheaston. It will provide 10km of level walking and cycling infrastructure, connect and improve existing green spaces and serve the increased population along the Riverside Enterprise Zone.</p> <p>Consultation took place on designs produced as part of the WaterSpace Study. The four designs are²⁰:</p> <ul style="list-style-type: none"> • Brassmill Lane Park • Kelson's Field • Norfolk Crescent • Green Park <p>Consultation took place (ended on 30/9/2021) on Mulberry Park S106 funded associated Green Infrastructure – enhancement to existing Foxhill Green Spaces and provision of natural green space, asking for views on improvements to:</p> <ul style="list-style-type: none"> • Entry Hill Open Space; • Springfield Quarry • Hawthorn Grove • Springfield Park • Backstones Open Space <p>(Parks & Bathscape Project)</p> <p>Linear Park Corridor Improvements – The Linear Park is a strategic connective green infrastructure corridor linking a number of parks and play areas along its route. Infrastructure improvements are required to enhance the quality of this route including enhancements to Bloomfield Green, Sandpits and Brickfields as well as the Linear Park sustainable transport route.</p> <p>Pennyquick Park, Twerton – Recreational and Biodiversity</p>

²⁰ <https://beta.bathnes.gov.uk/bath-river-line-river-parks-and-towpath-improvements>

	<p>Improvement Project</p> <p>Weston Recreation Ground – Park and Play Area Improvement</p> <p>Odd Down Playing Field Access Improvement – New entrance and access improvement to increase pedestrian/cycling access from the east.</p> <p>A consultation and project plan is currently being developed at Sulis Meadows.</p> <p>Keynsham Strategic Improvements to Keynsham Memorial Park to create destination park provision. S106/CIL funding for the development of a new masterplan for Keynsham Memorial Park and some essential site improvements has been approved.</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> <p>Somer Valley Waterside Valley and Haydon Batch - Natural Green Space creation and enhancement projects</p> <p>Wellow Brook, Midomer Norton – New natural greenspace project</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 spaces ²¹.</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>

²¹ <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) ²² B&NES Local Food Strategy (2014 – 2017) ²³
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 \$106 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 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>Keynsham New allotments are required in Keynsham, including as part of the East Keynsham development allocations to meet demand from growing population.</p> <p>Somer Valley New allotments are required in Westfield, Radstock and Midsomer Norton to meet the demand from a growing population.</p>

²² <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-green-spaces-information/green-space-strategy-review>

²³ https://www.bathnes.gov.uk/sites/default/files/bath_and_north_east_somerset_local_food_strategy_0.pdf

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.

COMMUNITY FACILITIES	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) Playing Pitch Strategy (Draft May 2016) ²⁴
Consultations	
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	Tennis court refurbishment part of the Sydney Gardens project is 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 –Royal Victoria Park, and Keynsham Memorial Park. New mountain bike and activity park on the site of the former Entry Hill golf course in Bath. Pedal Progression hope that the bike park will open in spring 2022
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.

²⁴ <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

COMMUNITY FACILITIES	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 being delivered	
Assessment of Infrastructure Needs	National and local policy aims to improve health and wellbeing of the whole population and reduce health inequalities through increasing physical activity levels and increasing participation in Sport and Active Lifestyles.
Infrastructure Projects Identified	<p>Bath</p> <p>A new clubhouse /social and changing facilities are required at Lansdown associated with a new 3G rubber crumb pitch site, hockey AGP, hockey pitch.</p> <p>Additional indoor space at Odd Down Sports Ground to include fitness room and studio space is required.</p> <p>Enhanced café and community facilities at Entry Hill (golf course site) are required to support its future use.</p>

	Somer Valley Westhill Recreation Ground, Westfield – New Pavilion.
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.

COMMUNITY FACILITIES	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	Sydney Gardens, Bath play area is being delivered
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 areas²⁵ 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>
Infrastructure Projects Identified	<p>Play areas are planned as part of the following current developments:</p> <p>Mullberry Park, Bath new greenspace/park (14/04354/EOUT)</p> <p>Odd Down Strategic Site, Combe Hay Lane, Bath (17/02588/EFUL)</p> <p>East Keynsham Core Strategy Allocation – Improvement to Teviot Road Play area, Keynsham. (16/00850/OUT)</p> <p>Monger lane, Midsomer Norton (12/04590/OUT)</p> <p>Play Area Enhancements: Various - Re-purposing certain play areas replacing conventional play equipment with natural play opportunities and landscape improvements.</p>

²⁵ <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/play-areas-and-playgrounds/play-areas-review>

	Radstock – Tom Huyton Park Play Area
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	PRIMARY HEALTH CARE PROVISION
Responsibility for Delivery	<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. From April 2022 this will be formed by legislation into an Integrated Care System (ICS) which 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>
Evidence Base	<p>The NHS Long Term Plan -January 2019, Investment and Evolution: A five-year framework for GP contract reform to implement The NHS Long Term Plan January 2019</p> <p>B&NES CCG Primary Care Strategy 2018 – 2020 Draft document - Our plan for health and care 2020-2024²⁶ B&NES, Swindon and Wiltshire Partnership B&NES Pharmaceutical Needs Assessment (PNA) 2018-2021²⁷</p>
Consultations	
Existing provision	<p>22 GP practices in B&NES have joined together as six Primary Care Networks (PCNs) to share expertise and resources. The PCNs in B&NES are as follows</p> <p>Bath Bath Independents (population served = 30,000) Batheaston, Fairfield Park, Widcombe</p> <p>Minerva (population served = 35,000) Combe Down, Newbridge, Rush Hill and Weston, St Michael's Partnership</p> <p>Heart of Bath (population served = 28,000) Merged practices of: St James', Oldfield, Number 18, Catherine Cottage</p> <p>Unity Medical Group (population served = 27,000) University Medical Centre, Pulteney</p>

²⁶ http://www.bswstp.nhs.uk/wp-content/uploads/2020/03/Our-Plan-for-Health-and-Care-2020-2024_compressed-1.pdf

²⁷ http://www.bathnes.gov.uk/sites/default/files/siteimages/Your-Council/Local-Research-Statistics/2018_bnes_pna_approved.pdf

	<p>Keynsham Keynsham (population served = 26,000) St Augustine's, Temple House, Westview</p> <p>Somer Valley/Rural Three Valleys Health (population served = 68,000) Hope House, Westfield, St Chad's and Chilcompton, Somerton, St Mary's, Hillcrest, Elm Hayes, Harptree, Chew Medical</p> <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>
<p>Infrastructure under construction</p>	<p>In the Somer Valley, planning permission (17/01466/FUL) was granted on 9th August 2018 for the "Development of a new Healthy Living Centre (1,441 sqm GIA) to provide new health centre, B&NES Council Children's Services and Community Health and Social Care Services.</p> <p>The Centre will incorporate a relocated and expanded Hope House Surgery that currently lacks space and has no room for expansion. The project commenced in early 2021, it is anticipated that the scheme will be completed in Winter 2022.</p>
<p>Assessment of Infrastructure Needs</p>	<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>GP practices are working together within their PCNs to development PCN estate plans.</p> <p>The B&NES Pharmaceutical Needs Assessment (PNA) 2018-2021 indicates "<i>•There are no significant gaps in the current provision of easily accessible local community pharmaceutical services that serve all three PNA areas in B&NES.</i></p> <p><i>•It is anticipated that current pharmaceutical provision from existing</i></p>

	<p>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.</p> <ul style="list-style-type: none"> •There are no known planned relevant local NHS services that could significantly alter the need for pharmaceutical services in B&NES.
Funding	The NHS supports Primary Care across the area to secure funding for premises, these funding options depend upon the scheme and the availability of capital.
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, Foxhill, 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 ICS partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.

COMMUNITY FACILITIES	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 ²⁸ The NHS Long Term Plan-January 2019
Consultations	
Existing provision	<p>The RUH is a major acute hospital in Combe Park on the north western side of the city of Bath. It provides care for the people of Bath and North East Somerset, north and west Wiltshire, Somerset (Mendip) and South Gloucestershire. It runs a number of clinics at other centres across the region. Since 2015 the specialist services of the Royal National Hospital for Rheumatic Diseases (RNHRD) has been incorporated. The RUH have also acquired a private healthcare business (formerly Circle Bath) now call Sulis Hospital. This business was acquired 1st June 2021 and is located in Peasedown St. John.</p> <p>The RUH provides a service for patients needing emergency and unplanned specialist care, 24 hours a day, every day of the year</p> <p>Specialised care is delivered in a number of areas including:</p> <ul style="list-style-type: none"> • Cancer care • Cardiac and stroke • Care for older people, particularly those with dementia • Higher levels of critical care • Maternity services • Rheumatology, pain and fatigue (RNHRD) • Specialist orthopaedics (surgery on joints and bones) • Tertiary and pulmonary hypertension <p>The RUH, in partnership with local universities and colleges, also plays a major role in education and research.</p>
Infrastructure under construction	“RUH North” – Demolition has taken place and work has started on site for the new Dyson Cancer Centre which should be open in Autumn 2023.
Assessment of Infrastructure Needs	<p>Further assessment of the hospital infrastructure needs are underway with a further RUH Estates strategy in development, providing a short term view (the next 5 years), and a longer term view (up to 10 years).</p> <p>The Estates strategy will be supported by the Existing RUH sustainability management plan and an Energy Strategy that will layout the road map identifying the infrastructure needs to ensure the RUH can achieve net zero carbon by 2030.</p>

