

Bath & North East Somerset Council
DRAFT INFRASTRUCTURE DELIVERY PLAN
February 2024

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1. Introduction

1.1. This Infrastructure Delivery Plan (IDP) comprises an assessment of infrastructure needed to support the current Local Plan 2011-2029 (including Core Strategy, Placemaking Plan and Local Plan Partial Update) growth, and will also act as a baseline to inform the infrastructure requirements and a new IDP for the emerging Local Plan 2022-42.

1.2. A Viability Study will also be undertaken alongside the preparation of the draft Local Plan to ensure that the development requirements set out in the Local Plan, and planning obligations, in particular affordable housing, and community infrastructure levy (CIL), will not put at risk the viability of new development. The site allocations will be viability tested to ensure that the detailed infrastructure requirements set out in the policy would be viable for development.

1.3. The IDP is an iterative process and reflects the preparation of the Local Plan by the Council. It is essentially a working document as the details of the infrastructure requirements and projects, and funding, develop.

1.4. The report comprises five main sections –

- Planning policy context
- Scope and methodology
- Baseline position for each of the infrastructure types including planned infrastructure for the existing Local Plan growth
- Schedule of infrastructure projects by category
- Completed projects for reference

2. Planning Policy Context

2.1. The National Planning Policy Framework (NPPF) (2023) and associated Planning Practice Guidance (PPG) highlights the importance of the proper planning and delivery of infrastructure as part of the plan making process. The requirements of the NPPF, and the advice set out in the PPG have informed the scope of this Infrastructure Capacity Study.

2.2. The NPPF states at paragraph 11

“a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change...”

2.3 The PPG states inter alia:

“At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service

delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed”*

Current Development Plan

2.4 The current B&NES Local Plan runs from 2011-2029 and comprises the following development plan documents:-

- Core Strategy (adopted July 2014) establishes a strategic planning framework to guide change and development in the District.
- 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 the district.
- Local Plan Partial Update (adopted January 2023) reflects the council’s priorities for changes to planning policies to respond to the council’s climate and ecological emergency declarations and a select number of other issues which do not change the overall strategy, including replenishing housing supply.
- Joint Waste Core Strategy (adopted March 2011) is a development plan document prepared by the four West of England unitary authorities (Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire). It sets out a spatial strategy for dealing with waste including the allocation of sites.

2.6 There are also a number of approved neighbourhood plans which form part of the statutory development plan. In addition, there are a number of neighbourhood plans in preparation. Refer to Neighbourhood Development Plans web page for details: [LINK](#)

3. Scope and Methodology

3.1 This IDP is accompanied by a schedule of infrastructure projects (Part 5) required for the current Local Plan growth. The schedule sets out the projects, estimated costs, phasing and delivery arrangements and shows 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.

However, in most cases, for example until a feasibility assessment and business case has been prepared, there is no cost information available. Costs identified in the IDP will be refined as further technical work progresses.

3.2 The categories of infrastructure and the primary organisation responsible for delivery of infrastructure are shown below.

Category	Infrastructure Type	Infrastructure Provider responsible for delivery
Green Infrastructure	Strategic Green Infrastructure including Waterspace; River Avon and Kennet & Avon Canal	B&NES Council and partners
	Green Space (Formal and Natural);	B&NES Council, Parish Councils
	Allotments	B&NES Council, Parish Councils
Sport and Recreation	Outdoor Sports and Recreation;	B&NES Council
	Leisure and Indoor Sports Facilities;	B&NES Council
	Children's Play	B&NES Council, Parish Councils
	Youth	Youth Connect South West
Education	Early Years Provision	B&NES Private, voluntary and independent providers including childminders and some Primary Schools.
	Primary Schools	B&NES Council, Academy Trusts
	Secondary and Sixth Form Schools	B&NES Council, Academy Trusts
	Special Educational Needs & Disabilities (SEND)	B&NES Education Inclusion Service, Academy Trusts
	Further Education	Bath College and other providers
Community Facilities	Primary Healthcare	Integrated Care Board, GP Surgeries, Pharmacies, Dental Clinics
	Secondary Healthcare	RUH
	Mental Health, Community Health & Social Care	Avon and Wiltshire Mental Health Care Partnership NHS Trust HCRG Care Group commissioned by B&NES; B&NES Council
	Emergency Services	South West Ambulance Service Avon and Somerset Constabulary Avon Fire and Rescue Service
	Libraries, Information and Advice Services	B&NES Council
	Community Centres	B&NES/ Parish Councils/ Charities etc
	Cemeteries	B&NES Council
Transport	Walking & Cycling	B&NES Council

	Bus and Mass Transit	West of England Combined Authority (WECA)/B&NES/ Private Bus operators
	Rail	Network Rail /WECA
	Smarter Choices and Air Quality	B&NES Council
	Strategic Highways	Highways England /WECA/B&NES
Public Realm	Public Realm	B&NES Council
Utilities/ Environment	Waste and Recycling	B&NES Council
	Energy Generation and Distribution	National Grid National Grid Electricity Distribution National Gas Wales & West Utilities (WWU) south Bath and West Community Energy
	Water Supply	Wessex Water and Bristol Water
	Sewerage / Waste Water	Wessex Water
	Flood Defences and Drainage	Environment Agency /B&NES/Wessex Water
	Digital Communications	B&NES Council. Private providers e.g. BT, Vodafone

3.3 To allow a consistent understanding of the baseline position for each infrastructure type, we sought to cover the following criteria in each case:

- The evidence base informing future infrastructure plans
- The existing pattern of provision for each infrastructure type across the district; including what is being delivered
- An assessment of requirements based on any particular constraints, deficits or issues
- Any relevant planned projects in relation to that infrastructure type (including schemes of relevance located beyond the district boundary)
- Where known, the likely costs of providing new infrastructure, and any constraints such as the availability of sites and timescales that put at risk the provision of this infrastructure.

Prioritisation of projects

3.4 The project priority is classified into 3 sections - Critical, Necessary and Desirable which reflects their likely impact upon new development and communities as follows.

- 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.

Funding Sources

- 3.5 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 recommendations are made on spend by ward councillors, and the Council’s Cabinet has the final decision.
- 3.6 It is important to note that there are limitations with forecasting infrastructure requirements, as many projects require third party involvement, for example private landowners, and grant funding. This may impact the timing of the project.
- 3.7 The next section covers the infrastructure requirements by category.

4: INFRASTRUCTURE REQUIREMENT BY CATEGORY

CHILDREN'S SERVICES	EARLY YEARS FACILITIES
Key Evidence Base	Bath and North East Somerset Council Childcare Sufficiency Assessments¹
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 being delivered	
Assessment of Infrastructure Needs	<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> <p>The latest Childcare Sufficiency Assessment (Spring 2023) 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>

¹ <http://www.bathnes.gov.uk/services/children-young-people-and-families/childcare-early-years-play/childcare-sufficiency-assessm>

	<p>An early years facility was identified as part of the planning permission 07/02424/EOUT. Planning permission 22/01348/FUL was granted Construction of a 48 place early years nursery facility and outdoor play area (Class E); public open space village green; residential development of 8no. dwellings (Class C3)” subject to a legal agreement for implementation and opening within 2 years of 11 April 2023. It is anticipated that the housing development at Paulton itself will increase the demand for places, and that may only accommodate the children generated from that development and the existing gap in places will remain.</p> <p>An new early years facility is a requirement of the Local Plan Partial Update Bath Riverside site allocation.</p> <p>In the March 2023 Budget the Chancellor announced a whole new range of childcare support offers for working families which will include up to 30 hours a week (38 weeks per year) of support for families with children as young as 9 months by September 2025 and a wraparound childcare offer for working families at every primary school by September 2026.</p> <p>Full details of these offers were published in November and December 2023. As a result, there is a review of future sufficiency reporting and demand created by new housing, particularly houses built for families. A new update sufficiency report will be published in Spring 2024.</p>
<p>Infrastructure Projects Identified to support existing planned growth</p>	<p>Somer Valley Construction of a 48 place early years nursery facility Polestar site, Paulton (ref 22/01348/FUL)</p>
<p>Funding</p>	<p>S106/Private funded</p>
<p>Future Issues/ Risks</p>	<p>Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available. Changes in legislation affect infrastructure requirements for example changes in Government childcare support. This will impact on future sufficiency reporting and demand created by new housing, particularly houses built for families.</p>

CHILDREN'S SERVICES	PRIMARY SCHOOLS
Key Evidence Base	B&NES School Organisation Plan 2023-2029
Existing provision	As at September 2023 there were a total of 63 primary, infant and junior schools within B&NES.
Infrastructure being delivered	<p>Bath 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> <p>Keynsham St Keyna Primary School in Keynsham is being expanded from 210 places to 420 places, for completion September 2025.</p>
Assessment of Infrastructure Needs	<p>B&NES Council has a statutory duty to ensure sufficient schools are available for their area to provide primary 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> <p>The B&NES School Organisation Plan 2023-2029 outlines the current level of primary school provision in B&NES and the projected primary pupil numbers up to Reception admissions in September 2027, based on births and resident population data. It also outlines the impact on pupil numbers as a consequence of 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 expected to be generated and school places likely to be required in each of the Primary School Planning Areas across the authority and proposes solutions as to how and where the need for additional places could be met.</p> <p>The Council needs to ensure that sufficient primary school places are provided to accommodate pupils resident in B&NES and arising from new housing.</p> <p>Bath An expansion of St Martin's Garden Primary School is expected to be required to accommodate some of the pupils generated from the Core Strategy Urban Extension allocation at Odd Down in Bath.</p>

	<p>Keynsham A new primary school would be required to accommodate pupils generated from prospective major housing development at North Keynsham</p> <p>The Two Rivers C of E Primary School requires a sports pitch to be provided, the land for which is within the adjacent Withies Green development site.</p> <p>Rural Areas In the rural areas it is not currently anticipated that any new schools will be required. It is acknowledged that some rural schools do not lend themselves/have scope for any expansion due to their constrained sites.</p>
<p>Infrastructure Projects Identified to support existing planned growth</p>	<p>Bath Expansion - St Martin's Garden Primary School</p> <p>Keynsham Expansion – St Keyna Primary School</p> <p>Sports pitch – Two Rivers C of E Primary School</p>
<p>Funding</p>	<p>CIL/S106/Public Sector funding including Basic Need grant funding</p>
<p>Future Issues/ Risks</p>	<p>Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.</p> <p>The location of a school in relationship with new housing development is an issue in terms of transport to school. If a journey from a child's home to the nearest suitable school is further than the 'statutory walking distance' for your child's age, then the Council has a duty to provide transport assistance. This statutory distance is 2 miles for children aged 5 to 7 years old, and 3 miles for children aged 8 to 16. In addition, where a child of school age (4-16) lives within the statutory walking distance of their nearest qualifying school the Council will provide transport assistance if it considers that the route from home to school is such that an accompanied child could not walk it in reasonable safety.</p>

CHILDREN'S SERVICES	SECONDARY AND SIXTH FORM SCHOOLS
Key Evidence Base	B&NES School Organisation Plan 2023-2029
Existing provision	As at September 2023 there were a total of 12 secondary schools and 2 Studio Schools within B&NES.
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>B&NES Council has a statutory duty to ensure sufficient schools are available for their area to provide 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> <p>The B&NES School Organisation Plan 2023-2029 outlines the current level of secondary school provision in B&NES and the projected secondary pupil numbers up to Year 7 admissions in September 2029, based on births and resident population data. It also outlines the impact on pupil numbers as a consequence of 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 expected to be generated and the school places likely to be required in each of the Secondary School Planning Areas across the authority and proposes solutions as to how and where the need for these additional places could be met.</p> <p>The Council needs to ensure that sufficient secondary and sixth form school places are provided to accommodate pupils resident in B&NES and arising from new housing.</p> <p>Bath Additional capacity/remodelling at St Mark's School.</p> <p>Additional capacity is to be added to Oldfield School, exact number of places yet to be determined.</p> <p>Keynsham Additional capacity may be required at Wellsway School to accommodate pupils generated from potential major housing development at North Keynsham.</p>
Infrastructure Projects	Bath Additional capacity/remodelling – St Mark's School.