²⁸

https://www.ruh.nhs.uk/about/fit_for_the_future/index.asp?menu_id=1

	<p>Although the Energy Strategy is still in draft there is a strong indication that there will be increased demand for green energy sources and subsequently increased demand on electrical infrastructure.</p> <p>Cycle and Electric Vehicle infrastructure upgrades are to be planned in due course.</p>
Funding	<p>The implementation of schemes at the RUH relies on a variety of funding sources including NHS capital and charitable donations.</p> <p>RUH NHS Trust has also secured funding via the Governments New Hospital Programme (NHP) to construct the Dyson Cancer Centre.</p>
Infrastructure Projects Identified	<p>Phase 3 of RUH Redevelopment</p> <p>Phase 3 will see the completion of the current programme of work on the Combe Park site in line with the current Estates Strategy.</p> <p>Development of a new Cancer Centre on the site, linked with the existing Linear Accelerator (for provision of Radiotherapy) bunkers, to provide modern facilities for cancer care and treatment. This building will create a more integrated space on the site, meaning that patients with and living beyond cancer, are able to receive care in an environment that is designed to meet their unique needs.</p> <p>RUH Estate Strategy Review - Future Clinical Needs</p> <p>The RUH are in the process of developing the next Estates Strategy that will plan the next 10 years. Based upon healthcare planning and future clinical needs the Trust has identified services and facilities that need to be updated/expanded to meet demand and provide more capacity resulting from an increased and changing population. The Estates Strategy is yet to be finalised but is likely to include the following projects:-</p> <ul style="list-style-type: none"> • Alongside Midwifery Unit – related to consultation Transforming Maternity Services Together • Backlog Maintenance Reduction – including demolition of remainder of North Block • Green Heart – open green space at the heart of the hospital • Breast Unit Expansion • Reinstatement of Manor House Allotments into community space / amenity • Energy centre and controls upgrades and optimisation – carbon and energy reduction • Eco Garden potentially located at Lansdown Carpark although other locations on site are also being considered • Changing Places' provision - accessible toilets and changing facilities • Transport infrastructure (Sustainable Travel Hub / cycle facilities / decked car park) • Development of public transport infrastructure including wayfinding of car parks external to RUH estate • EV infrastructure including solar canopies integrated into parking facilities

	<ul style="list-style-type: none"> • Theatre Programme – Upgrade of Theatres to Digital / Robotics • Ward Programme – Upgrade of Wards • Intensive Care Upgrade – Upgrade • New gas main to serve Cancer Centre • Electrical Infrastructure – Renewables and energy consumption reduction • Other renewables – hydrogen • Electrical infrastructure – upgrades to provide additional capacity enable proceeding to net zero carbon • Sulis – additional diagnostic equipment • Sulis – additional operating theatre • Modifications to make Estate more dementia friendly • Upgrades to waste infrastructure onsite to improve segregation and increase recycling • Catering/restaurant facilities upgrade to integrate community • Upgrades to leisure facilities – Health and wellbeing • Staff health and Wellbeing facilities – changing rooms/break out facilities
<p>Future Issues/ Risks</p>	<p>The B&NES, Swindon and Wiltshire Integrated Care System partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.</p> <p>The Trust works with B&NES Council to promote sustainable travel. Whilst additional parking has been put in place as part of the redevelopment of the site, improvements and expansion of the Park and Ride schemes accessing Combe Park are needed, enabling more patients to reduce the number of patients travelling to the site by car.</p>

COMMUNITY FACILITIES	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, now rebranded as HCRG Care Group, 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. The BSW CCG was told of the acquisition of Virgin Care by Twenty20 Capital, who rebranded the service on 1st December 2021. The CCG is carefully considering this announcement and any impact on the contract it may have.</p>
Key Evidence Base	The NHS Long Term Plan-January 2019
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; • 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	In August 2021 the Older Adults mental health inpatient service relocated from Ward 4, St Martins to Hillview Lodge, RUH as part of a national strategy to eliminate dormitory wards in mental health care.
Assessment of Infrastructure Needs	AWP is currently updating its estates strategy for the services that it provides, including across the B&NES area.

	Virgin Care will work with commissioners and other providers in the area to review the ongoing requirements for infrastructure from which to deliver care.
Funding	To be confirmed.
Infrastructure Projects Identified	To be confirmed.
Future Issues/ Risks	The B&NES, Swindon and Wiltshire ICS partnership is currently working to coordinate its strategic estates plans for health and care and planning the future estate need based on future clinical models.

COMMUNITY FACILITIES	EMERGENCY SERVICES
Responsibility for Delivery	<p>South Western Ambulance Service NHS Foundation Trust (SWAST)</p> <p>Avon Fire & Rescue Service (AF&RS)</p> <p>Avon and Somerset Constabulary (ASC)</p>
Key Evidence Base	<p>AF&RS Environment Strategy;</p> <p>AF&RS Estates Strategy;</p> <p>AF&RS Service Plan</p> <p>ASC - Infrastructure Strategy, Police and Crime Plan for Avon and Somerset.</p>
Consultations	
Existing provision	<p>South West Ambulance Service operates from ambulance stations in Bath, Keynsham and Paulton. In addition, it makes use of standby points including at St Martin's Hospital and Midsomer Norton.</p> <p>Avon Fire & Rescue Service operates from Fire stations in Bath, Chew Magna, Radstock and Paulton, and a Control Centre on Lansdown Road, Lansdown, Bath.</p> <p>Avon and Somerset Constabulary operates from</p> <p>Lewis House, Bath</p> <p>Redbridge House, Bath</p> <p>Keynsham Police Centre</p> <p>Keynsham Police Station, Town Hall, Keynsham</p> <p>Radstock Police Station</p> <p>Midsomer Norton Vehicle Workshop</p>
Infrastructure under construction	
Assessment of Infrastructure Needs	<p>Ambulance</p> <p>Ambulance 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 South West Ambulance Service Trust 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> <p>Fire & Rescue</p>

	<p>Fire and rescue authorities have a duty to respond to incidents such as fires, road traffic collisions and other emergencies. Resources are aligned to risks to ensure that the service is responding in a way that best meets the needs of local communities. Under the current Service Plan (2019-22), the needs of communities are evaluated and this is used to carry out a fundamental review of station locations, where vehicles are based, where staff are based and capability as an organisation to prevent, protect, respond and improve resilience.</p> <p>The existing fire station in Bath is in need of replacement as it is nearing the end of its economic life and no longer fit for purpose to meet the requirements of a modern fire & rescue service.</p> <p>Police Avon and Somerset Constabulary are scoping for new police station for Bath at end of Redbridge House lease (2025 – 2028)</p>
Infrastructure Projects Identified	<p>Redevelopment of Bath Fire Station on the existing site, with the aim to be Net Zero Carbon in operation.</p> <p>Avon Fire & Rescue Service is in dialogue with Avon & Somerset Police and South Western Ambulance Services Trust, about opportunities for co-location. Bath Fire Station redevelopment is currently at RIBA Stage 2 (Aug 2021) with estimated completion 2023/24.</p> <p>Lewis House, Bath – new police station for city centre neighbourhood policing team with Enquiry Office.</p>
Funding	Capital Funding. AF&RS capital funding – as part of AF&RS's Invest for the Future programme
Future Issues / Risks	Requirement for significantly increased electrical capacity for electric heating (heat pumps etc) and electric vehicles, notably frontline fire appliances and specialist HGV vehicles

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 being delivered	Batheaston Village Hall – Under construction. 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>Bath A community hub is planned as part of the Bath Riverside development</p> <p>Somer Valley The Westfield Neighbourhood Plan identifies key infrastructure including a Community Centre for Westfield <i>‘to be funded via the Community Infrastructure Levy, s.106 or other grant funding’</i>.</p> <p>Rural Areas The Freshford Neighbourhood Plan has a proposal to enhance, modernise and extend the existing Freshford Village Memorial Hall. A Community Right</p>

	<p>to Build Order has been approved.</p> <p>Whitchurch Neighbourhood Plan identifies the need for a need for an expansion to the existing village hall.</p>
Infrastructure Projects Identified	<p>This list excludes small scale projects such as access improvements and hall refurbishments</p> <p>Café and community spaces at Bike Park, Entry Hill (former golf course site)</p> <p>Freshford Memorial Hall redevelopment (Community Right to Build Order)²⁹</p>
Funding	CIL/S106/ grant funding
Future Issues/ Risks	Availability of funding for projects and maintenance/ running costs.

²⁹ <https://beta.bathnes.gov.uk/policy-and-documents-library/freshford-village-hall>

COMMUNITY FACILITIES	YOUTH SERVICES
Lead Responsibility for Delivery	B&NES Council and Voluntary Organisations
Key Evidence Base	Youth connect policies procedures and guidelines ³⁰
Consultations	Foxhill consultation report Radstock and Westfield youth consultation Consultation with young people in central Bath. Young Peoples annual survey.
Existing provision	<p>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. The Youth Service runs youth hubs, youth activities, and organises project work on issues such as drugs, participation, crime prevention, community safety, health, homelessness and the environment.</p> <p>Southside Youth and Community Centre has been leased to Youth Connect South West and Riverside Youth Hub has been leased to Mentoring Plus. Peasedown St John youth hub has been renamed "Hive Community Centre" and has been leased to St John's Church.</p> <p>Youth Connect South West continue to provide detached outreach services in the Radstock and Westfield area, Midsomer Norton area, Paulton area and Timsbury, Combe Down and Foxhill areas. It provides detached work across the whole district; including Bath city centre and Keynsham, supporting the serious youth violence agenda.</p>
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>The Council has a statutory duty to ensure the provision of Positive Activities for young people and the local delivery of youth work services.</p> <p>The following requirements have been identified.</p> <p>District wide Youth service requirements resulting from the housing growth in future growth will be considered.</p> <p>Parks & Green Space Youth Community Engagement A programme resulting in social connection with green space and outdoor activities. Likely to include Youth Rangers/detached youth workers and infrastructure improvements.</p>

³⁰ <http://www.bathnes.gov.uk/services/children-young-people-and-families/strategies-policies-planning/youth-service-policies-proc>

	<p>Bath Southside - Improvements are required to the Southside Youth and Community Centre Youth service provision is required for Bath City Centre.</p> <p>Foxhill – provision is delivered at the Mulberry park hub and detached work in the area.</p> <p>Councillors have requested further youth work to be developed in several areas in Bath</p> <p>Somer Valley Midsomer Norton - Youth work is being delivered in Midsomer Norton at the container by the park which needs improvement, at Midsomer Norton Town Hall and through detached work. Radstock - discussions regarding a suitable building are developing with the Council.</p>
Infrastructure Projects Identified	<p>Bath Improvements to Southside Youth Hub, Bath Bath City Centre Youth provision Potential new/replacement mobile provision to be in line with the Clean Air Zone.</p> <p>Somer Valley Radstock: provision of accommodation for youth provision.</p>
Funding	\$106/ Public Sector funding/Grants
Future Issues/Risks	Funding for premises and delivery of services is a key issue.

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	Library and Information Service Framework ³¹
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 • Peasedown St John Community Library • 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	.
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>

³¹ http://www.bathnes.gov.uk/sites/default/files/library_and_information_service_framework.pdf

Infrastructure Projects Identified	
Funding	B&NES funding for community led models.
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.

COMMUNITY FACILITIES	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 Crematorium and 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	CYCLING & PEDESTRIAN FACILITIES
Lead Responsibility for Delivery	B&NES Council
Key Evidence Base	<p>West of England Joint Transport Study 2017 (JTS)</p> <p>West of England Joint Local Transport Plan (2016-2036) (JLTP4) (March 2020)³²</p> <p>Bath Transport Strategy approved November 2014 (BTS)³³</p> <p>Keynsham Transport Strategy approved 2016 (KTS)³⁴</p> <p>Somer Valley Transport Strategy 2018³⁵</p> <p>Chew Valley Transport Strategy 2018³⁶</p> <p>Public Realm and Movement Strategy for Bath City Centre (July 2010)³⁷</p> <p>Sustrans Cycle Review (Nov 2014)³⁸</p> <p>Chew Valley Recreational Trail Planning Application 2018 (ref 18/02543/FUL)</p> <p>Local Cycling and Walking Infrastructure Plan 2020³⁹</p> <p>Draft strategy Low Traffic Neighbourhood, Residents Parking and Electric Vehicles – September 2020⁴⁰</p> <p>Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath - Phase 1: Current and Future Report April 2020⁴¹</p>
Consultations	<p>Draft Transport and Development Supplementary Planning Document 2021</p> <p>Liveable Neighbourhoods Consultations Autumn 2020/ November – Dec 2021</p> <p>- due to consult on the development of a Journey To Net Zero transport delivery plan in January 2022.</p>
Existing provision	<p>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.</p>
Infrastructure in delivery	<p>Chew Valley Recreational Trail (northern section) is due to be completed in early 2022. The work being delivered includes:</p> <ul style="list-style-type: none"> • The construction of new 840m off-road shared use path between

³² <https://travelwest.info/projects/joint-local-transport-plan>

³³ https://www.bathnes.gov.uk/sites/default/files/sitedocuments/getting_around_bath_transport_strategy_-_final_issue_web_version.pdf

³⁴ https://www.bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

³⁵ <https://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/somer-valley-transport-strategy>

³⁶ <https://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/chew-valley-transport-strategy>

³⁷ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf

³⁸

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

³⁹ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

⁴⁰ <https://beta.bathnes.gov.uk/liveable-neighbourhoods-consultation>

⁴¹ <https://beta.bathnes.gov.uk/sites/default/files/Bath%20Report%20Aug%202020%20-%20Final%20edited.pdf>

	<p>Woodford Lodge and Walley Lane.</p> <ul style="list-style-type: none"> • The realignment of the road over the dam to widen the existing footway and provide a segregated cycle/pedestrian path. • The construction of a shared use path between the dam to the north and Hollowbrook Road including replacement of an existing narrow footbridge (total length 1.5km). <p>A number of projects in Transport Improvement Programme⁴²</p>
Assessment of Infrastructure Needs	<p>The JLTP4 aims 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.</p> <p>The Local Cycling Walking Infrastructure Plan (LCWIP)³⁹ is a sub-regional plan which identified priority walking and cycling routes for investment. In line with government best practice the LCWIP uses a nationally recognised methodology to identify the primary desire lines for walking and cycling. LCWIP projects are identified below.</p> <p>B&NES consulted on a policy for the introduction of Liveable Neighbourhoods in 2020. The aim of a Liveable Neighbourhood is to reduce the dominance of vehicles in residential areas, particularly through traffic, whilst maintaining vehicle access to homes and businesses.</p> <p>The Liveable Neighbourhoods concept includes a range of measures including:</p> <ul style="list-style-type: none"> • Modal filters to reduce long distance trips on minor roads • Expansion of Residents Parking Zones (RPZ) • School streets, to make active travel the natural choice for travel to / from school; • Local streets to become places that are attractive, safe and convenient for active travel modes; • Strategic corridor improvements to facilitate, encourage and create capacity for active travel modes and public transport; and • Investment in on-street EV charging <p>The Transport and Development SPD once approved, will provide best practice design and planning requirements for walking and cycling infrastructure provision.</p> <p>For many, hills are a deterrent to increased cycling, however, there is substantial headroom for growth in cycling and electric bikes will help to overcome this challenge.</p>
Funding	CIL/S106/Grant funding
Infrastructure Projects Identified	<p>District Safer routes to schools</p> <p>Bath Local Cycling and Walking Investment Plan (LCWIP) routes</p>

⁴² <https://democracy.bathnes.gov.uk/documents/s64429/Annex%205%20iii%20-%20Transport%20Improvement%20Programme%20202122.pdf>

LCWIP Bath Walking Routes 1

- Moorland Road to Bear Flat (via Lower / Upper Oldfield Park).

<https://travelwest.info/app/uploads/2020/02/W01-Bath-1.pdf>

LCWIP Bath Walking Routes 2

- Argyle Street to Kennet & Avon Canal (via Great Pulteney Street)

<https://travelwest.info/app/uploads/2020/02/W02-Bath-2.pdf>

LCWIP Bath Cycling Routes 1 & 2 Link –

- Weston Primary School to Bath Abbey (two variants identified, one via Weston Park / Victoria Park and one via Weston Park / The Circus)
- Locksbrook Road to Grosvenor Place (two variants identified, both utilising Bristol-Bath railway path and A4).

Link to map for details

<https://travelwest.info/app/uploads/2020/02/C01-Bath-routes-1-and-2.pdf>

LCWIP Bath Cycling Routes 3& 4

- Oldfield School to Bath Spa railway station (via A431 and off-road route).
- Locksbrook Road to Bath Abbey (via Bristol-Bath railway path)

<https://travelwest.info/app/uploads/2020/02/C02-Bath-routes-3-and-4.pdf>

LCWIP Bath Cycling Route 5

- Bath Abbey to Twerton Infant School, Poolemead Road

<https://travelwest.info/app/uploads/2020/02/C03-Bath-route-5.pdf>

Riverline cycle / pedestrian route (refer to GI WaterSpace section); B&NES are also exploring the feasibility of refurbishing the disused railway Locksbrook Bridge to provide a walking and cycling link, connecting the Bristol and Bath Railway Path to the Two Tunnels Greenway, and to the Bath Western Riverside Development. The next steps are to undertake a survey, to determine the extents of the remedial works required to the bridge.

Active Travel Schemes – A4 Upper Bristol Road, Beckford Road, Combe Down to University of Bath

Keynsham

LCWIP Keynsham Cycling Routes 1, 2 & 3

- High Street to Broadmead Road
- High Street to Coronation Avenue
- High Street to Bath Road/ Grange Road junction, Saltford

Refer to map for details:

<https://travelwest.info/app/uploads/2020/02/C04-Keynsham-routes-1-2-and-3.pdf>

LCWIP Keynsham Walking Route 1

- Pedestrian improvements between Broadlands Academy and St Keyna Primary School

	<ul style="list-style-type: none"> • Pedestrian improvements between Bath Road via Broadmead Roundabout/A4 to Grange Road /A4 <p>Refer to map for details: https://travelwest.info/app/uploads/2020/02/W03-Keynsham-1.pdf</p> <p>LCWIP Keynsham Walking Routes 2</p> <ul style="list-style-type: none"> • Bath Hill, Bath Road, Chandag Road, Medway Drive, Manor Road <p>Refer to map for details: https://travelwest.info/app/uploads/2020/02/W04-Keynsham-2.pdf</p> <p>Somer Valley</p> <p>LCWIP Walking Routes 1</p> <ul style="list-style-type: none"> • High Street, Midsomer Norton to Fosseyway • Clapton Road, Redfield Road pedestrian improvements <p>Refer to map for details: https://travelwest.info/app/uploads/2020/02/W05-Somer-Valley-1.pdf</p> <p>LCWIP Walking Routes 2</p> <ul style="list-style-type: none"> • Frome Road /Knobsbury Lane pedestrian improvements <p>Refer to map for details: https://travelwest.info/app/uploads/2020/02/W06-Somer-Valley-2.pdf</p> <p>LCWIP Cycle Routes 1,2 & 3</p> <ul style="list-style-type: none"> • shared-use path approaching Norton Hill School • High Street, Midsomer Norton to Wells Road/Somervale Road, Radstock via Greenway • High Street Midsomer Norton to First Avenue/Second Avenue, Westfield <p>Refer to map for details: https://travelwest.info/app/uploads/2020/02/C05-Somer-Valley-routes-1-2-and-3.pdf</p> <p>Rural Areas</p> <p>Chew Valley schemes including Chew Valley Lake recreational trail. (refer to delivery section)</p>
Future Issues/ Risks	Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue.