Identified to support existing planned growth	Expansion – Oldfield School.
Funding	CIL/ S106/Public Sector funding including Basic Need grant funding
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>The location of a school in relationship with new housing development is an issue in terms of transport to school. If a journey from a child's home to the nearest suitable school is further than the 'statutory walking distance' for your child's age, then the Council has a duty to provide transport assistance. This statutory distance is 3 miles for children aged 8 to 16. In addition, where a child of school age (4-16) lives within the statutory walking distance of their nearest qualifying school the Council will provide transport assistance if it considers that the route from home to school is such that an accompanied child could not walk it in reasonable safety.</p>

CHILDREN'S SERVICES	SPECIAL EDUCATIONAL NEEDS & DISABILITIES (SEND) SCHOOL PLACE PROVISION
Key Evidence Base	Power BI Dashboard produced and maintained by the Business Intelligence Team. Liquid Logic live data for BANES. SEN2 Statutory Return to the DfE.
Existing provision	<p>Three Ways School, Aspire Special School, Bath and Fosse Way School, Westfield, are existing special schools located in B&NES district.</p> <p>There are also SEND Resource Bases and SEN Units located in mainstream schools at Writhlington ST2 under the umbrella of Fosse Way School; St Martin's Garden Primary, Bath; St Nicholas' C of E Primary, Radstock; Midsomer Norton Primary; 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. A SEN Unit is a stand-alone unit attached to a mainstream school (eg Margaret Coates at St Martin's Garden Primary Bath).</p>
Infrastructure being delivered	<p>Somervale School – new build Resource Base to accommodate up to 20 pupils with SEMH (Social Emotional and Mental Health) – due to open September 2025. Council delivering the project.</p> <p>Ralph Allen School – new build Resource Base to accommodate up to 16 pupils with ASD (Autism Spectrum Disorder) – due to open September 2025. Academy Trust delivering the project.</p> <p>Westfield Primary – remodelling existing school accommodation to create a Resource Base to accommodate up to 10 children with S&LT (Speech & Language Therapy) – due to complete Easter 2024. Council delivering the project.</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 Business 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</p>

	<p>Autism, and Speech and Language. It will also continue to support children's access to mainstream education through provision of Resource Bases.</p> <p>B&NES Council also needs to develop local provision for children with SEND to ensure children are not travelling long distances for their education and that the district is not overly reliant on independent school places incurring unsustainable costs.</p> <p>B&NES Council has developed a SEND Education Strategy and Capital Programme to address local sufficiency pressures in school placements. These projects are captured in the SEND Capital Programme.</p>
<p>Infrastructure Projects Identified to support existing planned growth</p>	<p>District Wide</p> <p>Bath College Radstock residential provision. 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/colleges, benefitting Education, Adult and Children's Social Care budgets. Estimated capital costs are £4 million funded through Council borrowing</p> <p>SEND Small School with Residential unit – successful bid to Safety Valve Programme. £4m capital grant allocated to the Council from the DfE. Site location not yet identified. To be delivered by the Council once site is confirmed.</p> <p>SEND Free School – successful bid to DfE. Site location not yet identified. To be delivered by the DfE once site is confirmed.</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. New AP Free School awaiting outcome of Free School bid to the DfE.</p> <p>Mulberry Park Primary - new build Resource Base to accommodate up to 16 pupils with SEMH.</p> <p>Peasedown St John Primary - remodel existing school accommodation to create a Resource Base to accommodate up to 10 children with ASD.</p> <p>St Gregory's Secondary - new build Resource Base to accommodate up to 16 pupils with MLD (Moderate Learning Difficulties)/HI (Hearing Impairment).</p>

<p>Funding</p>	<p>DfE SEND Capital Grant of £979,000 over 3 years from 2018-2021 DfE High Needs Provision Capital Allocation in 2021-22 of £726,955 DfE High Needs Provision Capital Allocation in 2022-23 of £2,646,860 DfE High Needs Provision Capital Allocation in 2023-24 £3,305,733 DfE High Needs Provision Capital Allocation Additional Funding 2023-24 £4m CIL 2019-20 £141,000 CIL 2022-23 £110,000</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 to meet local increased demand.</p>
<p>Future Issues/ Risks</p>	<p>Future SEND education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available. If capital is not identified to support these projects, the LA will have to continue to place children in independent special schools out-of-district 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
Key Evidence Base	<p>Environment Act 2021 – including need for Local Nature Recovery Strategies</p> <p>B&NES Green Infrastructure Strategy (March 2013)² currently being revised taking account of new Natural England (NE) GI Framework (2023) including standards.</p> <p>B&NES Green Space Strategy (Dec 2015) (evidence review performed in 2023 [not published]), currently being revised taking account of new NE GI Framework (2023)</p> <p>WaterSpace Study (Sept 2017)³</p> <p>Bathscape Landscape Character Appraisal (2017)⁴</p> <p>Bathscape Landscape Conservation Action Plan (2018)⁵</p> <p>West of England Nature Recovery Network (2019)⁶</p> <p>WoE Joint Green Infrastructure Strategy (JGIS) (2020)⁷</p> <p>Bath City Riverside Enterprise Area Masterplan Vision Report (2014-2029)</p>
Existing provision	<p>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.</p>
Infrastructure being delivered	<p>Bathscape - through the Bathscape Partnership, led by the Council - delivery of a project programme (2018 - 2026) is underway to reconnect people with natural green space and management of natural habitat including woodland and grassland in the Bathscape area (green setting of Bath). The Partnership is currently working to develop a delivery programme 2026 onwards.</p> <p>Chew Valley Reconnected – led by the council, a partnership programme of projects to better connect and improve wildlife, water and wellbeing, and address impacts of climate change in the Chew Valley. Improvement of the Two Rivers Way route between Keynsham and Chew Valley Lake (CVL), CVL Recreational Trail (southern section) and Keynsham Memorial Park Weir Removal are key projects.</p>

² http://www.bathnes.gov.uk/sites/default/files/e2389-app.1_draft_gi_strategy_0.pdf

³ <http://www.bathnes.gov.uk/services/environment/river-safety/rivers-canals/water-space-study>

⁴ <http://www.bathnes.gov.uk/services/environment/green-infrastructure/bathscape>

⁵ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Environment/Green-Infrastructure/bathscape_summary_june_18.pdf

⁶ <https://www.wenp.org.uk/nature-recovery-network/>

⁷ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2020/07/Joint-Green-Infrastructure-Strategy-%E2%80%93-June-2020..pdf>

	<p>Somer Valley Rediscovered led by the council is a partnership programme of work currently focused on five green spaces to improve access and biodiversity.</p> <p>Limestone Landscape Link is a project to provide ecological and recreational connectivity between and through the three strategic green infrastructure project areas listed above; Bathscape, Chew Valley Reconnected and Somer Valley Rediscovered.</p> <p>Phase 1 of The Bath River Line (Newbridge – Bath Quays) is currently in delivery. A suite of strategic interventions are being delivered to improve the towpath, riverside greenspaces and public realm over 2023/24.</p>
<p>Assessment of Infrastructure Needs</p>	<p>The need for well planned, designed and managed green infrastructure (GI) has never been greater in responding to the climate and ecological emergencies. GI is critical to addressing impacts of climate change including urban heat, flooding and droughts, as well as addressing biodiversity loss.</p> <p>GI is a key component of providing sustainable places and integral to our health and economic prosperity.</p> <p>The need to enhance and increase provision of GI in our urban and natural environments to provide climate resilience for our communities, economy and health is evidenced.</p> <p>Whilst B&NES enjoys a rich, varied and in many places outstanding natural environment that provides a wide range of benefits for our communities, our natural environment has become fragmented and degraded. Pests and diseases such as ash dieback have also had a profound impact on our natural environment.</p> <p>The West of England (WoE) Joint Green Infrastructure Strategy aims to deliver a ‘net gain’ for the environment. Each local authority has responsibility to deliver strategic GI identified in the Strategy. This includes delivering the WoE Local Nature Recovery Strategy, a requirement in the Environment Act 2021, that is currently being developed to create and restore habitat connectivity and recovery of species.</p> <p>The approved B&NES Green Infrastructure Strategy is currently being reviewed to identify actions required to meet the new Natural England GI Framework- standards and principles, as is the approved B&NES Green Space Strategy. A B&NES Tree and Woodland Strategy and B&NES Playing Pitch Strategy are currently being developed, and a B&NES Food Strategy is being scoped.</p>

	<p>B&NES Council are part of the WaterSpace Partnership which includes Wessex Water, the Canal & Rivers Trust and the Environment Agency. The partnership looks at issues such as mooring, flooding and flood defences, water quality and riverine ecology.</p> <p>The WaterSpace Study area covers 16 miles of the River Avon and Kennet & Avon Canal, from Dundas Aqueduct to Bath to Hanham Lock. There are a number of projects including WaterSpace Connected - a strategic GI project following the river corridor from Bath to Bristol, including working with South Gloucestershire Council and Bristol City Council. Refer to projects in delivery and identified.</p>
<p>Infrastructure Projects Identified to support existing planned growth</p>	<p>Refer to Infrastructure Project Schedule (Part 5).</p> <p>District Tree and Woodland planting Green Active Travel Nature Recovery Network / Local Nature Recovery Strategy (LNRS) 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>Scoping enhancements at Entry Hill green space (10 Ha site) for nature recovery and health and wellbeing, and potential for location of B&NES Eco Hub.</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, and significantly improve and enhance natural habitats and biodiversity along the river corridor.</p> <p>Keynsham Manor Road Local Nature Reserve - Enhancements to access and connectivity, to and within the nature reserve and biodiversity enhancements linked to developments in north-east Keynsham.</p> <p>WaterSpace Connected includes a new bridge connecting to South Gloucestershire and improved connections to the Somerdale development and Keynsham train station, this will support growth on both the South Gloucestershire and Keynsham side.</p>

	<p>Keynsham Memorial Park is a strategic green infrastructure corridor for the town (in addition to being a district-wide destination park). The River Chew, within the park is strategically important within the Local Nature Recovery Strategy with a project looking at weir removal and wetland creation to support fish recovery. The park is expected to play a role in the JTLP4 and in helping to deliver regional and Local Cycling and Walking Infrastructure Plans and in supporting public realm improvements in Keynsham High Street.</p> <p>Somer Valley Somer Valley Greenways - Enhance Greenway recreation routes connecting communities to the Town park. Somer Valley Rediscovered - Green Spaces project focuses on five key greenspaces in Radstock, Westfield and Midsomer Norton – Haydon Batch, Waterside Valley, Midsomer Norton Town Park, Wellow Brook Walk and Staddlestones. Masterplans/management plans for each aim to increase biodiversity and improve public access.</p> <p>Rural Areas Chew Valley Reconnected Partnership programme includes Green Infrastructure improvements - natural flood management, improved access from urban to rural areas, biodiversity improvements, delivering nature recovery network.</p> <p>The Chew Valley Lake Recreational Trail (southern section) project aims to complete the route around the whole lake and connects to the Two Rivers Way and other key recreational routes including the Limestone Link footpath.</p>
Funding	<p>Potential funding sources include:</p> <ul style="list-style-type: none"> •Revised management regimes for council owned land •Partnership working with key landowners and managers •Working with the voluntary and community sector •External funding e.g. Heritage Lottery Fund for specific access, biodiversity or heritage/landscape projects. (£1.65 million has been secured from the Heritage Lottery Fund - Bathscape) •Developer contributions (CIL/ S106) and Masterplan principles e.g. green corridor •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.
Future Issues/ Risks	<p>Climate and ecological emergency – the need to address climate change including urban heat, flooding and droughts and risks to</p>

	<p>biodiversity and potential extinction (from loss of habitat, fragmentation, pests and disease).</p> <p>Public health – urban heat, flooding, droughts, air pollution, inadequate access to green space, biodiversity loss, soil erosion / degradation</p> <p>Economic – tourism and investment, recovery following extreme weather, biodiversity loss, soil erosion / degradation (?)</p> <p>Heritage - Threats identified to heritage include fragmentation of land ownership and habitats, loss of skyline trees, loss of priority grasslands, ash die-back and future tree diseases, and climate change.</p>
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GREEN INFRASTRUCTURE	GREEN SPACE (FORMAL & NATURAL)
Key Evidence Base	<p>Green Space Strategy 2015-2029 (Dec 2015)- (evidence review performed in 2023 [not published]) currently being revised ⁸</p> <p>Public consultation reports from capital investment programmes at Kensington Meadows, Brickfields Park, Innox Park, The Foxhill Green Spaces Masterplan (in development)</p> <p>Green Infrastructure Strategy (Mar 2013 – due to be updated in 2024) to support Placemaking Policy NE1</p> <p>WaterSpace Study (Sept 2017)</p>
Existing provision	<p>B&NES Council manages and maintains over 220 hectares of parks, open spaces and allotments as well as approximately 130 hectares of churchyards, sports grounds and highway verges. Included within these areas are parks, recreation grounds and public open spaces, play areas, local nature reserves, allotments, highways trees and woodlands.</p>
Infrastructure being delivered	<p>Bath</p> <ul style="list-style-type: none"> • Hedgemoor Park Restoration (being delivered) • Sydney Gardens restoration programme of projects (recently completed) • Mulberry Park Open Space (part of Mulberry Park development) • The Foxhill Green Spaces Masterplan project • Entry Hill Green Space (in development) • Bathscape programme of projects <p>Keynsham</p> <ul style="list-style-type: none"> • Keynsham Memorial Park Play and Leisure Masterplan • Manor Road Community Woodland, with improving access, signage and pathways (the new boardwalk work has now commenced). <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 (evidence review performed in 2023 [not published]) assesses the quantitative and qualitative deficits or surpluses within different open space typologies. Census 2021 data</p>

⁸ http://www.bathnes.gov.uk/sites/default/files/banes_green_space_strategy_v10_0.pdf

by ward/parish was not available at the time of the evidence review and the most up to date ONS figures (mid 2020) were used.

Key findings can be summarised as follows:

- The overall level of accessible green space provision (allotments, amenity green space, parks, play space and accessible natural green space) across Bath and North East Somerset is 7.37ha/1000. This exceeds the overall local quantity standard (2.98ha/1000) set out in the Green Space Strategy.
- Almost 80% of the accessible green space provision is accessible natural green space. It was found that the area average for accessible natural green space is 5.83 ha/1000 people, however, the distribution of accessible natural green space varies and there are some large gaps in access.
- Open space provision varies across each of the community forum areas.
- All community areas have a deficiency in at least two green space typologies against the quantity standards.

Sufficient Supply

- District wide there is a sufficient supply of children's play space and accessible natural green space.

Insufficient Supply

- District wide there is insufficient supply of allotments. Bathavon is the only community forum area with sufficient supply.
- District wide there is sufficient supply of amenity green space, however, at the community forum level, Bath and Bathavon are the only areas where there is sufficient supply.
- District wide there is insufficient supply of parks and recreation grounds (the figures include Park and Recreation Ground, Outdoor Sport (pitches) and Outdoor Sport (fixed)).
- District wide there is an insufficient supply of play space for youth, except for Bath

The quality standards were not assessed as part of the Green Space Strategy evidence review.

There is generally good access to parks and recreation grounds and children's play space (although, as with all typologies, the picture does vary by parish/ward).

There are some large gaps in access to amenity green space.

The Green Space Strategy requires that new provision will be required where there is a new development and a planned increase

	<p>in population, and/or an existing deficiency in supply or access to facilities exists.</p>
<p>Infrastructure projects identified to support existing planned growth</p>	<p>Refer to Infrastructure Project Schedule (Part 5). Necessary projects include the following:</p> <p>Bath</p> <p>Strategic investments in Royal Victoria Park, Bath, to continue to provide a destination park and to meet the needs of increased population in the Enterprise Zone developments. Completing the restoration of ponds, path re-surfacing, repairs to walls, railings and other structures, access improvements, 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>Alice Park in the east of Bath is a destination park for residents from across Bath and the district. As a trust owned open space, operating at arms-length from Bath & North East Somerset Council, the park has seen insufficient investment over the past ten years and trustees have worked with residents to identify a programme of investments focussed on bringing the play area up to a standard which reflects the popularity and high levels of use of this destination park.</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>The Foxhill Green Spaces Masterplan project is delivering phase 1 of investments in five parks and green spaces within the vicinity of Mulberry Park to help mitigate the impacts of the recent developments and to provide high quality green spaces for local residents. Extensive consultation with residents has informed a new masterplan which will be delivered in phases subject to the provision of further funding.</p> <p>Weston Recreation Ground is an important local park for residents of several wards in the west of Bath. A local group, Future Weston, is leading residents in a project to improve facilities within the park to help promote health and wellbeing through better sport and play facilities and has canvassed public opinion through public consultations to inform a new masterplan for the park.</p>

Pennyquick Park, Twerton – Recreational and Biodiversity Improvement Project

Keynsham

Keynsham Memorial Park is a district wide destination park, a key green infrastructure corridor and a principal park for a growing population linked to new developments to the east and west of the town. The park has seen insufficient investment over the past ten years and Bath & North East Somerset Council is working with Keynsham Town Council and residents to identify priorities for the space (through a 2022 public consultation) and through a new Play and Leisure Masterplan.

Removal of Keynsham Weir if approved provides opportunity to create new wetland area in the park that will also help address flooding of the car park. Project currently at scoping stage with support from the Environment Agency, and Bristol Avon Rivers Trust.

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)

Manor Road Local Nature Reserve – B&NES Parks Team is completing a public consultation to inform a new management plan for the local nature reserve which will use S106 receipts to deliver the first stages of enhancements to access and connectivity, to and within the nature reserve and nature recovery activities designed to mitigate the impacts of increased public use from neighbouring developments in north-east Keynsham.

The Shallows, Saltford is a destination natural green space for residents from across the district- largely for residents wanting access to river-based recreations. Investment in facilities has not matched increases in demand, and facilities for visitor management and river access require investment to ensure public safety, prevent conflict with residents and minimise damage to riverside habitats.

Somer Valley

Somer Valley Rediscovered Green Space project includes Waterside Valley, Haydon Batch and Staddlestones Park - Natural Green Space creation and enhancement projects including the Wellow Brook , Midsomer Norton.

Accessibility improvements at parks and open spaces across the district.

An Equalities Impact Assessment conducted by the organisation WalkRide Bath found that vehicle exclusion barriers and gates at

	<p>many parks are an obstacle to users of wheelchairs and mobility bikes and scooters and people with eyesight impairment. There is a strong argument that such barriers restrict the rights of people with disabilities to use these parks and an accessibility audit of existing barriers and gates is required across all affected parks and open spaces to identify and design out such barriers.</p> <p>Your Park Bristol and Bath consulted with young people to determine the barriers to accessing Brickfields Park, the impact this has on their lives and the changes young people want to see. They identified that teenage girls were not currently using the park facilities that much, and that some work was needed to discover what the barriers were and what facilities would attract them to the park. The outcome of this consultation and Make Space for Girls campaign are being used to improve parks and open spaces across the district.</p>
Funding	<p>CIL/S106/Public Sector funding/ Other DCLG released a guide in August 2011 outlining potential funding sources for community green spaces ⁹. West of England Combined Authority Green Recovery Fund</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> <p>Securing enough investment to ensure the long term and sustainable maintenance of green spaces, especially those that have been created, improved or enhanced through external funding. The Parks section of the council are already under financial pressure.</p>

⁹ <http://www.communities.gov.uk/publications/communities/greenspacefunding>

GREEN INFRASTRUCTURE	ALLOTMENTS AND LOCAL FOOD GROWING
Key Evidence Base	Green Space Strategy 2015-2029)(evidence review performed in 2023 [not published]) currently being revised) ¹⁰
Existing provision	There are 52 allotment garden sites across Bath and North East Somerset. B&NES Council is only responsible for the 24 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, Chew Valley and Somer Valley areas all have a deficit of allotments that will increase following allocated developments unless provided for off-site.</p> <p>Bath New allotments are required to be provided for the Mulberry Park (former MoD Foxhill site) and Warminster Road site. An off-site S106 contribution has been received for this purpose. Options are being examined for suitable allotment provision within 1km of the Mulberry Park development site after the former golf course at Entry Hill was found to be unsuitable.</p> <p>Deadmill Lane, Larkhall: New Community Growing Site The land is owned by B&NES Council and held for allotments and there are significant allotment waiting lists in the area. The delivery of this project will require site clearance, new access (vehicle or pedestrian); provision of a water supply and the laying out of plots assessment, alongside design and community engagement.</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>
Infrastructure Projects Identified to support	Refer to Infrastructure Project Schedule (Part 5).

¹⁰ <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/parks-green-spaces-information/green-space-strategy-review>

existing planned growth	
Funding	S106/CIL
Future Issues/ Risks	<p>The maintenance and repairs to existing allotment sites is a critical issue.</p> <p>There remain long waiting lists for allotments and there is public opposition to new allotments being constructed on former green field or open space land close to residential areas.</p> <p>The amount of money received in developer contributions is rarely sufficient to provide allotments and usually results in piecemeal funding pots for specific towns and villages, unless there are contributions from major developments.</p> <p>The current Green Space Strategy standards require allotments to be within 960m of residents or a development, and this precludes the formation of larger, 'regional' allotments that would make the economies of scale possible and potentially overcome some of the opposition. This is effectively what private allotments, like Roots, have delivered. These larger allotment sites are, however, poorly served by sustainable modes of transport and allotment plot holders are forced to drive to these sites. The accessibility of allotments is a critical issue.</p> <p>Other forms of local food growing provision will also need to be considered close to where people live to ensure that everyone is able to access healthy and nutritious food.</p>

COMMUNITY FACILITIES	OUTDOOR SPORT & RECREATION
Key Evidence Base	<p>Playing Pitch Strategy (May 2016) ¹¹</p> <p>An update to the Playing Pitch and Built Facilities Strategy is currently being undertaken by the Council.</p> <p>The Fit for Life Strategy (2014 - 2019)</p> <p>Joint Health and Wellbeing Plan¹²</p> <p>Integrated Health Delivery Plan (due for adoption 2024)</p> <p>B&NES Council Strategic Evidence Base¹³</p>
Existing provision	Details of provision can be found in the Playing Pitch Strategy (Draft May 2016). This covers public and private providers.
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>The Playing Pitch Strategy includes a detailed action plan. It recommends carrying out a feasibility study to identify the appropriate site locations for additional 3G rubber crumb pitches strategically placed across Bath and North East Somerset.</p> <p>A 3G rubber crumb pitch has been identified as a requirement in Lansdown, Bath.</p> <p>A 3G rubber crumb pitch for football/rugby is required in the West Bath area.</p>
Infrastructure projects identified to support existing planned growth	<p>Improved changing and ancillary facilities at Lansdown South and North playing pitches.</p> <p>The playing pitch strategy identifies a need for a 3G rubber crumb pitch for football/rugby and hockey Artificial Grass Pitch (AGP) at Lansdown.</p> <p>The playing pitch strategy identifies a need for a 3G rubber crumb pitch for football/rugby in the West Bath area.</p> <p>Refurbishment of the adventure golf and tennis facilities at Royal Victoria Park</p>
Funding	CIL /S106./Public sector/Private sector funding
Future Issues/Risks	<p>The ongoing maintenance of existing and new playing fields is a critical issue.</p> <p>Grant funding will be required for the delivery of infrastructure.</p>

¹¹ <http://www.bathnes.gov.uk/consultations/playing-pitch-strategy-bath-and-north-east-somerset>

¹² <https://beta.bathnes.gov.uk/document-and-policy-library/joint-health-and-wellbeing-strategy>

¹³ <https://beta.bathnes.gov.uk/sites/default/files/Strategic%20Evidence%20Base%20Main%20Document%2028July%202023%29.pdf>

COMMUNITY FACILITIES	LEISURE AND INDOOR SPORTS FACILITIES
Key Evidence Base	The Fit for Life Strategy (2014 - 2019) Joint Health and Wellbeing Plan ¹⁴ Integrated Health Delivery Plan (due for adoption 2024) B&NES Strategic Evidence Base ¹⁵
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 (GLL) • Culverhay Sports Centre (GLL) • Keynsham Leisure Centre (GLL) • Chew Valley Leisure Centre (Chew Valley School) <p>Independently managed sites :</p> <ul style="list-style-type: none"> • Writhlington Sports Centre (Dragonfly Trust) • Midsomer Norton Sports Centre (Dragonfly Trust) • Paulton Swimming Pool • Somerdale Pavilion, Keynsham • Wellsway Sports Centre • University of Bath Sports Training Village <p>Some of Bath and North East Somerset's Schools also have sports centres that are open to the public.</p>
Infrastructure being delivered	<p>Odd Down Sports Ground – extension to existing building for gym and new padel tennis courts (x4)</p> <p>Planning submitted Sept 23. Phase 1 start in Jan 2024 (Padel courts and LED lighting). Completion by Jan 2025)</p>
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 to	Bath

¹⁴ <https://beta.bathnes.gov.uk/document-and-policy-library/joint-health-and-wellbeing-strategy>

¹⁵ <https://beta.bathnes.gov.uk/sites/default/files/Strategic%20Evidence%20Base%20Main%20Document%20%28July%202023%29.pdf>

<p>support existing planned growth</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.</p> <p>Somer Valley Westhill Recreation Ground, Westfield – New Pavilion.</p>
<p>Funding</p>	<p>CIL /S106/Grants</p>
<p>Future Issues/ Risks</p>	<p>The maintenance, replacement and repair of existing infrastructure is a critical issue. Repairs are required to maintain safety standards and protect the Council's liability.</p>

COMMUNITY FACILITIES	CHILDREN'S PLAY AREAS
Key Evidence Base	Green Space Strategy 2015
Existing provision	There are numerous playgrounds and play areas in the B&NES area, 47 of which Bath and North East Somerset Council is responsible for maintaining.
Infrastructure 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. In addition, outdoor play is essential for our children and young people to understand, value, enjoy and protect our natural world.</p> <p>The Parks service undertook a review of its formal play areas¹⁶ 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 to support existing planned growth	<p>Play areas are planned as part of the following current developments:</p> <p>Mulberry Park, Bath new greenspace/park (14/04354/EOUT)</p> <p>Odd Down Strategic Site, Combe Hay Lane, Bath (17/02588/EFUL)</p> <p>Play Area Enhancements:</p> <ul style="list-style-type: none"> • Various - Re-purposing certain play areas replacing conventional play equipment with natural play opportunities and landscape improvements. • Radstock – Tom Huyton Park Play Area
Funding	CIL/S106/Public sector

¹⁶ <https://www.bathnes.gov.uk/services/sport-leisure-and-parks/play-areas-and-playgrounds/play-areas-review>

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.
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COMMUNITY FACILITIES	PRIMARY HEALTH CARE PROVISION
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>Bath and North East Somerset, Swindon and Wiltshire Integrated Care System (BSW Together) Our Integrated Care Strategy 2023-2028¹⁷ (March 2023)</p> <p>The Pharmaceutical Needs Assessment 2022¹⁸ sets out an assessment of need for pharmaceutical services in Bath and North East Somerset (B&NES) for the three-year period 1st October 2022 to 30th September 2025. Producing this assessment is the responsibility of the B&NES Health & Wellbeing Board.</p>
Existing provision	<p>Provision comprises:</p> <p>31 GP practices and branches working together across 6 Primary Care Networks to deliver primary care needs to their location populations.</p> <p>37 Pharmacies, some of them co-located with general practice others incorporated in large retail units and others on the high street.</p> <p>23 Opticians providing eye care</p> <p>49 Dental Practices providing a mixture of NHS dental and community dental.</p> <p>12 Health Centres incorporating a mixture of community services that supports adult and children services</p>
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>Over the past decade there has been a shift in the NHS model of care to increase the provision of care closer to home, in order to prevent many patients from requiring care in hospital settings. This means that a wider range of staff roles are delivering services from GP buildings, such as physiotherapists, dieticians, mental health practitioners, and more. However, despite the increased requirement to use GP buildings, there has been limited capital funding available to enable the delivery of these changes.</p> <p>Historically, GP practices in the UK have largely operated as individual practices. Primary Care Networks (PCNs) were established in 2019 to improve collaboration between GP practices and other health and care</p>

¹⁷ <https://bswtogether.org.uk/wp-content/uploads/Integrated-Care-Strategy-v4.pdf>

¹⁸ <https://beta.bathnes.gov.uk/strategic-evidence/document-library/pharmaceutical-needs-assessment-2022>