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 Local Transport Plan 4 (March 2020) (JLTP4) ³² West of England Bus Strategy 2020 ⁴³ WECA Transport Delivery Plan Feb 2021 ⁴⁴
Consultations	WECA is now consulting on transport issues along the A37, A367 and A362 Corridors between Radstock, Midsomer Norton and Westfield, and Bath and Bristol. B&NES is due to consult on the development of a Journey to Net Zero transport delivery plan in January 2022.
Existing provision	Three Park and Ride sites around Bath (Lansdown, Newbridge and Odd Down) are well-established There are around 1,200 bus stops in B&NES. A proportion have shelters and real time information. 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.
Infrastructure under construction	Real Time Information System Upgrade programme Bus stop improvements
Assessment of Infrastructure Needs	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. The West of England Bus Strategy includes the aims of a well-designed network that is simple, coherent and efficient across the region; 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 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. Park and Ride The JLTP4 states that locations and sites being considered for expansion, include Odd Down and Lansdown Park and Ride sites. Bath Area Bus Improvement Scheme (BABNIS) and Greater Bristol Bus

⁴³ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

⁴⁴ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/WECA-Transport-Delivery-Plan.pdf>

	<p>Network 2 (GBBN2)</p> <p>A long list of potential infrastructure improvements will be developed and are likely to include</p> <ul style="list-style-type: none"> • new bus priority measures, including on A367 Wellsway, A36 Lower Bristol Road, A4 London Road, and a new bus-only access to Bath Bus Station from Churchill Bridge. • Feasibility of a “Metro Bus” standard route from Chippenham to Bath with associated linked local bus services and local parking is being assessed. • Newbridge Rd/Upper Bristol Road Bus priorities • A367 Upgrade of bus stop infrastructure between Bath and Midsomer Norton to Metrobus quality, including Real Time Information (RTI): <p>Opportunities to improve public transport links for the Somer Valley to Bath and Bristol, including transport interchange / P&R will be developed.</p> <p>Longer term consideration of 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>
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule.</p> <p>Expansion of Odd Down and Lansdown Park and Ride sites and improvements to access by non car modes to the sites/interchanges.</p> <p>Bristol to Bath Corridor Project A37 and A367 Corridor project Bus priority measures</p>
Funding	<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>
Future Issues/ Risks	<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	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) ⁴⁵ 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 Draft Temple Cloud and Farrington Gurney Air Quality Action Plan 2020 Transport and Development SPD Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath - Phase 1: Current and Future Report April 2020 ⁴⁶
Consultations	<ul style="list-style-type: none"> - WECA is now consulting on transport issues along the A37, A367 and A362 Corridors between Radstock, Midsomer Norton and Westfield, and Bath and Bristol. - B&NES is due to consult on the development of a Journey To Net Zero transport delivery plan in January 2022.
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 Clean Air Zone in Bath. E Scooters trial (see projects identified)
Infrastructure under construction	Installation of electric vehicle charging infrastructure and operation of charging point network Go Ultra Low West is a project to accelerate the purchase of electric vehicles across WECA UAs including Bath and North East Somerset.
Assessment of Infrastructure Needs	Transport and Development SPD section on Ultra-Low Emissions Vehicles (ULEVs) sets out requirements for developments to provide appropriate levels of ULEV charging infrastructure to support Climate Emergency targets to achieve a 76 / 14 / 10 EV / Hybrid / Internal Combustion Engine (ICE) fleet composition by 2030; The Council is planning to expand cycle hire into electric cycle hire using GULW (Go Ultra Low West) funding, 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

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

⁴⁶ <https://beta.bathnes.gov.uk/sites/default/files/Bath%20Report%20Aug%202020%20-%20Final%20edited.pdf>

	<p>providing information on travel choices, with continued development of app-based platforms, helping people to make informed choices based on real-time travel conditions. It will also include new payment and ticketing technologies, with a particular focus on smartcards and mobile ticketing.</p> <p>New Charging Hubs: Rapid Electric Vehicle which work similar to petrol stations, but for electric cars. Drivers will be able to refuel their cars in minutes rather than hours;</p> <p>WECA have recently been awarded funding from the Department for Transport for funding to create a West of England Future Mobility Zone (FMZ). The aim of the FMZ is to co-design, trial and demonstrate transport innovations that can improve connectivity, enhance regional productivity, widen access to employment and create globally significant trial cases to drive trade and inward investment. Within central Bath, the key schemes are the Mobility as a Service (MaaS) platform, mobility stations and trailing micro-mobility solutions</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); 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</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 air quality monitoring equipment.</p>
Future Issues / Risks	<p>Smarter choices measures are a potential contingency where capital investment cannot be secured for transport infrastructure and can often be effective and efficient interventions.</p> <p>The potential for more stringent air quality standards in particular relating to fine and ultra-fine particles (PM10, PM2.5 and finer) following the forthcoming World Health Organisation review.</p> <p>That the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.</p>

TRANSPORT	RAIL
<p>Lead Responsibility for Delivery</p>	<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>
<p>Key Evidence Base</p>	<p>West of England Joint Transport Study Transport Study (2017) (JTS) West of England Joint Local Transport Plan 4 (March 2020)(JLTP4) Joint Network Rail and WECA 10 Year Rail Delivery Plan 2020 to 2030⁴⁷ WECA Transport Delivery Plan February 2021</p>
<p>Consultations</p>	
<p>Existing provision</p>	<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. The introduction of Intercity Express Trains has resulted in increases of up to 24% in capacity per service when compared to the high-speed trains they replaced, and the latest performance figures indicate they are much more reliable.</p>
<p>Infrastructure under construction</p>	
<p>Assessment of Infrastructure Needs</p>	<p>The Greater Bristol Rail Study will inform future projects across the WECA region.</p> <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>

⁴⁷ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/10-Year-Rail-Delivery-Plan.pdf>

	<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>
<p>Infrastructure Projects Identified</p>	<p>District 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) Upgrading the Bath Spa to Bristol line with a half hourly train service for Keynsham and Oldfield Park stations.; and iii) an hourly service (or an hourly service plus) for a reopened Portishead Branch Line with stations at Portishead and Pill.</p> <p>Rail Improvements to existing the Keynsham Station.</p> <p>Greater Bristol Area Rail Feasibility Study including 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	STRATEGIC 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 2014 Keynsham Transport Strategy (July 2016) Chew Valley Transport Strategy 2018 Somerset Valley Transport Strategy 2018 West of England Joint Transport Study 2017 (JTS) WECA Transport Delivery Plan Feb 2021</p>
<p>Consultations</p>	<p>The West of England Combined Authority (WECA) is now consulting on transport issues along the A37, A367 and A362 Corridors between Radstock, Midsomer Norton and Westfield, and Bath and Bristol.</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 (JTLP) 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 programme⁴⁸ delivers highway improvement works under the general headings of road safety, safer routes to school, pedestrians, congestion and traffic management schemes.</p> <p>Improvements to the route from the Old Mills employment site – Enterprise Zone on the A362 to the A37 are required. This would include removing traffic pinch-points along the road as well as pedestrian and cycling</p>

⁴⁸ <https://democracy.bathnes.gov.uk/documents/s64429/Annex%205%20iii%20-%20Transport%20Improvement%20Programme%20202122.pdf>

	<p>improvements.</p> <p>There are a number of items within the area Transport Strategies.</p> <p>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>
Infrastructure Projects Identified	<p>Refer to Part 4 Schedule for transport projects.</p> <p>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 (2015) Technical manual for PRMS. Details on the public realm improvements for Keynsham and Midsomer Norton Town Centres is set out in the Placemaking Plan and associated evidence base. Keynsham town centre - Public consultation on detailed design (January 2020) ⁴⁹ Bath City Centre Security Proposed Permanent Access Restrictions Public consultation ⁵⁰ Dec 2020 – Jan 2021
Consultations	Consultation is undertaken on a project by project basis.
Existing provision	The 'public realm' is the spaces around and between buildings including streets, squares and parks.
Infrastructure in delivery	Keynsham High Street permanent improvements ⁵¹ include footpath widening and resurfacing, better signage and cycling and bus stop facilities. There will also be new street furniture, streetlights, landscaping and trees. Works started 1 st June 2021.
Assessment of Infrastructure Needs	<p>The strategy is to give pedestrians, cyclists, and public transport vehicles priority over cars, and deliver a network of beautiful, refashioned streets and public spaces. It is also important in encouraging sustainable modes of travel, such as walking, cycling and public transport.</p> <p>The 'public realm' has a major part to play in the character, attractiveness and success of any town. There are multiple benefits of improving public realm. This section has cross overs 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</p>