	<p>providers in local areas. PCNs are groups of neighbouring GPs that work in partnership to develop improved access to health services for patients in their communities.</p> <p>Over the next five years, each 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 develop PCN estate plans.</p> <p>The Pharmaceutical Needs Assessment 2022 sets out an assessment of need for pharmaceutical services in Bath and North East Somerset (B&NES) for the three-year period 1st October 2022 to 30th September 2025. Producing this assessment is the responsibility of the B&NES Health & Wellbeing Board. It states <i>“The anticipated increase in housing, and therefore population, in each B&NES PNA locality over the next three-year period until 2025/26 will not have a significant impact on the provision of, or access to pharmaceutical services and at present it is not anticipated that additional pharmacy facilities will be required.”</i></p>
<p>Infrastructure Projects Identified to support existing planned growth</p>	<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>Conversion of floorspace to clinical floorspace at Combe Down Surgery to serve housing growth at Mulberry Park, Foxhill, and Odd Down urban extension area, at St Michael’s Twerton and Newbridge Surgery.</p> <p>A series of smaller improvement projects are likely to be required to support multiple pockets of growth across the area.</p>
<p>Funding</p>	<p>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.</p>
<p>Future Issues/ Risks</p>	<p>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.</p> <p>The ICB is also working with NHS Estates to develop a national estates toolkit. The aim of the Toolkit programme is to produce a clinical and</p>

	<p>activity driven ICS Estates Planning Framework Toolkit that is evidence based and:</p> <ul style="list-style-type: none">- Supports clinical pathway redesign and care delivery in line with the System's Out of Hospital Strategy and-Helps to define the requirements for estate of the right size, in the right place, of the right type, which is of high quality and well utilised.
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COMMUNITY FACILITIES	SECONDARY HEALTHCARE (URGENT, ELECTIVE & SPECIALIST)
Key Evidence Base	RUH Redevelopment Plan ¹⁹ The NHS Long Term Plan-January 2019
Existing provision	<p>Secondary care includes planned/elective care (typically in a hospital setting), and also includes urgent & emergency care</p> <p>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.</p> <p>The RUH has an Accident & Emergency unit dealing with life and death emergencies.</p> <p>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 being delivered	“RUH North” – Demolition has taken place and work has started on site for the new Dyson Cancer Centre which is set to open in Sprint 2024.
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</p>

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

	<p>identifying the infrastructure needs to ensure the RUH can achieve net zero carbon by 2030.</p> <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 to support existing planned growth	<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)

	<ul style="list-style-type: none"> • Development of public transport infrastructure including wayfinding of car parks external to RUH estate • EV infrastructure including solar canopies integrated into parking facilities • 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 hospital – additional diagnostic equipment • Sulis hospital – additional operating theatre • Modifications to make the 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
Key Evidence Base	The NHS Long Term Plan-January 2019
Existing provision	<p>Community care covers a wide range of services that support people to live independently.</p> <p>2 Community Hospitals St Martin's, Bath, and Paulton, which have community beds. 7 Premises providing mental health and learning difficulties services 41 Older Adult Care Homes and 15 Non-Older Adult Care Homes</p> <p>A variety of mental health services are provided by Avon Wiltshire Mental Health Partnership (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.</p>
Infrastructure being delivered	
Assessment of Infrastructure Needs	AWP is currently updating its estates strategy for the services that it provides, including across the B&NES area.
Funding	To be confirmed.
Infrastructure Projects Identified to	To be confirmed.

support existing planned growth	
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
Key Evidence Base	Avon Fire & Rescue Service (AF&RS) Environment Strategy AF&RS Estates Strategy AF&RS Service Plan Avon and Somerset Constabulary (ASC)- Infrastructure Strategy, Police and Crime Plan for Avon and Somerset.
Existing Provision	<p>South Western Ambulance Service NHS Foundation Trust (SWAST) 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 (AF&RS) 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 (ASC) operates from Lewis House, Bath Redbridge House, Bath Keynsham Police Centre Keynsham Police Station, Town Hall, Keynsham Radstock Police Station Midsomer Norton Vehicle Workshop</p>
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>Ambulance 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 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</p>

	<p>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 The Office of the Police and Crime Commissioner for Avon and Somerset has announced plans to open a new police station in Bath following community feedback which asked for policing to be more visible. Plymouth House, Monmouth Street, Bath has been acquired for the police station. The premises will replace current bases at Redbridge House on Lower Bristol Road and the One Stop Shop in Lewis House, Manvers Street, where the Bath police team has been co-located within the city’s council offices. Plymouth House will allow the Bath Neighbourhood Policing and Response teams to work together and be joined by some specialist teams.</p>
Infrastructure projects identified to support existing planned growth	<p>Redevelopment of Bath Fire Station on the existing site, with the aim to be Net Zero Carbon in operation. Due to budgetary constraints, Bath Fire Station redevelopment is currently on hold with the project unlikely to commence until at least 2025.</p> <p>Police Station, Plymouth House, Monmouth Street, Bath scheduled to open Autumn 2025</p>
Funding	<p>Capital Funding. AF&RS capital funding – as part of AF&RS’s Invest for the Future programme</p> <p>Funding for staff resources is an issue, however this IDP does not address these issues. It focuses on infrastructure only.</p>
Future Issues / Risks	<p>Requirement for significantly increased electrical capacity for electric heating (heat pumps etc) and electric vehicles, notably frontline fire appliances and specialist HGV vehicles</p>

COMMUNITY FACILITIES	COMMUNITY CENTRES
Key Evidence Base	Rural Facilities Audit 2015 provides details of facilities. Neighbourhood Plans
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	
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. The B&NES Core Strategy / Placemaking Plan policy aims include to:</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 Refer to infrastructure projects identified below. 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 to Build Order has been approved.</p>

	Whitchurch Neighbourhood Plan identifies the need for a need for an expansion to the existing village hall.
Infrastructure projects identified to support existing planned growth	<p>This list excludes small scale projects such as access improvements and hall refurbishments.</p> <p>Bath Development of Entry Hill (former golf course site) as an Ecology Centre.</p> <p>Somer Valley Midsomer Norton Town Centre improvements including a new market square and Mobility Hub...</p> <p>In Midsomer Norton there is a Town Council led project to undertake the transformation of the Town Hall which is in community ownership.</p> <p>In Radstock there is a Town Council led project to acquire Trinity Methodist Church (disused) for community use in the Town Centre.</p> <p>Rural Areas Freshford Memorial Hall redevelopment (Community Right to Build Order)²⁰</p>
Funding	CIL/S106/ grant funding
Future Issues/ Risks	Availability of funding for projects and maintenance/ running costs.

²⁰ <https://beta.bathnes.gov.uk/policy-and-documents-library/freshford-village-hall>

COMMUNITY FACILITIES	YOUTH SERVICES
Key Evidence Base	Youth Connect policies procedures and guidelines ²¹
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>Youth Connect South West continue to provide detached outreach services in the Combe Down and Foxhill areas of Bath, Keynsham, Radstock and Westfield area, Midsomer Norton area, Paulton area and Timsbury, areas.</p> <p>Youth hubs include: Southside Youth and Community Centre Riverside Youth Hub has been leased to Mentoring Plus. Mulberry park hub and detached work in the Foxhill area. Peasedown St John youth hub “Hive Community Centre” Detached work across the whole district; including Bath city centre and Keynsham, and Somer Valley.</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> <p>Bath Southside - Improvements are required to the Southside Youth and Community Centre</p>

²¹ <http://www.bathnes.gov.uk/services/children-young-people-and-families/strategies-policies-planning/youth-service-policies-proc>

	<p>Youth service provision is required for Bath City Centre.</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.</p> <p>Radstock – there is a requirement for a suitable building for youth services in Radstock.</p>
Infrastructure Projects Identified to support existing planned growth	<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. It has been agreed that the former children’s centre on Church Street, Radstock can be leased to Youth Connect South West for a youth hub. Decision details are at this link.</p>
Funding	S106/ Public Sector funding/Grants
Future Issues/ Risks	Funding for premises and delivery of services is a key issue.

COMMUNITY FACILITIES	LIBRARIES, INFORMATION & ADVICE SERVICES
Key Evidence Base	Library and Information Service webpage ²² and blog ²³ .
Existing provision	<p>B&NES Council has responsibility for:</p> <ul style="list-style-type: none"> • Bath Central Library • Bath Housing, Welfare and Advice Services • Keynsham Library, Information & Advice Services • Midsomer Norton Library, Information & Advice Services. <p>The libraries provide access to 2.5 million books as part of the Libraries West consortium, as well as a wide selection of eBooks, eMagazines and eNewspapers. They also provide reading and study spaces, free computer and wifi access, exhibition and activity spaces for the community, sensory spaces and a varied programme of events and activities for children and adults.</p> <p>The libraries also run a Mobile Library that covers routes across B&NES as well as providing regular Outreach events at venues including schools and community venues.</p> <p>The Information and Advice Services provide services such as council tax payments, bus passes, waste bins, and a free telephone line to many council services. They also provide a venue from which a large number of both council and external partner services can meet customers and promote the support they offer, for example Housing, Citizen’s Advice and Future Bright.</p> <p>There are also 11 Community Run Libraries. These are smaller libraries run, managed and funded by local community groups and parish councils.</p> <p>Community Run Libraries (run under the Council’s agreement for professional guidance and book stock)</p> <ul style="list-style-type: none"> • Bishop Sutton Community Library • Love Weston Library • Moorland Road Community Library • Paulton Library • Peasedown St John Community Library • Radstock Community Hub • Saltford Community Library and Post office • Timsbury Community Hub <p>Independent Community Run Libraries</p>

²² <https://beta.bathnes.gov.uk/library-and-information-services>

²³ <https://bathneslibraries.wordpress.com/>

	<ul style="list-style-type: none"> • Combe Hay Community Library • Larkhall Community Library • Southside Community Library
Infrastructure being delivered	.
Assessment of Infrastructure Needs	<p>Libraries are a statutory service.</p> <p>Keynsham Library, Information & Advice Services, Midsomer Norton Library, Information & Advice Services and Bath Housing, Welfare and Advice Services are currently all housed within council owned buildings.</p> <p>Bath Central Library is housed within The Podium, a space rented from John Lewis Partnership. There are issues with recurring leaks.</p>
Infrastructure Projects	
Funding	B&NES funded.
Future Issues/ Risks	<ul style="list-style-type: none"> • Increased demand creating pressure on available space • Dilapidation of buildings • Community Run Libraries are reliant on community groups for funding and volunteers.

COMMUNITY FACILITIES	CEMETERIES
Key Evidence Base	B&NES web page: http://www.bathnes.gov.uk/services/births-marriages-and-deaths/burials-and-cremations/cemeteries
Existing provision	The Council owns and manages two working cemeteries Haycombe Crematorium and Cemetery, Bath, and Harptree Cemetery, Chew Valley along with 5 closed cemeteries – namely Locksbrook, St. James, St. Michael’s, Twerton and Smallcombe and is also responsible for the maintenance for 31 closed burial grounds. The others are owned and managed by the Diocese or Parochial Church Councils.
Infrastructure being delivered	
Assessment of Infrastructure Needs	Demand for burial sites, and new approaches to burials, such as natural green burials, affect infrastructure requirements. Land is earmarked for extension to the cemetery at Haycombe, Bath and this will be subject to a feasibility study and subsequent planning application in the near future.
Infrastructure Projects Identified to support existing planned growth	Haycombe Cemetery extension to increase capacity of the Cemetery. Improvements to Haycombe Cemetery Top Chapel to allow for more flexible use of the space and update this facility in line with industry standards.
Funding	Public/Private
Future Issues/Risks	Feasibility studies have begun to explore the potential of installing electric cremators at Haycombe in the years to come to assist with reducing the carbon footprint and to help achieve the goal of net zero by 2030.

TRANSPORT	WALKING, WHEELING AND CYCLING FACILITIES
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)²⁴</p> <p>Bath Transport Strategy approved November 2014 (BTS)²⁵</p> <p>Keynsham Transport Strategy approved 2016 (KTS)²⁶</p> <p>Somer Valley Transport Strategy 2018²⁷</p> <p>Chew Valley Transport Strategy 2018²⁸</p> <p>Public Realm and Movement Strategy for Bath City Centre (July 2010)²⁹</p> <p>Sustrans Cycle Review (Nov 2014)³⁰</p> <p>Local Cycling and Walking Infrastructure Plan 2020³¹</p> <p>Liveable Neighbourhood (LN) programme³²</p> <p>Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath (May 2022)³³</p>
Existing provision	Various
Infrastructure being delivered	<p>A number of projects in the Local Highways Improvements Programme.</p> <p>Several projects in development through the City Region Sustainable Transport Strategy that are either wholly focused on walking, wheeling, and cycling interventions, or which have material active mode components. Examples include:</p> <ul style="list-style-type: none"> • Bath Sustainable Walking and Cycling Links (BSWCL) – wholly active mode focussed • Bath City Centre sustainable transport corridor – significant cycling focus • A4 Bath to Bristol strategic corridor – provision of improved strategic walking, wheeling, and cycling facilities alongside public transport improvements on the A4 corridor

²⁴ <https://travelwest.info/projects/joint-local-transport-plan>

²⁵ https://www.bathnes.gov.uk/sites/default/files/sitedocuments/getting_around_bath_transport_strategy_-_final_issue_web_version.pdf

²⁶ https://www.bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

²⁷ <https://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/somer-valley-transport-strategy>

²⁸ <https://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/chew-valley-transport-strategy>

²⁹ http://www.bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/MajorProjects/prms_2010.pdf

³⁰

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

³¹ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/07/LCWIP.pdf>

³² <https://beta.bathnes.gov.uk/project-development-timeline-202223>

³³ <https://beta.bathnes.gov.uk/sites/default/files/2022-05/B%26NES%20JNZ%20update%20v1.00.pdf>

	<p>Somer Valley Links – provision of improved strategic cycling and local walking, wheeling enhancements, including the provision of Mobility Hubs to facilitate high-quality, low carbon modal interchanges.</p>
<p>Assessment of Infrastructure Needs</p>	<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)³¹ 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 provides 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>
<p>Funding</p>	<p>CIL/S106/Grant funding</p>
<p>Infrastructure projects identified to support existing planned growth</p>	<p>District Safer routes to schools Cycle hangar project Liveable Neighbourhood programme</p> <p>Bath Scholars Way is a proposed route linking Bath city centre, the University of Bath, Combe Down and St Martins Hospital, Odd Down via Mulberry Park.</p>

Bath Quays Links – Access measures including segregated cycle lane in both directions on the A367 Green Park Road; between Avon Street and Midland Bridge Road, and on the A36 Lower Bristol Road between Riverside Road and Oak Street.