⁴⁹ https://www.bathnes.gov.uk/sites/default/files/keynsham_high_st_exhibition_jan_2020_low-res_final_0.pdf

⁵⁰ https://beta.bathnes.gov.uk/sites/default/files/2020-11/Bath%20city%20centre%20security%20web%20doc_final.pdf

⁵¹ <https://www.bathnes.gov.uk/services/planning-and-building-control/major-projects/keynsham-high-street-one-way-trial>

	<p>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.</p> <p>Keynsham Refer to delivery section.</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 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>Infrastructure Projects Identified</p>	<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>Bath City Centre Security and public realm improvements</p> <p>Midsomer Norton Town Centre improvements.</p>
<p>Funding</p>	<p>CIL/S106 Landowner investment/contributions Bath Business Improvement District Grant funding</p>
<p>Future Issues/Risks</p>	<p>Funding and the ongoing management and maintenance of the public realm is critical.</p>

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, Parking & Transport also have operational depot facilities within the district.</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 EU Circular Economy Package (CEP), 2018⁵⁴ Resources & Waste Strategy for England, 2018 (Defra)⁵⁵</p>
Consultations	<p>Public consultation on an updated Waste Strategy for 2020-2030 was carried out in Spring 2020. An options appraisal for public household waste & recycling centres in Bath is in progress. Public consultation for the relocation project took place in late 2020 Formal planning consultation period took place in February/March 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>
Infrastructure under construction	<p>Demolition of redundant buildings at the Recycling Hub site between Keynsham and Saltford was completed in March 2021.</p>
Assessment of Infrastructure Needs	<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.</p> <p>It included subsequent consultations on:- consistent 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> <p>District B&NES waste and recycling infrastructure needs to be redeveloped or</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://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2018:150:FULL&from=EN>

⁵⁵ <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

	<p>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 the new proposed Recycling Hub at Pixash Lane in Keynsham, consolidating kerbside recycling operations and additional highways winter service capacity. (Refer planning application granted permission July 2021, ref 21/00435/EREG03).</p> <p>Initial feasibility and cost estimating studies are in progress on sites identified with potential to relocate the public household facilities from the Midland Road site, in order to provide uninterrupted facilities for Bath residents, from Autumn 2023. For the long-term, there will be a permanent purpose-built Reuse and Recycling Centre (RRC) with much improved and increased waste & recycling facilities, with an interim site to be open from the closure of the Midland Road site to ensure continuity of services to residents in Bath.</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	<p>Modernised, fit for purpose waste and recycling services and facilities are needed in order to contain rising landfill and treatment disposal costs, primarily through Landfill Tax and gate fees. This needs increased capacity to separate waste for reuse and recycling in order to deal with the additional waste and recycling tonnages that will arise from housing growth within the district.</p> <p>Suitable and flexible depot infrastructure is required to contribute to the Council's target on reducing carbon emissions. It will also facilitate compliance with the Government's Resources and Waste Strategy proposals, with the additional benefit of funding for LAs from packaging/producer responsibility initiatives.</p>

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,</p> <p>Demand management and smart energy infrastructure (e.g. batteries, smart meters and electric vehicles)</p> <p>Several large scale freestanding solar arrays including one at Wilmington installed by BWCE</p> <p>A District Heating energy centre (utilising both gas and biomass) is now operational at Bath Western Riverside</p> <p>Combined Heat and Power units are based at Bath University and Royal United Hospital</p> <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</p>

	<p>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>Energy suppliers are required to take all reasonable steps to rollout smart meters to all of their domestic and small business customers by the end of December 2021.</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 an 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. The District Heating energy centre (utilising both gas and biomass) at Bath 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>

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.

National Grid advise that specific development proposals within the B&NES area are unlikely to have a significant direct effect upon National Grid's electricity transmission system. Generally, improvements to the system to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific developments.

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 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

Electricity Supply to new developments is ongoing. It is funded by the private sector –Western Power Distribution / developer funded.

Key projects include:

Bath

Two 33KV transformers at Twerton Primary substation have now been replaced with two larger sized units that will increase the capacity available in the area and allow some more connections to be made to the network. However there may be a need to establish a new primary substation in the Central Area which is being looked into.

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.

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.

Keynsham

The following requirements have been identified for the longer term future growth at the North Keynsham site (for future reference).

	<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>Projects to be identified.</p> <p>EV charging network district wide Electric car club provision Land purchase for renewable energy installation Solar electrification of park and rides Electric or hydrogen buses</p> <p>Bath Additional Sub Station capacity to serve the Bath central area.</p> <p>Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Riverside.</p>
<p>Funding</p>	<p>Developer / Utility/Grant / B&NES funded</p>
<p>Future Issues / Risks</p>	<p>Uncertainty given the changes in technology. Funding.</p>

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	<p>The key Government aspirations for water include:</p> <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. Wessex Water are in the process of reviewing and updating their plan. The Environment Agency final classification 2021 identified the Wessex Water region as having ‘serious’ water stressed status reflecting long term demand changes in the region. Local authorities can use the water stress determination to inform whether they can require the tighter standard of 110 litres of water per head per day in new developments.</p>
Funding	Private funding /Developer funding.
Infrastructure Projects Identified	Ongoing programme of works to serve new development and maintain existing assets.
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	Ongoing infrastructure provision relating to new development.
Assessment of Infrastructure Needs	<p>Sewage Treatment Schemes scheduled:</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 LINK⁵⁶</p>
Funding	Private Sector /Developer funded
Infrastructure Projects Identified	<p>Infrastructure projects identified through the Bath drainage and wastewater strategy include producing and implementing a strategy to address frequent spilling storm overflows in Bath to reduce the impact the network could have on the River Avon.</p> <p>New connecting sewers and water mains to serve Odd Down Strategic Site, Bath new development.</p> <p>Keynsham Keynsham Sewage treatment works extension and improvements</p> <p>Somer Valley</p>

⁵⁶ <https://www.wessexwater.co.uk/environment/drainage-and-wastewater-management-plan/bristol-avon/bath-strategy>

	<p>Radstock Sewage treatment works extension and improvements</p> <p>Rural Areas</p> <p>Salford Sewage treatment works extension and improvements</p> <p>Ubley Sewage treatment works improvements</p> <p>General improvements</p>
Future Issues/ Risks	Funding .

UTILITIES	STRATEGIC FLOOD DEFENCES
<p>Lead Responsibility for Delivery</p>	<p>No single organisation has responsibility to manage flood risk from all sources. Flood Risk Management is shared between a number of different organisations, including the Environment Agency, Bath & 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>
<p>Key Evidence Base</p>	<p>Bristol Avon Catchment Flood Management Plan (CFMP) Local Flood Risk Management Strategy⁵⁷ (May 2015) Surface Water Management Plan (July 2015) B&NES Bath River Avon Options Appraisal⁵⁸ (2016) West of England Sustainable Drainage Developer Guide. B&NES Strategic Flood Risk Assessment 2018⁵⁹</p>
<p>Consultations</p>	
<p>Existing provision</p>	<p>Pulteney Gate and Twerton gates form part of the existing Bath flood protection scheme. During high river flows, the gates are opened automatically in response to changing in river levels. This means that as river levels rise, the gates gradually open, so allowing flood flows to pass through Bath</p>
<p>Infrastructure under construction</p>	<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 a programme to introduce more than 150 new trees to the river corridor at Bath Quays.</p>
<p>Assessment of Infrastructure Needs</p>	<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.</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</p>

⁵⁷ <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

⁵⁸ <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

⁵⁹ <https://beta.bathnes.gov.uk/policy-and-documents-library/strategic-flood-risk-assessment>

	within Bath, led by the Bristol Avon Catchment Partnership
Infrastructure Projects Identified	Twerton Radial Gate – repair and refurbishment. Pulteney Radial Gate– decommissioning.
Funding	Twerton Gate is fully funded.
Future Issues/ Risks	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>There are significant differences in broadband coverage across Bath and North East Somerset.</p> <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 Mbps 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.
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>Digital B&NES is an ongoing rolling programme of installations.</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

	<p>focus on health and social care.</p> <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 SIX: 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	2011-2029	B&NES	Necessary
District	Primary School provision	Not quantified		CIL/S106/Public	2011-2029	B&NES	Necessary
District	Secondary and Sixth Form School provision	Not quantified		CIL/S106/Public	2011-2029	B&NES	Necessary
District	Primary, Secondary & Post 16 SEND School provision - Expansion of existing schools	Not quantified		Grant funding	2011-2029	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	2021-23	Bath College	Necessary
District	Aspire Academy – Conversion of Bath Studio School to New Special School Provision at Aspire	£2,198,947	£2,198,947	Grant Funding	2021-2022	Wellsway Trust	Necessary
District	St. Mark's School – SEND Resource Base Phase 1	£46,000	£46,822	Grant Funding	2020	MSN Schools Partnership	Necessary
District	St. Mark's School – SEND Resource Base Phase 2 expansion	£45,000	£45,000	Grant Funding	2021	MSN Schools Partnership	Necessary
District	Former Culverhay School Site, Rush Hill – SEND AP Primary and Secondary provision	725,000 - £1,000,000		Grant Funding	2021-2022	Learn@MAT	Necessary
District	Oldfield Secondary – SEND Resource Base	£360,000	£392,000	Grant Funding	2020-2021	Oldfield School	Necessary
Bath	Newbridge Primary School - Upgrade	Not quantified		Grant Funding	2021-2022	B&NES	Necessary
Bath	Twerton Infant School - Upgrade	Not quantified		Grant Funding	2021-2022	B&NES	Necessary

Bath	Bath Riverside - 1 no. New Primary School and Early Years provision	£4,200,000		S106	2022-2026	B&NES	Necessary
Bath	Odd Down Urban Extension St Martin's Garden Primary School – Expansion	£2,500,000- £3,500,000		S106	2023-2025	B&NES	Necessary
Bath	Additional Secondary Education capacity St Mark's School – Expansion	Not quantified		CIL/Public	2021-2025	B&NES	Necessary
Bath	Additional Secondary Education capacity Oldfield School– CIL contribution Expansion	£532,000	£282,000	CIL/Public	2021-2025	B&NES	Necessary
Bath	Hayesfield Girls' Secondary School – Expansion	£338,000	£388,000	CIL	2021	Hayesfield Trust	Necessary
Bath	Ralph Allen Secondary School – Expansion	£2,250,000	£2,250,000	CIL/S106/Public	2020	Palladian Trust	Necessary
Keynsham	Two Rivers C of E 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
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	Norton Hill Primary School, Midsomer Norton - 1 no. New Primary 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 /Public	2020-2021	B&NES	Necessary
Somer Valley	Norton Hill Secondary School, Midsomer Norton – Expansion	£320,000	£320,000	CIL	2021-2022	Midsomer Norton Schools	Necessary

						Partnership trust	
Rural Areas	Cameley C of E Primary School, Temple Cloud – 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	2021	MNSPT	Necessary

GREEN INFRASTRUCTURE – STRATEGIC GREEN INFRASTRUCTURE, ALLOTMENTS, PARKS,

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Allotments	Not quantified		CIL/S106/ Developer	2011-2029	B&NES	Necessary
District	Strategic Green Infrastructure	Not quantified		CIL/S106/Public / Developer	2011-2029	B&NES	Necessary
District	Green Space (Formal & Natural)	Not quantified		CIL/S106/ Developer	2011-2029	B&NES	Necessary
District	B&NES Green Space Maintenance	£300,000 over 3yrs			2011-2029		Desirable
District	Urban Greening	£210,000 over three years	£60,000 S106 received	CIL/S106	2021-2029	B&NES/ Multiple Agencies	Necessary
District	Event Space infrastructure	£90,000			2021-2029	B&NES	Desirable
District	River Avon and Kennet & Avon Canal Mooring facilities, Angling, Safety Measures (WaterSpace Projects)	Refer to WaterSpace Study			2021-2029	B&NES/ Multiple Agencies	Desirable
Bath	Mulberry Park New Allotment provision	£130,000	£130,000 S106 received	S106	2021-2026	B&NES	Necessary
Bath	Combe Down Allotments Extension	£20,000	£20,000	CIL	2021-2026	B&NES	Necessary
Bath	Deadmill Lane: New Community Growing Site	Not quantified			2021-2026	B&NES	Necessary
Bath	Bath River Line – Phase I	£2,000,000	£500,000 S106	Grant funding/ S106/ CIL	2021-2026	B&NES/ Multiple agencies	Necessary

Bath	Bath River Line – Phases 2 & 3	Not quantified		Grant funding/ S106	2021-2029	B&NES/ Multiple agencies	Necessary
Bath	Mulberry Park (Former MoD Foxhill) Green Infrastructure (Bathscape Project)	Minimum £340,000		S106 / HLF	2021-2026	B&NES	Necessary
Bath	Mulberry Park greenspace	Not quantified		S106	2021-2026	Developer	Necessary
Bath	Odd Down Strategic Site Combe Hay Lane Open space (allotments /play area)	Not quantified		S106	2021-2029	Developer	Necessary
Bath	Brassmill Lane to Station Road shared path	£20,000		S106	2021-2029	B&NES	Necessary
Bath	Royal Victoria Park Improvements	£200,000		S106	2021-2026	B&NES	Necessary
Bath	Sydney Gardens Enhancements	£3,487,300	£3,237,300	S106/HLF/ Sport England	2021-2026	B&NES	Necessary
Bath	Moorfields Park Enhancements and maintenance	£80,000		S106	2021-2026	B&NES	Necessary
Bath	Fairfield Valley Local Green Space -Outstanding Infrastructure improvements	£20,000			2021-2029	B&NES	Desirable
Bath	The Tumps Open Space, Bath -Access improvements	£50,000	£50,000	S106	2021-2026	B&NES	Desirable
Bath	Carrs Wood Open Space, Bath -Access improvements (Bathscape project)	£50,000	£7,000	S106/HLF	2021-2029	B&NES	Desirable
Bath	Pennyquick – improvements and repairs, gateway to Carrs Wood (Bathscape project)	£50,000		HLF	2021-2029	B&NES	Desirable
Bath	Queens Square Improvements	£100,000			2021-2029	B&NES	Desirable
Bath	Alexandra Park improvements	£100,000			2021-2029	B&NES	Desirable
Bath	Parade Gardens improvements	£100,000			2021-2029	B&NES	Desirable
Bath	Free Fields improvements	£35,000	£25k Local CIL	Local CIL / S106	2021-2026	B&NES	Desirable
Bath	Riverside path access north of Pulteney Bridge (WaterSpace Project)	£500,000			2021-2029	B&NES/ Multiple agencies	Desirable

Bath	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified		Environment Agency /Developer	2021-2029	B&NES/ Multiple agencie s	Desirable	
Bath	Approach Golf Course (High Common West)	£100,000			2021-2029	B&NES	Desirable	
Bath	Green Infrastructure and Biodiversity Gain relating to new LPPU site allocations	Not quantified		S106	2021-2029	B&NES/d velope r	Necessary	
Keynsham	Keynsham New Allotment provision	£52,000	£10,000	S106	2021-2026	B&NES	Necessary	
Keynsham	Manor Road Local Nature Reserve -Enhancements and biodiversity protection	£180,000		S106	2021-2026	B&NES	Necessary	
Keynsham	Keynsham Memorial Park Strategic Improvements to create destination park provision.	300,000		S106/CIL	2021-2026	B&NES	Necessary	
Keynsham	Abbots Wood, Keynsham -Enhancements and maintenance including linking paths	£300,000	£180,000	S106	S106/CIL	2021-2026	B&NES	Necessary
Keynsham	Queens Road Open Space, Keynsham - upgrade	£50,000			2021-2029	B&NES	Desirable	
Keynsham	Green Infrastructure and Biodiversity Gain relating to LPPU site allocations	Not quantified		S106	2021-2029	B&NES/d velope r	Necessary	
Somer Valley	New Allotment provision in Somer Valley	£200,000	£30,000	S106	2021-2026	B&NES/ Town/ Parish Council	Necessary	
Somer Valley	Somer Valley Greenways – Enhance Greenway recreation routes connecting communities to the Town park.	£40,000			2021-2029	B&NES	Desirable	
Somer Valley	Midsomer Norton Town Park Phase 2	Not	£250,000	S106/CIL	2021-2026	B&NES	Necessary	

		quantified				
Somer Valley	Haydon Batch Biodiversity Enhancements	Not quantified	Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
Somer Valley	Waterside Valley Biodiversity Enhancements	Not quantified	Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
Somer Valley	Wellow Brook Walk Biodiversity Enhancements	Not quantified	Potential Biodiversity Net Gain	2021-2029	B&NES/ Parish Council	Necessary
Somer Valley	Green Infrastructure and Biodiversity Gain relating to LPPU site allocations	Not quantified	£106	2021-2029	B&NES/d evelope r	Necessary
Rural Areas	Batheaston/Bathamton Riverside Environmental Projects (WaterSpace project)	£100,000		2021-2029 Part implem ed	B&NES	Desirable
Rural Areas	The Shallows, Saltford –Improvements (WaterSpace project)	£250,000		2021-2029	B&NES	Desirable
Rural Areas	Temple Cloud Open Space Recreation Enhancements	£20,000		2021-2029	B&NES	Desirable
Rural Areas	Chew Valley Green Infrastructure Enhancements	Not quantified		2021-2029	B&NES	Desirable

COMMUNITY FACILITIES – HEALTH FACILITIES / OUTDOOR SPORTS AND RECREATION/LEISURE AND BUILT SPORTS FACILITIES / PLAY AREAS/YOUTH /COMMUNITY CENTRES/ CEMETERIES

Area	Project	Estimated Cost	Committed Funding and Source	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Playing Fields	Not quantified		CIL/S106/Grant funding/Developer	2011-2029	B&NES	Necessary
District	Playable Landscapes	£120,000		S106/Developer	2011-2029	B&NES	Necessary
District	Community Facilities	Not quantified			2011-2029	Various	Desirable
District	Libraries	Not quantified			2011-2029	Various	Desirable
District	Youth Services provision	Not quantified		CIL/Public/Other	2011-2029	B&NES	Necessary
District	Parks & Green Space Youth Community Engagement			S106	2011-2029		
District	New Cancer Centre, RUH	£28,000,000		NHS/Charity	2020-2023	NHS	Desirable
Bath	Expansion Oldfield Surgery, Upper Oldfield Park, Bath	£4,400,000		NHS (ETTF) /Public Sector funding/TBC	2021-2029	NHS	Necessary
Bath	Expansion of Combe Down Surgery, The Avenue, Combe Down, Bath	£750,000		TBC /Public Sector funding	2021-2029	NHS	Necessary
Bath	Bath Recreation ground redevelopment	Not quantified		Private	2021-2029	Developer	Desirable
Bath	Lansdown Playing Fields 3G rubber crumb pitch site, hockey	£8,000,000		Grant funding	2021-2029	B&NES	Desirable