CRSTS Bath City Centre – segregated cycle lane on A367 Charles Street between Midland Bridge Road and Chapel Row/Monmouth Street, and improvements to strategic east-west movements through rationalisation of the NCN4 route through the city centre.

Canal Tow Path upgrade: Bathwick Hill to Deeplock, Widcombe

Local Cycling and Walking Investment Plan (LCWIP) routes as follows:

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 Locksbrook railway 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 extent of the remedial works required to the bridge.

Keynsham

'Keynsham to Willsbridge Path' from Bitton Station to the overflow station car park at Keynsham, which include improving the existing sub-standard shared use path along the A4175 Keynsham Road to make it suitable for cycling, walking, and wheeling. (Outline Business Case stage)

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
- Pedestrian improvements between Bath Road via Broadmead Roundabout/A4 to Grange Road /A4

Refer to map for details:

<https://travelwest.info/app/uploads/2020/02/W03-Keynsham-1.pdf>

LCWIP Keynsham Walking Route 2

- Bath Hill, Bath Road, Chandag Road, Medway Drive, Manor Road

Refer to map for details:

<https://travelwest.info/app/uploads/2020/02/W04-Keynsham-2.pdf>

Somer Valley

LCWIP Walking Route 1

- High Street, Midsomer Norton to Fosseyway
- Clapton Road, Redfield Road pedestrian improvements

Refer to map for details:

<https://travelwest.info/app/uploads/2020/02/W05-Somer-Valley-1.pdf>

LCWIP Walking Route 2

- Frome Road /Knobsbury Lane pedestrian improvements

Refer to map for details:

<https://travelwest.info/app/uploads/2020/02/W06-Somer-Valley-2.pdf>

LCWIP Cycle Routes 1,2 & 3 (to be delivered via CRSTS Midsomer Norton and Westfield Walking, Wheeling, and Cycling Links scheme)

- 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

Refer to map for details:

	<p>https://travelwest.info/app/uploads/2020/02/C05-Somer-Valley-routes-1-2-and-3.pdf</p> <p>Rural Areas Chew Valley Lake Recreational Trail – Southern Section: The delivery of the southern section would complete the trail around Chew Valley Lake creating a continuous recreational trail for users, achieving the ambition of a hub of informal recreation centred around the lake.</p> <p>Whitchurch Village and Queen Charlton Liveable Neighbourhood Area – including Improved pedestrian crossing and access between the southbound bus stop and play park; b) Widening the existing shared cycleway/footway along the A37; traffic calming measures, and improvements to footpaths</p>
Future Issues/ Risks	<p>Funding for capital projects and ongoing management and maintenance of the pedestrian/cycle routes is a key issue. In particular, having sufficient revenue funding to develop schemes to a sufficient level of detail to be ready for funding applications when they come along.</p> <p>Active Travel England (ATE) requirement to review schemes and approve designs (with ability to withhold/withdraw funding) for Active Travel Fund and CRSTS projects places additional resource pressure on ensuring upfront engagement and explanation of design. ATE is also a new organisation with limited capacity, so reviews could cause delays to projects.</p>

TRANSPORT	BUS AND MASS TRANSIT
Key Evidence Base	West of England Joint Local Transport Plan 4 (March 2020) (JLTP4) ²⁴ West of England Bus Strategy 2020 ³⁴ WECA Transport Delivery Plan Feb 2021 ³⁵
Existing provision	<p>Three Park and Ride sites around Bath (Lansdown, Newbridge and Odd Down) are well-established.</p> <p>There are around 1,200 bus stops in B&NES. A proportion have shelters and real time information.</p> <p>Less than half of all stops are fully accessible as less than 600 have raised kerbs compatible with level access to the low floor bus fleets.</p> <p>There is no existing Mass Transit system in B&NES.</p>
Infrastructure being delivered	Real Time Information System Upgrade programme Bus stop improvements
Assessment of Infrastructure Needs	<p>The JTLTP4 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 or a light-rail style service and frequency between the Hicks Gate/Keynsham area and Bristol city centre, to serve Hicks Gate Park & Ride/transport interchange and beyond, and Temple Meads.</p> <p>Following the publication of the National Bus Strategy Bus Back Better, the West of England prepared a Bus Service Improvement Plan (BSIP). The BSIP sets out a clear vision for bus services in the future and a set of improvements in a number of key areas. Delivery of the initiatives set out in the BSIP is due to be achieved through an Enhanced Partnership approach where the West of England Combined Authority and local authorities work in partnership with local bus operators.</p> <p>There is substantial scope to improve the level provision of bus shelters at stops, the availability of real time information at bus stops; and level access to bus services through raised kerbs.</p> <p>Park and Ride The JLPT4 states that locations and sites being considered for expansion, include Odd Down and Lansdown Park and Ride sites.</p> <p>Bath Area Bus Improvement Scheme (BABNIS) and Greater Bristol Bus Network 2 (GBBN2)</p>

³⁴ <https://s3-eu-west-1.amazonaws.com/travelwest/wp-content/uploads/2020/06/West-of-England-Bus-Strategy.pdf>

³⁵ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/WECA-Transport-Delivery-Plan.pdf>

	<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. An initial Feasibility Study into a Link & Ride service was completed in 2022, but would need to be developed further to understand the most appropriate options for intervention. • Newbridge Road/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 improved transport interchanges through the provision of Mobility Hubs will be developed as part of the CRSTS.</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>
<p>Infrastructure projects identified to support existing planned growth</p>	<p>Refer to Infrastructure Project Schedule – Part 5..</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>A4 Bath to Bristol Corridor (CRSTS funded) Somer Valley Links (A37 and A367 Corridor) (CRSTS funded) Bath City Centre sustainable transport corridor (CRSTS funded) Bus priority measures Improving Access to Bath from the East – Feasibility Study for an ‘East of Bath Express’ Link & Ride service was completed in 2022, but further work is required and funding needs to be identified.</p>
<p>Funding</p>	<p>WECA has joint powers with B&NES to support bus services, including formulating policies for the provision of socially necessary services /B&NES funding/ S106/CIL</p>
<p>Future Issues/ Risks</p>	<p>New forms of mobility, such as shared mobility and connected and autonomous vehicles, could have significant impacts on the way that people travel in future. This raises greater uncertainties but must be taken into account in the planning of the future transport system.</p> <p>A future challenge is the need to manage the integration of any mass transit network and metrobus with the local bus network.</p>

TRANSPORT	SMARTER CHOICES AND AIR QUALITY
Key Evidence Base	<p>WoE Joint Transport Study Transport Study 2017 (JTS) Government's Future of Mobility Strategy (March 2019) ³⁶ National Air Quality Plan: Bath Clean Air Zone for Bath Class C Bath Air Quality Action Plan Keynsham and Saltford Air Quality Action Plan Temple Cloud and Farrington Gurney Air Quality Action Plan 2023 Air Quality Annual Status Report 2023 Transport and Development SPD Journey to Net Zero: Reducing the Environmental Impact of Transport in Bath - Phase 1: Current and Future Report April 2020³⁷</p>
Existing provision	<ul style="list-style-type: none"> • AQMAs in Bath, Keynsham, Saltford, Farrington Gurney and Temple Cloud are in place. • Smoke Control Area in Bath. • Clean Air Zone in Bath. • E Scooters trial through the West of England Future Mobility Zone (FMZ) is ongoing.
Infrastructure being delivered	<p>Installation of electric vehicle charging infrastructure and operation of charging point network</p> <p>Go Ultra Low West is a project to accelerate the purchase of electric vehicles across WECA UAs including Bath and North East Somerset.</p>
Assessment of Infrastructure Needs	<p>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;</p> <p>Electric Vehicle (EV) Charging The availability of EV charging infrastructure in B&NES is below UK average. The Department for Transport (DfT, 2022) measures chargers per resident across the UK as metric of progress:</p> <ul style="list-style-type: none"> - UK average: 45.2 units / 100k population - B&NES average: 41.3 units / 100k population. <p>The draft B&NES Electric Vehicle On-Street Charging Strategy, published online in May 2022 recommends "Identification of the most appropriate infrastructure and technology and systems for on-street EV charging in B&NES". A trial is going ahead, part of meeting this</p>

³⁶

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

³⁷ <https://beta.bathnes.gov.uk/sites/default/files/Bath%20Report%20Aug%202020%20-%20Final%20edited.pdf>

	<p>recommendation.</p> <p>New EV Rapid Charging Hubs - which work similar to petrol stations- for electric cars. Drivers will be able to refuel their cars in minutes rather than hours.</p> <p>The Council has expanded cycle hire into electric cycle hire using GULW (Go Ultra Low West) funding.</p> <p>New technologies also offer the opportunity to significantly shift travel behaviour, from single-occupancy car use to car-sharing, public transport and walking and cycling. This will include new media for providing information on travel choices, with continued development of app-based platforms helping people to make informed choices based on real-time travel conditions. It will also include new payment and ticketing technologies, with a particular focus on smartcards and mobile ticketing.</p> <p>Temple Cloud and Farrington Gurney Air Quality Action Plan was adopted in April 2023. The action plan includes a list of proposals to be implemented concerning traffic management; public information; policy guidance and development control; promoting travel alternatives; transport planning and infrastructure. This does not commit the Council to implementation.</p> <p>There will be an ongoing requirement to invest in air quality monitoring equipment.</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 to support existing planned growth	<p>Future Transport Zone (FTZ) micromobility: Following a successful eScooter trial across the West of England, including in Bath, a new offering was launched in 2023 including eScooters but also Electric Cycle and Electric Cargo Bike hire. The intention is that this will be expanded beyond Bath to include Keynsham and the Somer Valley (Midsomer Norton, Westfield, and Radstock).</p> <p>EV Charging Network</p> <p>EV Charging - Cable Channel Trial including three different cable channel models trialled in-situ on public footways.</p> <p>See “Walking, Wheeling and Cycling Facilities” and “Bus and Mass Transit” sections above for other measures to increase public transport and active travel.</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 updated World Health Organisation guidelines published in 2021.</p> <p>There is a risk that the existing monitoring infrastructure will not be suitably located to meet the concentration monitoring requirements of new developments in new areas.</p>
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TRANSPORT	RAIL
Key Evidence Base	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 2030 ³⁸
Existing provision	<p>The Department for Transport (DfT) has overall strategic and financial responsibilities for railways and awards the franchises for passenger rail services. Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels.</p> <p>To support better integration and collaboration between the Combined Authority and the rail industry, and to help align future investment / planning, the Combined Authority and its rail industry partners have agreed a new governance and meeting structure for rail projects.</p> <p>Great Western Railway currently runs passenger train services and leases and manages stations from Network Rail.</p> <p>There are presently four rail stations within B&NES, at Bath Spa, Oldfield Park, Keynsham and Freshford. Bath benefits from good rail (time) connections to Bristol and London, with Keynsham and Oldfield Park linked to Bristol by two trains per hour throughout 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>
Infrastructure being delivered	None
Assessment of Infrastructure Needs	<p>The WECA 10 Year Rail Delivery Plan 2020 to 2030 indicates the following</p> <p>New schemes to develop and deliver 2020 to 2030 and beyond</p> <ul style="list-style-type: none"> • Develop and deliver 2020 to 2030: <ul style="list-style-type: none"> • step free access across the network • completing electrification between Temple Meads, Bristol Parkway and Chippenham. • Develop for delivery 2030 to 2045:

³⁸ <https://www.westofengland-ca.gov.uk/wp-content/uploads/2021/03/10-Year-Rail-Delivery-Plan.pdf>

	<ul style="list-style-type: none"> • enhanced “turn up and go” up to four trains per hour style services for Cardiff to Portsmouth, Severn Beach to Westbury and Henbury and Portishead lines, • Schemes that <u>could</u> come forward during 2020 to 2030: <ul style="list-style-type: none"> • rolling stock plan, • Salford station (study to determine feasibility and line capacity) <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. WECA indicate that they are engaging with industry partners to start developing options for rail stations in the region that currently don't have step free access to one or more of the platforms, including Freshford station.</p> <p>The gradient of the ramp providing access to platform 2 at Oldfield Park station does not meet current requirements and is also expected to be subject to WECA's work to develop options for accessibility improvements.</p>
Infrastructure projects identified to support existing planned growth	<p>District Rail Improvements to the existing Keynsham Station.</p> <p>West of England Station Accessibility and Enhancements study, considering the feasibility of accessibility improvements to Oldfield Park and Freshford stations</p>
Funding	<p>West of England Devolution Deal, Local Growth Fund, Network Rail, Train Operating Companies, funding released for station enhancements under the Government's Access for All programme (potential).</p>
Future Issues/ Risks	<p>Funding for all the schemes is not secured, and bids for funding will be required.</p> <p>Network Rail's Traction Decarbonisation Network Strategy identified the electrification of the Great Western Mainline between Chippenham and Bristol Temple Meads, via Bath Spa, as a strategic priority.</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
Key Evidence Base	<p>West of England Joint Local Transport Plan JLTP4 (March 2020)</p> <p>Bath Transport Strategy approved November 2014</p> <p>Keynsham Transport Strategy (July 2016)</p> <p>Chew Valley Transport Strategy 2018</p> <p>Somer Valley Transport Strategy 2018</p> <p>West of England Joint Transport Study Transport Study 2017 (JTS)</p> <p>WECA Transport Delivery Plan Feb 2021</p> <p>City Region Sustainable Transport Settlement (CRSTS), April 2022</p>
Existing provision	<p>To support better integration between local and national networks, the government and WECA will enter into joint working arrangements with National Highways 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>
Infrastructure being delivered	
Assessment of Infrastructure Needs	<p>The West of England Joint Local Transport Plan (JLTP) sets out a programme of interventions across all travel modes to achieve a significant mode shift from the car and ensure a more efficient, resilient network, to address the scale of existing challenges and future growth.</p> <p>The area currently faces a number of problems with limited travel choices for many people, high levels of car dependence, congestion and poor air quality on the road network.</p> <p>The Council's Local Highways Improvements Programme³⁹ 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 - the Somer Valley Enterprise Zone (SVEZ) on the A362 to the A37 are required. This would include removing traffic pinch-points along the road as well as pedestrian and cycling improvements, the latter will help</p>

³⁹ <https://democracy.bathnes.gov.uk/documents/s64429/Annex%205%20iii%20-%20Transport%20Improvement%20Programme%20202122.pdf>

	<p>to form a comprehensive pedestrian and cycling route to Farrington Gurney when both the SVEZ and Somer Valley Links (CRSTS) projects are delivered.</p> <p>There are a number of projects within the area Transport Strategies.</p> <p>Beyond the West of England, schemes being considered include East of Bath access improvements. B&NES is working with National Highway to support its 'M4 to Dorset Coast' Strategic Study, which will look at options and alternative routes between the M4 and the south coast, including the potential for routes in neighbouring districts that would enable the detrunking of the A36/A46 in B&NES. Provision of an alternative high quality north-south route will enable north-south traffic to avoid passing through London Road and over Cleveland Bridge, Bath.</p>
Infrastructure projects identified to support existing planned growth	<p>Refer to Infrastructure Project Schedule (Part 5) 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> <p>Work with National Highways is subject to funding for the Strategic Road Network (SRN) being made available by central government as part of future Roads Periods/Roads Investment Strategies (RIS). Recent changes in Ministers at the DfT have delayed the publication of the Strategic Study.</p>

PUBLIC REALM	PUBLIC REALM
Key Evidence Base	<p>B&NES Public Realm and Movement Strategy (PRMS) for Bath City Centre (July 2010)</p> <p>Bath Pattern Book (2015) Technical manual for PRMS. Street Furniture Guide.</p> <p>Bath City Centre Security Proposed Permanent Access Restrictions Public consultation⁴⁰ Dec 2020 – Jan 2021</p> <p>Keynsham town centre - Public consultation on detailed design (January 2020)⁴¹</p> <p>Midsomer Norton town centre – Public consultation on detailed design (Nov 2021)</p>
Existing provision	<p>The ‘public realm’ is the spaces around and between buildings including streets, squares and parks.</p>
Infrastructure being delivered	<p>City Centre Security – supporting public protection in the city centre by securing areas of high footfall, where people congregate. Work includes the provision of fixed and moveable physical measures placed at key access points around the city centre, which restrict vehicular access (deliveries etc) to certain periods of the day.</p> <p>Keynsham High Renewal Programme This four-year scheme (running from 2020 to 24) will deliver the following:</p> <p>Improvements to Temple Street, including hard landscaping, greening and street furniture</p> <p>Renovated and enhanced historic shopfronts</p> <p>Delivery of both the Phase 1 (High Street Core) and Phase 2 (Temple Street) projects are due to be completed in 2023/24.</p> <p>Midsomer Norton High Street Heritage Action Zone</p> <p>Technical approval was received in draft in November 2023 for the new Town Square. Shopfront improvements continue with planning and listed building consent sought.</p> <p>High Street Action Zone project work will deliver the following:</p> <p>A new town square for civic events</p> <p>Town Hall transformation, and the reinstatement of the Victorian Market Hall</p> <p>Renovation and enhancement of historic shopfronts</p> <p>Improvements to public space and street furniture</p>
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>

⁴⁰ https://beta.bathnes.gov.uk/sites/default/files/2020-11/Bath%20city%20centre%20security%20web%20doc_final.pdf

⁴¹ https://www.bathnes.gov.uk/sites/default/files/keynsham_high_st_exhibition_jan_2020_low-res_final_0.pdf

	<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 (active 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; sustainable drainage systems; and town centre security.</p>
<p>Infrastructure projects identified to support existing planned growth</p>	<p>Refer to Infrastructure Project Schedule (Part 5).</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;; Pulteney Weir; Bath Riverside area Milsom Quarter Masterplan projects including Broad Street Place.</p> <p>Keynsham Regeneration programme projects Midsomer Norton Heritage regeneration projects Radstock – Regeneration Action Plan projects including public realm improvements including Parking, signage and streetscape improvements, and tree planting</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
Key Evidence Base	<p>West of England’s Joint Waste Core Strategy (JWCS) adopted March 2011⁴²</p> <p>B&NES Waste Strategy Towards Zero Waste 2020 (2005) and review (2014)⁴³</p> <p>Joint Residual Municipal Waste Management Strategy (West of England 2008) and wider review 2015/16</p> <p>EU Circular Economy Package (CEP), 2018⁴⁴</p> <p>Resources & Waste Strategy for England, 2018 (Defra)⁴⁵</p>
Existing provision	<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 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 being delivered	<p>Waste facilities at Pixash Lane, Keynsham – Phase 2 the waste depot and Materials Recovery Facility which will be the base for the district’s fleet of waste collection vehicles and replace the waste depot at Midland Road, Bath is under construction. The Pixash Lane Phase 1 Reuse and Recycling Centre is open.</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</p>

⁴² <http://www.westofengland.org/waste-planning/adopted-joint-waste-core-strategy>

⁴³ http://www.bathnes.gov.uk/sites/default/files/siteimages/waste_strategy_review_2014.pdf

⁴⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L:2018:150:FULL&from=EN>

⁴⁵ <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

	<p>B&NES waste and recycling infrastructure needs to be redeveloped or rebuilt as new facilities, in line with forecast growth in population and households through the Core Strategy (and beyond); to adapt to further changes in waste, environmental and health and safety legislation; and to maximise operational efficiencies and containment of budget growth.</p> <p>The current main waste site at Midland Road, Bath is allocated for residential development through the Core Strategy. Vacating Midland Road requires the relocation of the waste and recycling operations (domestic collections service and transfer station) and these will relocate to the new 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/ERE03).</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. 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>The JWCS identifies site allocations for residual waste treatment facilities at Broadmead Lane, Keynsham and Former Fuller’s Earth Works, Odd Down Bath</p>
Funding	<p>CIL / Public sector funding sources including potential WECA funding streams</p> <p>Treatment and Materials Recycling Facility – Private sector (e.g. commercial developers and the waste industry)</p>
Infrastructure projects identified	<p>Improve reuse and recycling centre provision for the increased population in Bath and across the district.</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
Evidence Base	<p>National Grid “Future Energy Scenarios” document 2019 WWU Long Term Development Statement B&NES Climate Emergency study 2019 B&NES Climate Emergency Progress Report – including Commitments 2019</p>
Existing Provision	<p>National Grid Electricity Transmission operates in England and Wales carrying higher voltages of 275 kV and 400 kV, and NGED operates across the Midlands, the Southwest and South Wales, distribution electricity at lower voltages of up to 132 kV. Renewable and low carbon energy installations. NGED is the regional electricity distribution division of National Grid and operates networks at 132 kV, 66 kV, 33 kV, 11 kV, 6.6 kV and LV. NGED is the primary network operator for Bath and North East Somerset.</p> <p>Electricity substations, underground cables and overhead circuits form an extensive electricity network throughout the entire B&NES district.</p> <p>There are several large scale freestanding solar arrays including one at Hunstrete installed by Bath West Community Energy (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>Infrastructure includes demand management and smart energy infrastructure (e.g. batteries and smart meters).</p> <p>Domestic and commercial renewable energy installations.</p> <p>There are two small scale wind sites in operation - one near Timsbury and one north of Lansdown.</p> <p>In terms of Gas, there is one National Grid high pressure gas pipeline running through the district. The Wales and West Utilities south west local distribution zone gas network is supplied through 13 National Transmission System (NTS) Offtakes and two non –NTS feeds.</p>
Infrastructure being delivered	<p>Development related infrastructure including heat pumps, and solar panels..</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.</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 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 NGED 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 NGED 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.</p> <p>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> <p>New housing development is the main driver of infrastructure requirements. Domestic energy efficiency and affordable warmth programmes contribute to a reduction in growth within the Domestic sector. The Long Term development plan states market drivers include generation of electricity through renewable sources, combined heat and power capacity and the EU emissions trading scheme.</p> <p>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.</p>
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	<p>We have been advised that reinforcement of the grid can take place in response to growth so long as there is advance notice to programme reinforcement of the grid.</p> <p>In general, developments under 1,000 dwellings are serviceable off the local 11kv network; larger developments can require upgrade to the 33kv network which is more costly; it is generally easier to reinforce existing network to support brownfield development than extend the network to serve new large scale greenfield sites; re-routing or undergrounding pylons is a significant expense; larger 'new settlement' scale development provides greater opportunity to deliver strategic improvements to the network; renewables (solar farms / wind turbines) present challenges, due to the intermittent nature and 'feed-in' implications they require backup systems and reinforcement to the network</p> <p>Key projects include:</p> <p>Bath There may be a need to establish a new primary substation in the Central Area which is being looked into.</p> <p>A detailed plan is being developed by B&NES and Geneco for a wastewater heat pump heat network in the Enterprise Zone. Investment will be required to bring this project forward.</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 to support existing planned growth</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>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
Key Evidence Base	<p>Wessex Water Water Resource Management Plan (WRMP) 2019 and Draft WRMP24 Plan Public Consultation⁴⁶</p> <p>Bristol Water Water Resource Management Plan 2019 and Draft WRMP24⁴⁷</p>
Existing provision	<p>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</p> <p>Bristol Water’s principal water sources are the Mendip Lakes (Chew, Blagdon and Cheddar) and the Gloucester-Sharpness canal.</p> <p>Wessex Water principal water sources are boreholes and springs that tap into the chalk and limestone aquifers of Wiltshire and Dorset (approximately 75%) and 25% from reservoirs in Somerset.</p> <p>New development may also be serviced by an alternative provider under the New Appointments and Variations (NAV) mechanism. The NAV market enables developers to choose an alternative water and sewerage undertaker for a specific geographical area.</p>
Infrastructure being delivered	<p>Ongoing infrastructure provision relating to new development.</p>
Assessment of Infrastructure Needs	<p>There are a number of regulatory requirements relating to drought resilience to improve resilience to drought events.</p> <ul style="list-style-type: none"> - Licence reductions - reduce abstraction where necessary from environmentally sensitive sources, particularly in Chalk catchments. -Leakage - contribute to meet the industry’s commitment to reduce leakage by 50% by 2050. -Household demand - contribute to a national ambition on average per capita consumption of 110 litres/ person/day by 2050. <p>In 2021, the Wessex Water region was classed as seriously water stressed by the Secretary of State and Environment Agency.</p> <p>Water companies are required to prepare and maintain a water resources plan on a five-yearly cycle.</p> <p>Bristol Water WRMP public consultation between the 28th of November 2022 to the 17th February 2023. A Statement of Response will be published in August 2023. The final WRMP24 is planned to be published in 2024.</p> <p>Wessex Water are also in the process of reviewing and updating their WRMP with a similar programme.</p>

⁴⁶ <https://corporate.wessexwater.co.uk/our-future/our-plans/water-resources-management-plan>

⁴⁷ <https://www.bristolwater.co.uk/about-us/our-plans/water-resources/>

Funding	Water infrastructure is funded and delivered through a combination of investment made through the business planning process and through developer connection charges to the water network.
Infrastructure Projects Identified	
Future Issues/ Risks	<p>Wessex Water are committed to progressively eliminating the discharge of untreated sewage into rivers and the sea. Investment will be prioritised based on impact while also seeking solutions which have a low embedded carbon footprint.</p> <p>Wessex Water are working to achieve net zero operational emissions by 2030 and full de-carbonisation by 2040.</p> <p>Safeguarding of land adjacent to Keynsham WRC is required to enable to the WRC to serve future growth.</p>