	AGP, clubhouse /social and changing facilities						
Bath	Alice Park Tennis Courts Enhancement	£225,000		Grant funding	2021-2026	B&NES	Desirable
Bath	Sydney Gardens Tennis Courts Enhancement	£190,000		Grant funding	2021-2026	B&NES	Desirable
Bath	Royal Victoria Park Tennis Courts Enhancement	£900,000		Grant funding	2021-2026	B&NES	Desirable
Bath	Odd Down – 3 New Tennis Courts	£170,000		Grant funding	2021-2026	B&NES	Desirable
Bath	Sandpits Play Area	£60,000		S106	2021-2026	B&NES	Necessary
Bath	Improve the Pavilion	Not quantified			2021-2029	B&NES	Desirable
Bath	Southside Youth Hub Improvements	Not quantified			2021-2029	B&NES	Desirable
Bath	Bath city centre youth provision	Not quantified			2021-2029	B&NES	Desirable
Bath	Haycombe Cemetery extension – Design & Construction	£150,000		Public	2021-2026	B&NES	Desirable
Keynsham	Keynsham Memorial Park Tennis Courts Enhancement	£80,000		Grant funding	2021-2026	B&NES	Desirable
Keynsham	Teviot Rd Play Area Enhancements	£130,000		S106	2021-2026	B&NES	Necessary
Somer Valley	New Health Centre and Children's Centre Community and Social Care, Waterloo Road, Radstock	TBC	£300,000 CIL	NHS (ETTF) CIL/Public Sector	2021-2026	NHS/B&NES	Necessary.
Somer Valley	Westhill Rec – Pavilion and Fitness Circuit	Not quantified		CIL	2021-2026	B&NES	Desirable
Somer Valley	Radstock Youth Service Development of suitable building for Youth and Community work in Radstock	Not quantified			2021-2029	B&NES	Desirable
Somer Valley	Midsomer Norton Youth hubs	Not		S106	2021-2029	MSN	Desirable

		quantified				Community Trust	
Rural Areas	Freshford Memorial Hall Development	Not quantified			2021-2029	Parish Council	Desirable
Rural Areas	Batheaston New village Hall	Not quantified	Grant funding / Voluntary Contributions	Not quantified	2020-2021	Batheaston Charity	Desirable
Rural Areas	Chew Valley Leisure Centre Enhancement	£120,000		Grant funding	2021-2029	B&NES	Desirable
Rural Areas	Tyning Park / Woodborough Road Play Area	£40,000			2021-2029	B&NES	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	2011-2029	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	2021-2029	Network Rail/WEC A	Necessary
District	West of England Station Enhancement Project Business Case			WECA Grant funding	2021-2029		Necessary
District	MetroBus Expansion – Bristol – Keynsham	Not quantified		WECA /Grant funding	2021-2029	B&NES/ Bristol CC	Necessary
District	MetroBus Expansion – Keynsham – Bath	Not quantified		WECA/Grant funding	2021-2029	B&NES	Desirable
District	Brislington Park and Ride relocation	Not quantified		WECA/Grant funding	2021-2029	B&NES/ Bristol CC	Necessary
District	Bus Stops, Real Time Information and Raised Kerbs	Not quantified		WECA funding	2011-2029	B&NES	Necessary
District	Electric Cycle Hire Scheme	£180,000		GULW (Go Ultra Low West) funding	2021-2029	B&NES	Desirable
District	Smarter Choices and Air Quality Interventions	Not quantified		Grant funding	2021-2029	B&NES	Necessary
District	Hicks Gate roundabout improvements	Not quantified		Grant funding	2021-2029	B&NES	Necessary
District	East of Bath Link (Feasibility)	Not quantified		DfT /Grant funding	2021-2029+	Highways England/ B&NES.	Desirable
Bath	Expansion of Odd Down and Lansdown	£6,500,000		Grant funding	2021-2026	B&NES	Necessary

Park & Ride sites Phase 2						
Bath	Moorland Road to Bear Flat (via Lower / Upper Oldfield Park) (LCWIP Walking 1)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Argyle Street to Kennet & Avon Canal (via Great Pulteney Street) (LCWIP Walking 2)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	A431 / A4, between Oldfield School and Marlborough Avenue (LCWIP Walking 3)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Brougham Hayes to A36 / A367 interchange(LCWIP Walking 4)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Weston Primary School to Bath Abbey (two variants identified, one via Weston Park / Victoria Park and one via Weston Park / The Circus)(LCWIP Cycling 1)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Locksbrook Road to Grosvenor Place (two variants identified, both utilising Bristol-Bath railway path and A4). (LCWIP Cycling 2)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Oldfield School to Bath Spa railway station (via A431 and off-road route). (LCWIP Cycling 3)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Locksbrook Road to Bath Abbey (via Bristol-Bath railway path) .(LCWIP Cycling 4)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Twerton Infant School, Poolemead Road)to Bath Abbey(LCWIP Cycling 5)	Not quantified	Grant funding	2021-2036	B&NES	Necessary
Bath	Bath Riverside – Enhanced pedestrian facilities, new paths and cycleways in vicinity of site	Not quantified	\$106	2021-2029	B&NES	Necessary
Bath	Bath Quays North and South Bridge	£2,500,000	Grant funding	2020-2021	B&NES	Necessary
Bath	New cycle pedestrian bridge across Windsor Bridge Road to link with active travel route	Not quantified	\$106	2021-2029	B&NES	Necessary

Bath	Walcot Riverside Walk	£180,000		2021-2029	B&NES	Desirable
Bath	Bath Recreation Ground River Bridge	£1,500,000		2021-2029	B&NES	Desirable
Bath	Bath Press Pedestrian Access Works	Not quantified	S106	2021-2026	Developer	Necessary
Bath	Avon Street Multi-Storey Car Park replacement Bath Riverside Enterprise Area masterplan project	£8,750,000	Developer/Grant funding	2021-2029	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		2021-2029	Env. Agency	Desirable
Bath	Bath Clean Air Zone and /or other interventions	Not quantified	Government – Joint Air Quality Unit –Grant funding	2021-2029	B&NES	Necessary
Bath	Widcombe Canal path upgrade	Not quantified	CIL/Grant	2021-2026	B&NES	Capital Program
Bath	University of Bath Cycle Links	Not quantified	S106/Grant	2021-2029	B&NES	Necessary
Bath	Cycle and pedestrian links ,and highway safety provision/ improvements relating to the Local Plan Partial Update allocations (refer Part 4 of IDP)	Not quantified	S106	2021-2029	B&NES/Developer	Necessary
Keynsham	Somerdale Development –Develop new connections between Hanham Mills and Somerdale including:	Not quantified	S106	2021-2026	B&NES	Necessary
Keynsham	Pedestrian/ Cycle Bridge over River Avon at Keynsham	£1,100,000	S106	2021-2026	B&NES	Necessary
Keynsham	Improved Bus Services in Keynsham	Not quantified	S106/WECA funding	2021-2029	WECA/B&NES/Bus operators	Necessary
Keynsham	MetroBus – Bristol – Keynsham	Not quantified	WECA funding	2021-2029	WECA/B&NES	Necessary

Keynsham	Improved Cycle Links (Keynsham Greenways)	Not quantified	Developer/Grant funding	2021-2029	B&NES	Necessary
Keynsham	Pedestrian improvements between Broadlands Academy and St Keyna Primary School (LCWIP)	Not quantified	Grant Funding/CIL	2020-2036	B&NES	Necessary
Keynsham	Pedestrian improvements between Bath Road/Broadmead Roundabout/ to Grange Road /A4 (LCWIP)	Not quantified	Grant Funding/CIL	2020-2036	B&NES	Necessary
Keynsham	Cycle Improvements High Street to Broadmead Road LCWIP1	Not quantified	Grant Funding/CIL	2020-2036	B&NES	Necessary
Keynsham	Cycle Improvements High Street to Coronation Avenue LCWIP 2	Not quantified	Grant Funding/CIL	2020-2036	B&NES	Necessary
Keynsham	Cycle Improvements High Street to Bath Road/ Grange Road junction, Saltford LCWIP 3	Not quantified	Grant Funding/CIL	2020-2036	B&NES	Necessary
Keynsham	Improvements to Keynsham Railway Station	Not quantified	S106/Grant funding/ Network Rail	2021-2026	B&NES/ Network Rail	Necessary
Keynsham	Keynsham Air Quality Action Plan	Not quantified	Government – Joint Air Quality Unit –Grant funding	2021-2029	B&NES	Necessary
Keynsham	Pedestrian and Cycle links, and highway safety provision and improvements relating the Local Plan Partial Update Allocations	Not quantified	S106	2021-2029	B&NES/developer	Necessary
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 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	2020-2026	B&NES	Necessary
Somer Valley	Improve junctions at North Road/Station Road/Radstock Road High Street Roundabout (Stoney Cross)	Not quantified		2021-2029	B&NES	Desirable
Somer Valley	Provide right turn lanes on the A367 south of Radstock	Not quantified		2021 – 2029	B&NES	Desirable
Somer Valley	Implement improvements resulting from road safety route reviews of the A362 and A367	Not quantified		2021 – 2029	B&NES	Desirable
Somer Valley	Cycle and pedestrian links, and highway safety provision/ improvements relating to the Local Plan Partial Update allocations	Not quantified	\$106	2021-2029	B&NES/D eveloper	Necessary
Rural Areas	Chew Stoke to Chew Magna cycle link	Not quantified		2021 – 2029	B&NES	Desirable
Rural Areas	Chew Stoke to Bishop Sutton cycle link	Not quantified		2021 – 2029	B&NES	Desirable
Rural Areas	Chew Valley Lake Recreational Trail	£1.5m	CIL / WECA /Grant	2021 – 2029	B&NES	Capital Program
Rural Areas	Pensford – creation of alternative walking route to east of the A37	Not quantified		2021-2029	B&NES	Desirable
Rural Areas	Freshford Station Step free access to up platform	Not quantified	Grant funding	2021-2029	Network Rail	Desirable
Rural Areas	Saltford Air Quality Action Plan & Air Quality Management Area(s) along A37	Not quantified	Government – Joint Air Quality Unit –Grant funding	2021 – 2029	B&NES	Necessary
Rural Areas	Whitchurch Transport Improvements	Not quantified	CIL	2021-2026	B&NES	Necessary