UTILITIES	WASTE WATER AND SEWARAGE
Key Evidence Base	National Policy Statement for Waste Water (2012) Wessex Water Drainage and Wastewater Management Plan 2023 Wessex Water Storm Overflow Reduction Plan 2023 Update
Existing provision	<p>Wessex Water provides sewerage services for the District. Sewers take wastewater for treatment at Water Recycling Centres (WRC). Salford WRC treats water from Bath and surrounding area and Keynsham WRC from Keynsham and Whitchurch.</p> <p>Within the Somer Valley there are numerous, smaller WRCs.</p> <p>There are areas (principally the more rural locations) of BANES not connected to the mains sewer network, these areas have alternative provision such as septic tanks or package treatment works.</p> <p>New development may also be serviced by an alternative provider under the New Appointments and Variations (NAV) mechanism. The NAV market enables developers to choose an alternative water and sewerage undertaker for a specific geographical area.</p>
Infrastructure being delivered	<p>Ongoing infrastructure provision relating to new development.</p> <p>Work is ongoing to construct a new access road and bridge to Salford WRC.</p>
Assessment of Infrastructure Needs	<p>Sewage Treatment Schemes scheduled:</p> <p>Wessex Water are preparing a Rainwater management Policy through a requirement for local capture of rainwater, re-use and discharge back to the environment.</p> <p>Wessex Water produce a Drainage and Wastewater Management Plan (DWMP). The DWMP is a strategic plan which considers the long-term investment needs of the wastewater part of the business. The DWMP sets out how Wessex Water aim to deliver resilient drainage and wastewater infrastructure over a 25 year timeframe and informs the business plan investment cycle.</p>
Funding	Wastewater and water infrastructure is funded and delivered through a combination of investment made through the business planning process and through developer connection charges to the foul sewer network.
Infrastructure projects identified to support existing planned growth	<p>The Radstock Water Recycling Centre (WRC) serves the urban areas of Radstock, Midsomer-Norton, and settlements of Kilmersdon, Ston Easton, Litton and Chewton Mendip. There is a 2020-2025 scheme proposed at Radstock WRC to deliver enhancements and phosphorous removal to improve water quality.</p> <p>The treatment capacity of the WRC at Saltford (which serves the city of Bath) will be increased by constructing two new primary settlement tanks, a new activated sludge plant to provide biological treatment capacity and two new final settlement tanks.</p>

	<p>A significant programme of work is underway as part of the Wessex Water Storm Overflows Improvement Plan⁴⁸ covering the period 2022 – 2050.</p> <p>Attenuation schemes proposed in the short term in the District include;</p> <p>Bath – Lambridge, Fox Hill and Ostlings Lane, Bathford</p> <p>At WRCs – Shoscombe, Leigh on Mendip</p> <p>Bishop Sutton, Chew Valley</p> <p>Saltford Hill, Saltford</p>
Future Issues/ Risks	<p>Wessex Water are committed to progressively eliminating the discharge of untreated sewage into rivers and the sea. Investment will be prioritised based on impact while also seeking solutions which have a low embedded carbon footprint.</p> <p>Wessex Water are working to achieve net zero operational emissions by 2030 and full de-carbonisation by 2040.</p>

⁴⁸ Wessex Water (2023) [storm-overflows-improvement-plan-2023.pdf](https://www.wessexwater.co.uk/storm-overflows-improvement-plan-2023.pdf) ([wessexwater.co.uk](https://www.wessexwater.co.uk))

UTILITIES	STRATEGIC FLOOD DEFENCES
Key Evidence Base	<p>Bristol Avon Catchment Flood Management Plan (CFMP) Local Flood Risk Management Strategy⁴⁹ (May 2015) Surface Water Management Plan (July 2015) B&NES Bath River Avon Options Appraisal⁵⁰ (2016) West of England Sustainable Drainage Developer Guide. B&NES Strategic Flood Risk Assessment 2018⁵¹</p>
Existing provision	<p>The Environment Agency (EA) has riparian responsibility for rivers including within Bath, Keynsham, Midsomer Norton and Radstock– see EA map⁵² The council is responsible for managing the flood risk from smaller ordinary watercourses, surface water and groundwater.</p> <p>The Environment Agency has responsibility for flood management. The 1970's Bath Flood Defence Scheme, comprising steel sheet piles, masonry walls and earth embankments, was constructed to widen, deepen and straighten the River Avon through Bath to provide better conveyance of flood water. It is this channel that is the main flood defence.</p> <p>Pulteney Gate and Twerton gates were built as part of this scheme. Pulteney Gate is a water level management asset, maintaining a level for navigation and historic assets in Bath. Twerton Gates is a water level management asset that allows the evacuation of flood water but retains a water level for navigation and historic assets in Bath. During high river flows, the gates are opened automatically in response to changing river levels. This means that as river levels rise, the gates gradually open, so allowing flood flows to pass through Bath.</p> <p>Midsomer Norton Flood relief channel and Radstock Flood defence scheme.</p> <p>The Midsomer Norton flood defence scheme contains a tunnel that bypasses the town centre and provides protection from flooding for roughly 100 properties. This defence is in its last 50 years of life.</p> <p>In addition, there is a short stretch of the Wellow Brook in Radstock, including masonry wall and steel sheet piles built at the time of the flood relief channel, that are coming to the end of their design life.</p>

⁴⁹ <http://www.bathnes.gov.uk/consultations/local-flood-risk-management-strategy>

⁵⁰ <http://www.bathnes.gov.uk/services/environment/river-and-canal/river-corridor-capital-funding>

⁵¹ <https://beta.bathnes.gov.uk/policy-and-documents-library/strategic-flood-risk-assessment>

⁵²

<https://environment.maps.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a563>

	<p>Radstock Coomb End Culvert. This needs ongoing maintenance. It runs along the highway.</p> <p>Chew Magna Property Flood resilience.</p>
Infrastructure being delivered	Twerton Gates replacement of radial gate in progress.
Assessment of Infrastructure Needs	<p>The National Flood and Coastal Erosion Risk Management Strategy (FCERM) for England provides the overarching framework for future action by all risk management authorities to tackle flooding and coastal erosion in England. The Strategy was published in 2020 alongside a New National Policy Statement for Flood and Coastal Erosion Risk Management . The statement sets out five key commitments:</p> <ol style="list-style-type: none"> 1 Upgrading and expanding flood defences and infrastructure across the country, 2 Managing the flow of water to both reduce flood risk and manage drought, 3 Harnessing the power of nature to not only reduce flood risk, but deliver benefits for the environment, nature, and communities, 4 Better preparing communities for when flooding and erosion does occur <p>The B&NES Bath River Avon Options Appraisal project was completed in 2016.</p> <p>The future River Avon at Bath FCRM (Flood Risk Management) Strategy will look to build upon the B&NES Bath River Avon Options Appraisal to develop a strategic approach to:</p> <ul style="list-style-type: none"> • Sustainably manage flood risk to people, property and other assets over the next 100 years. • Move forward with viable schemes within the strategy as appropriate. • Involve and consult with communities, organisations and interested parties to ensure that all views are considered as the Strategy is developed. • Develop a viable funding strategy for the proposed works set out in the Strategy. <p>Bath - The 2013 Halcrow phase 3 report for the Environment Agency on the life expectancy of the steel sheet piles in Bath noted that the residual life of these sheet piles had been estimated as 15 years (maximum). The recommendation within the 2013 Halcrow phase 3 report is that ‘the most economic solution is likely to involve replacement of the existing piles’ as they are coming to the end of their maximum residual life.</p> <p>Green Park Mews, Bath. The EA advises that there is potential for a capital scheme in this area. Initial Partnership Funding calculations have been completed for 89 properties however the scheme does not meet</p>

	<p>the Government's funding formula requirements. Review in 10 years or if funding rules change.</p> <p>Chew Magna Flood Defence Scheme improvements. Future Capital scheme defences do not currently meet Government Partnership Funding formulas.</p> <p>Broadmead Industrial Estate. Future Capital scheme defences do not currently meet Government Partnership Funding formulas.</p>
Infrastructure projects identified to support existing planned growth	<p>Twerton Radial Gate – 2022 repair and refurbishment, ongoing.</p> <p>Twerton Gates – 2045 future provision.</p> <p>Pulteney Radial Gate – decommissioning.</p> <p>Flood defence cells identified as part of B&NES Bath River Avon options appraisal which will be considered as part of the River Avon at Bath FCRM Strategy.</p> <p>Steel Sheet Piles, Bath 2039 due for replacement.</p> <p>Bristol Avon Flood Strategy (BAFS) detriment mitigation. Discussions ongoing between BAFS project team and B&NES Local Planning Authority.</p> <p>Midsomer Norton Flood relief channel and Radstock Flood defence scheme.</p> <p>Radstock Coomb End Culvert.</p>
Funding	<p>2022 Twerton Radial Gate is fully funded. 2045 Twerton Gates funding to be secured.</p> <p>CIL funding to be reserved for flood mitigation projects in B&NES Local Authority area.</p> <p>Partnership funding contributions required for all projects including from developer contributions.</p>
Future Issues/ Risks	<p>Funding. Climate change, existing defences not designed for increased flows anticipated. Existing schemes coming to end of design life.</p>

UTILITIES	DIGITAL COMMUNICATION TECHNOLOGY
Key Evidence Base	West of England Digital Study – 2018 Tech Nation 2017/2018 Thinkbroadband (2023) Bath and North East Somerset Superfast and Fibre Coverage ⁵³
Existing provision	<p>The private sector is responsible for delivering digital communications infrastructure. B&NES role is to facilitate private investment and invest in infrastructure when market failures arise. B&NES currently lags behind regional and national comparators in terms of digital connectivity, and while the City of Bath benefits from better broadband connectivity than North East Somerset, the city also suffers from poor mobile connectivity, capacity and not-spots, especially in “high demand” time periods</p> <p>Specific B&NES backed projects include:</p> <ul style="list-style-type: none"> • The ONE WORD 5G Mobile Network Pilot with the aim to improve connectivity and boosting the local economy by providing a new cutting-edge mobile network directly in the historic centre of Bath.
Infrastructure being delivered	<p>ONE WORD 5G Mobile Network Pilot is at an early stage of development.</p> <p>Digital B&NES is an ongoing rolling programme of installations.</p>
Assessment of Infrastructure Needs	<p>The council’s approved Economic Strategy states that digital connectivity is key to ensuring our residents and businesses can keep up with technological advances, but only 42% of residential and business premises have access to full fibre (compared to 48% nationally). The Economic Strategy objectives include Accelerate digital infrastructure rollout, including gigabit, superfast broadband and 5G and “Collectively engage with regional partners with utilities providers to help achieve targets for increased connectivity highlighted in the regional Digital Plan”</p> <p>The key digital objectives for B&NES Digital Programme are:</p> <ul style="list-style-type: none"> •Increase Digital Coverage, Connectivity and Bandwidth in support of Business Retention, Growth and Innovation •Increase Digital Coverage, Connectivity and Bandwidth across Rural and Urban B&NES to enable Social Inclusion and Community Safety •Enable Fibre to the Premises for all new development sites •Enable Revenue Generation through leveraging Assets and Services •Enable Public Services to be Streamlined into ‘Smart’ Services, with a focus on health and social care.

⁵³ <https://labs.thinkbroadband.com/local/bath-and-north-east-somerset,E06000022>

	<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.</p>
Infrastructure projects identified to support existing planned growth	Parish and Village halls in the rural area enabled with Ultrafast broadband, to support the development of co working facilities.
Funding	Public/Private
Future Issues/ Risks	Around two thirds of all broadband infrastructure – fibre, fibre to the cabinet, wireless, satellite – is wholly commercial which is why Government targets are heavily dependent on the private sector maintaining its investment programme.

PART FIVE: DRAFT INFRASTRUCTURE PROJECT SCHEDULE

CHILDREN'S SERVICES INFRASTRUCTURE

Area	Project	Estimated Cost	Committed Funding	Likely Funding Sources	Phasing	Delivery Agency	Priority
District	Early Years provision	Not quantified		S106/Public/Private	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	Bath College, Radstock – SEND Residential Accommodation	£2,500,000-£3,000,000		Council borrowing/CIL	2021-23	Bath College	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	SEND Free School			DfE	2022-27	DfE	Necessary
District	SEND Small School with Residential Unit	5,000,000 to 9,000,000		CIL/Grant Funding	2023-26	B&NES	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	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	Ralph Allen School – new build Resource Base ASD		1,905,825	CIL/Grant Funding	2022-25	Palladian Academy Trust	Necessary
Bath	Mulberry Park Primary – Resource Base SEMH	750,000		CIL/Grant Funding	2023-25	B&NES	Necessary
Bath	St Gregory's Secondary – new build Resource Base MLD/Hi	1,254,153 – 1,350,000		CIL/Grant Funding	2023-26	B&NES	Necessary
Keynsham	Two Rivers C of E Primary School – New Sports Pitch	Not quantified		S106			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	Westfield Primary – Resource Base S<		53,000	CIL/Grant Funding	2023-24	B&NES	Necessary
Somer Valley	Somervale School – new build Resource Base SEMH		1,264,000	CIL/Grant Funding	2022-25	B&NES	Necessary
Somer Valley	Peasedown St John Primary – Resource Base ASD	50,000		CIL/Grant Funding	2023-25	B&NES	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 and Local Good Growing provision	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	£350,000 over 5 years			2011-2029		Desirable
District	Tree and woodland planting	Not quantified		CIL/S106	2021-2029	B&NES/ Multiple Agencies	Necessary
District	Event Space infrastructure	Not quantified			2021-2029	B&NES	Desirable
District	River Avon and Kennet & Avon Canal Mooring facilities, Angling, Safety Measures (WaterSpace Projects)	Refer to WaterSpace Study £850,000	£400,000 Public Spend (Better Mooring Project)	Grant	2021-2029	B&NES/ Multiple Agencies	Desirable
District	Accessibility improvements at parks and open spaces across the district	£150,000		CIL	2021-2029	B&NES	Necessary
Bath	Bath River Line – Phase I	£2,500,000	£500,000 S106 S106/CIL/Public £1m (WECA)	Grant funding/Public 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	Brassmill Lane to Station Road shared path	£100,000		S106	2021-2029	B&NES	Necessary
Bath	Riverside path access north of Pulteney Bridge (WaterSpace Project)	£500,000			2021-2029	B&NES/ Multiple agencies	Desirable
Bath	Queens Square Improvements	£100,000		CIL/CAZ	2021-2029	B&NES	Desirable
Bath	Parade Gardens improvements	£100,000		Grant	2021-2029	B&NES	Desirable
Bath	Royal Victoria Park Improvements	£200,000		CIL/S106	2021-2026	B&NES	Necessary
Bath	Alexandra Park improvements	£100,000			2021-2029	B&NES	Desirable
Bath	Moorfields Enhancements and maintenance	£80,000		S106	2021-2026	B&NES	Necessary
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		CIL/S106	2021-2029	B&NES	Desirable
Bath	Weston Recreation Ground new facilities for health and wellbeing	£200,000		CIL	2021-2029	B&NES	Necessary
Bath	Deadmill Lane allotments and community growing facility	£80,000	£40,000 (S106)	CIL/S106	2021-2026	B&NES	Necessary