PUBLIC REALM

Area	Project	Estimated Cost	Committed Funding and Source	Potential Funding Sources	Phasing	Delivery Agency	Priority
Bath	Bath Riverside – Enhanced pedestrian facilities, new paths and cycleways	Not quantified		S106	2021-2029	Developer	Necessary
Bath	Union Street	£1,300,000			2021-2029	B&NES	Desirable
Bath	Westgate East / Cheap Street	£1,600,000			2021-2029	B&NES	Desirable
Bath	Manvers Street	£3,000,000		Developer	2021-2029	B&NES	Necessary
Bath	Broad Street/St Michael's	£3,800,000			2021-2029	B&NES	Desirable
Bath	Pulteney Weir	£3,900,000		Developer	2021-2029	B&NES	Necessary
Bath	Railway Place	£680,000		Developer	2021-2029	B&NES	Necessary
Bath	North Parade Junction	£650,000			2021-2029	B&NES	Desirable
Bath	Stall Street	£580,000		Grant funding	2021-2029	B&NES	Desirable
Bath	Kingsmead Square	£2,400,000		Grant /Private funding	2021-2029	B&NES	Desirable
Bath	Orange Grove	£4,000,000			2021-2029	B&NES	Desirable
Bath	Terrace Walk	£1,700,000			2021-2029	B&NES	Desirable
Bath	York Street/Swallow Street	Not quantified		CIL/Grant funding	2021-2026	B&NES	Capital Program
Bath	Cattlemarket Site	£1,000,000		Developer	2021-2029	B&NES	Necessary
Bath	Bath Quays North and Bath College	£5,000,000		Developer	2021-2029	B&NES	Necessary
Bath	Bath Quays South and Riverside Court	£1,500,000		Developer	2021-2029	B&NES	Necessary
Bath	South Bank	£1,000,000		Developer	2021-2029	B&NES	Necessary
Bath	Sydenham Park	£1,000,000		Developer	2021-2029	B&NES	Necessary
Bath	Green Park Junction	£1,000,000			2021-2029	B&NES	Desirable
Keynsham	Keynsham Town Centre Public Realm Improvements	Not quantified		Grant funding/S106	2021-2026	B&NES	Capital Program
Somer	Midsomer Norton High Street	£2,000,000		CIL/Public	2021-2026	B&NES	Capital

Valley	Public Realm Improvements					Program.
Somer Valley	Midsomer Norton Public Realm Improvements: South Road Car Park / South Road / High Street Core	Not quantified	Developer/ Public	2021-2029	B&NES	Necessary

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	£29,000,000		CIL, Council capital investment (borrowing and site sale receipts), HIF funding or other grant funding	2021-2029	B&NES	Necessary
District	Retrofitting Existing Dwellings – ongoing programme	Not quantified			2021-2029	Private	Desirable
District	Renewable Energy Infrastructure	Not quantified			2021-2029	B&NES	Desirable
District	Hydropower implementation (WaterSpace project)	£1,000,000			2021-2029	B&NES	Desirable
District	Infrastructure for local energy crop processing and distribution	Not quantified			2021-2029	B&NES	Desirable
District	Smart Meter Rollout	Not quantified			2021-2029	B&NES	Desirable
District	Electricity network reinforcement and supply programme	Not quantified		Utilities/Developer	2021-2029	WPD	Critical
District	Gas reinforcement and supply programme	Not quantified		Utilities/Developer	2021-2029	WWU	Critical
District	Water Supply – ongoing programme	Not quantified		Utilities/Developer	2021-2029	Wessex/ Bristol Water	Critical
District	Sewerage Services –	Not quantified		Utilities/Developer	2021-2029	Wessex	Critical

District	ongoing programme Flood Risk and Drainage – ongoing programme	Not quantified		per Developer	2021-2029	Water Env Agency Developer	Critical
District	Local Full Fibre Network	£2,500,000		National grant funding	2021-2029	B&NES/WEC A	Necessary
District	Connecting Devon Somerset Phase 2	£200,000		WECA Grant Funding	2021-2029	Gigaclear	Necessary
District	Ultrafast Broadband enabled Parish and Town Council	£50,000			2021-2029	B&NES/ Private Sector	Desirable
District	City and Market Town Wi Fi	£430,000		Grant funding	2021-2029	B&NES	Capital Program
Bath	Pulteney Weir – Decommissioning of Radial Gate	£1,000,000		EA /Grant funding/ Private funding	2021-2029	Env Agency	Desirable
Bath	Twerton Gate replacement (Flood Defence Project)	£5,000,000	Fully Funded	EA. Grant funding	2021-2026	Env Agency	Necessary
Bath	Windsor Rd Gas Yard relocation of pressure control equipment and large diameter mains to enable Bath Riverside development	Not quantified		RIF	2021-2026	WWU	Necessary
Bath	Bath Centre District Heating Network	£5,010,224			2021-2029	B&NES	Desirable
Bath	Bath Enterprise Area District Heating Network	£5,448,996		Developer funding	2021-2029	B&NES	Necessary
Bath	New Electricity Sub Station, Central Area	Not quantified			2021-2029	WPD	Necessary
Bath	Reprovision of household	£6,000,000		CIL, Council	2021-2029	B&NES	Necessary

	reuse and recycling facilities for Bath residents		capital investment (borrowing and site sale receipts), HIF funding or other grant funding			
Bath /Rural Areas	Saltford (Bath) Treatment Works improvement and extension	Not quantified	Utility funding	2021 -2026	Wessex Water	Critical
Keynsham	Gas Reinforcement and supply.	Not quantified		2021-2029	WWU	Critical
Keynsham	Keynsham Treatment Works improvements and extension	Not quantified	Utility funding	2021-2029	Wessex Water	Critical
Keynsham	Keynsham District Heating Network	£970,181		2021-2029	B&NES	Desirable
Keynsham	Residual Waste / Recycling Facilities at Broadmead Lane, Keynsham	Not quantified	Private Waste Industry	2021-2029	Private	Necessary
Somer Valley	Radstock Sewage treatment works improvement and extension	Not quantified	Utility	2021-2029	Wessex Water	Critical
Rural Areas	Ubley Treatment Works Improvements	Not quantified	Utility	2021-2029	Wessex Water	Critical

PART SEVEN: COMPLETED INFRASTRUCTURE PROJECTS

Area	Type	Project	Year Completed
District	Tertiary Education	Bath College Construction Skills Centre	
District	Tertiary Education	Bath College Catering & Hospitality Education & Training Hub	2019
District	Special School – SEND	Aspire Academy expansion to 53 spaces for pupils with Social Emotional and Mental Health Difficulties	2019
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
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	Norton Hill Primary New School in Midsomer Norton	2020
Somer Valley	Primary School	Peasedown St John Primary Expansion to a 630 place school	2021
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	Farmborough 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
Rural Areas	Primary School	Cameley C of E Primary Expansion to a 210 place school	2021
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
Bath	Green Infrastructure	Flood defence and mooring upgrades adjacent to Green Park completed. 14/04195/EREG03	
Bath	Green Infrastructure	Green Park upgrade works	
Bath	Green Infrastructure	River Safety works	
Bath	Green Infrastructure	Kennet and Avon Canal Towpath Resurfacing phase 1	
Bath	Green Infrastructure	Kensington Meadows access improvements	
Somer Valley	Green Infrastructure	Midsomer Norton town Park Phase 1	
Somer Valley	Green Infrastructure	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
Bath	Sports and Leisure	Roseworn Park, Whiteway Multi Use Games Area	2021
Bath	Sports and Leisure	Kensington Meadows Play Area	2021
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 (S106)	2018

Keynsham	Sports and Leisure	Kelston Field Play Area improvements	2021
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
Rural Areas	Sports and Leisure	Whitchurch Play Park refurbishment	2021
District	Community Facilities	Police Centre Keynsham	2014
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/B31 16 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	2018
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