Bath	Foxhill GreenSpace Master Plan Phase 2	£500,000		S106/CIL	2021-2026	B&NES	Necessary
Bath	Mulberry Park New Allotment provision	£130,000	£130,000 S106 received	S106	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	Weston Cut Canal - Improving Access/ Improving frontage of buildings (WaterSpace Project)	Not quantified		Environment Agency /Developer	2021-2029	B&NES/ Multiple agencies	Desirable
Bath	New mooring provision for visitor and commercial boats (eg café boats)	Not quantified			2012-2029	B&NES / Canal & River Trust	Desirable
Bath	Green Infrastructure and Biodiversity Gain relating to new LPPU site allocations	Not quantified		S106	2021-2029	B&NES/ developer	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	£200,000		S106	2021-2026	B&NES	Necessary
Keynsham	Keynsham Memorial Park Strategic Improvements	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	WaterSpace Connected. New bridge, new recreation and active travel	£5m	£295,771 (WECA)	Developer, CIL, S106, Public Spend	2021-2029	B&NES / South Glouces	Necessary

	connections and nature park at Somerdale.		£110,931 (developer) £1.3m (developer) £50,000 (CIL)			tershire Council / Developer	
Keynsham	Green Infrastructure and Biodiversity Gain relating to LPPU site allocations	Not quantified		S106	2021-2029	B&NES/ developer	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 quantified	£250,000	S106/CIL	2021-2026	B&NES	Necessary
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		S106	2021-2029	B&NES/ developer	Necessary

Rural Areas	Batheaston/Bathampton Riverside Environmental Projects (WaterSpace project)	£100,000		2021-2029 Part implemented	B&NES	Desirable
Rural Areas	New Mooring Location, Saltford – Improvements (WaterSpace project)	£250,000		2021-2029	B&NES	Desirable
Rural Areas	Limestone Landscape Link	Not quantified	CIL	2021-2029	B&NES	Necessary
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		Public	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	Not quantified		S106	2011-2029		
District	New Cancer Centre, RUH	£28,000,000	Fully Funded	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	Smaller scale conversions to clinical space within surgeries	£250,000	£250,000	CIL	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 AGP, clubhouse /social and changing facilities	£8,000,000	Grant funding	2021-2029	B&NES	Desirable
Bath	A 3G Rubber Crumb pitch in west Bath	Not quantified	Grant Funding	2021-2029	B&NES	Desirable
Bath	Alice Park Play Area	£357,000	CIL/S106	2021-2026	B&NES	Necessary
Bath	Alice Park Tennis Courts Enhancement	£225,000	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	Brickfields Park improvements		S106	2021-2026	B&NES	Necessary
Bath	BMX Club at the Tumps, Odd Down cycle track facility improvements,	£105,304	CIL/Private	2023	BMX Club	Desirable
Bath	Improve the Pavilion at Royal Victoria Park tennis, cafe and adventure golf centre	£200,000	CIL/Private	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 and Saltford Tennis Courts Enhancement – LED lighting upgrades	£80,000	£80,000	CIL/Grant funding	2021-2026	B&NES	Desirable
Keynsham	Teviot Rd Play Area Enhancements	£130,000		S106	2021-2026	B&NES	Necessary
Somer Valley	Westhill Rec – Pavilion and Fitness Circuit	Not quantified			2021-2026	Westfield Parish Council	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 quantified		S106	2021-2029	MSN Community Trust	Desirable
Rural Areas	Freshford Memorial Hall Development	Not quantified			2021-2029	Parish Council	Desirable
Rural Areas	Tynning 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	West of England Station Enhancement Project Business Case			West of England City Region Sustainable Transport Settlement (next funding round)	2021-2029	WECA /B&NES	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
District	Bike Hangars	Phase 2 £163,500	Transforming Cities Fund and Clean Air Zone revenue	2023	B&NES	
Bath	Expansion of Odd Down and Lansdown Park & Ride sites Phase 2	£6,500,000	Grant funding	2021-2026	B&NES	Necessary
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	S106	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	S106	2021-2029	B&NES	Necessary
Bath	Walcot Riverside Walk	£180,000		2021-2029	B&NES	Desirable
Bath	Bathwick canal towpath improvements		£128,000 CIL/WECA Bath CIL	2021-2029	B&NES	Necessary
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 Quays North 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	Egerton Road and Cotswold Road Liveable Neighbourhood Area –	Not quantified	Grant/CIL	2023-		Necessary

	pedestrian improvements and traffic calming measures					
Bath	Southlands Liveable Neighbourhood Area – pedestrian improvements and traffic calming measures	Not quantified	Grant/CIL	2023-		Necessary
Bath	Mount Road Liveable Neighbourhood Area – pedestrian improvements and traffic calming measures	Not quantified	Grant/CIL	2023-		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	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	S106	2021-2029	B&NES/ Developer	Necessary
Rural Areas	Whitchurch Village and Queen Charlton Liveable Neighbourhood Area– pedestrian, cycle and traffic calming measures	Not quantified	Grant /CIL		B&NES	Necessary
Rural Areas	Whitchurch Village and Queen Charlton Liveable Neighbourhood Area – pedestrian and traffic calming measures	Not quantified	Grant /CIL		B&NES	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
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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	£1,000,000		CIL/Grant funding	2021-2026	B&NES	Capital Program
Bath	Cattlemarket Site	Not quantified		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	£4,300,000		Grant funding/S106	2021-2026	B&NES	Capital Program

Somer Valley	Midsomer Norton High Street Public Realm Improvements	£3,000,000	CIL/Public	2021-2026	B&NES	Capital Program.
Somer Valley	Radstock Public Realm Improvements	Not quantified	CIL/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 to Pixash Lane, Keynsham and improve recycling centre provision for increased population	£41,000,000		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 – ongoing programme	Not quantified		Utilities/Developer	2021-2029	Wessex Water	Critical
District	Storm Overflows Improvement Plan – ongoing programme	£150 million between 2020-2025 (across Wessex Water region)		Utility Funding	2020-2025	Wessex Water	
District	Flood Risk and Drainage – ongoing programme	Not quantified		Developer	2021-2029	Env Agency Developer	Critical
District	Local Full Fibre Network	£2,500,000		National grant funding	2021-2029	B&NES/WE CA	Necessary
District	ONE WORD 5G Mobile Network Pilot	£770,000		Grant Funding	2021-2029	Govt/ B&NES	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)	£19,774,000	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 reuse and recycling facilities for Bath residents	£6,000,000	CIL, Council capital investment (borrowing and site sale receipts), HIF funding or other grant funding	2021-2029	B&NES	Necessary
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
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 SIX: COMPLETED INFRASTRUCTURE PROJECTS

Area	Type	Project	Year Completed
District	Digital	Connecting Devon & Somerset Programme CDS Phase 1	
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	Hayesfield Girls' School expansion by 14 places per year group to a 1,120 place school plus a sixth form.	2021
Bath	Secondary School – SEND Resource Base	St. Mark's – Resource Base	2020
Bath	Secondary School – SEND	Expansion of Aspire special school to accommodate a total of 120 pupils with SEMH– Phase 1 an increase to 84 pupils	2021
Bath	Secondary School – SEND	Expansion of Aspire special school to accommodate a total of 120 pupils with SEMH– Phase 2 an increase to 120 pupils	2022
Bath	Secondary School – SEND	St Mark's Secondary School, Resource Base Phase 1 - expansion from 10 to 17 places	2021
Bath	Secondary School – SEND	St Mark's Secondary School, Resource Base Phase 2 - expansion from 17 to 20 places	2022

Bath	Secondary School – SEND	Oldfield Secondary School, resource base for pupils with ASD	2021
Bath	Parks	Weston Park Access improvements	2020
Bath	Parks	Weston Recreation Ground Access improvements	2018
Bath	Parks	Innox Park Improvements	2019
Bath	Parks	Sydney Gardens Restoration Programme of Projects including new play area and upgraded tennis courts	
Bath	Allotments	Fairfield Valley new allotments – to replace Southbourne Gardens allotments dev.	2018
Bath	Allotments	Extension to King Georges/Lansdown View allotments, Bath	2018
Bath	River	Flood defence and mooring upgrades adjacent to Green Park completed. 14/04195/EREG03	
Bath	Parks	Green Park upgrade works	
Bath	River	River Safety works	
Bath	Highways	Kennet and Avon Canal Towpath Resurfacing phase 1	
Bath	Parks	Kensington Meadows access improvements	
Bath	Allotments	Combe Down allotment extension (replacement for land taken)	
Bath	Community Facilities	Mulberry Park Community Hub	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	Cycle track Upper Bristol Road	2023
Bath	Transport	Cycle track Beckford Gardens	2023
Bath	Transport	Victoria Bridge, Bath Western Riverside	
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
Bath	Sports and Leisure	Bath Sports and Leisure Centre refurbishment	2018
Bath	Sports and Leisure	Rosewarn Park, Whiteway Multi Use Games Area	2021
Bath	Sports and Leisure	Kensington Meadows Play Area	2021
Bath	Sports and Leisure	Alice Park Tennis Courts improvements	
Bath	Public Realm	Seven Dials and Saw Close public square cyclist and pedestrian 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
Keynsham	Early Years	Somerdale site, Keynsham early year's facility	2018
Keynsham	Primary School	Somerdale Educate Together Primary School New 210 place school on Somerdale site	2017
Keynsham	Primary School	St John's C of E Primary School Expansion temporary	2016
Keynsham	Primary School	Castle Primary School Expansion to a 420 place school	2018
Keynsham	Primary School	Two Rivers C of E Primary School New 420 place school on Hygge Park site	2020
Keynsham	Parks	Kelston Park Improvement Project Phase 1	
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
Keynsham	Health	St Augustine's GP practice relocated into the St Monica's Trust development at the Somerdale site, Keynsham.	
Keynsham	Community Facilities	Somerdale Pavilion	
Keynsham	Community Facilities	Keynsham Community Space	2015
Keynsham	Community Facilities	Keynsham Library and One Stop Shop	2015
Keynsham	Waste	Pixash Lane Reuse and Recycling Centre	2023
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 School in Writhlington Expansion to a 210 place school	2017
Somer Valley	Primary School	Longvernal Primary School in Midsomer Norton Expansion and Upgrade to a 175 place school	2018
Somer Valley	Primary School	St Nicholas' Church School in Radstock Expansion to a 420 place school.	2019
Somer Valley	Primary School	Norton Hill Primary School in Midsomer Norton New 630 place school	2020
Somer Valley	Primary School	Peasedown St John Primary School Expansion to a 630 place school	2021
Somer Valley	Primary School	Paulton Infant School Upgrade	2020
Somer Valley	Primary School	Longvernal Primary School Remodelling	
Somer Valley	Secondary School	Norton Hill School in Midsomer Norton - Gym/Drama/Multi Use space created	
Somer Valley	SEND	Midsomer Norton Primary – Resource Base SPLD/ASD	2023

Somer Valley	Community Facilities	Hope House Healthy Living Centre, Radstock	
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)	
Somer Valley	Sports and Leisure	Midsomer Norton Leisure centre extended fitness facilities	
Somer Valley	Parks	Midsomer Norton town Park Phase 1	
Somer Valley	Allotments	Allotments, Larch Court, Westfield	2018
Somer Valley	Transport	Radstock to Thicket Mead cycle link	
Rural Areas	Primary School	Bishop Sutton Primary School Expansion to a 210 place school	2016
Rural Areas	Primary School	Farmborough Church Primary School Expansion to a 175 place school	2017
Rural Areas	Primary School	Saltford C of E Primary School Expansion to a 420 place school	2017
Rural Areas	Primary School	Ubley C of E Primary School Expansion to a 105 place school	2016
Rural Areas	Primary School	Chew Magna Primary School Upgrade	2015
Rural Areas	Primary School	Swainswick Church School Upgrade	2019
Rural Areas	Primary School	Whitchurch Primary School Expansion to a 315 place school	2019
Rural Areas	Primary School	Cameley C of E Primary School in Temple Cloud Expansion to a 210 place school	2021
Rural Areas	Primary School	Clutton Primary School Expansion to a 175 place school	
Rural Areas	Primary School	High Littleton Church of England Primary School Expansion by the addition of a seventh classroom.	2023
Rural Areas	Community Facilities	Batheaston Village Hall	
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
Rural Areas	Parks	Bishop Sutton Village Park	2019
Rural Areas	Parks	Bathampton Riverside Linear Park Project (Phase 1)	2016

Rural Areas	Transport	The shared use path between Saltford and Broadmead Roundabout Keynsham has been widened and resurfaced.	
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
District	Community Facilities	Police Centre Keynsham	2014
District	Transport	Improvements to the A39/ A368 Marksbury	2018
District	Transport	A39/B3116 Two Headed Man Traffic Signal Controlled Junction Improvements	2018
District	Transport	Odd Down bus lane improvements	2018
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