

Bristol Development Framework

# Core Strategy



Core Strategy  
Infrastructure Delivery Programme  
June 2010

(Incorporating updated Infrastructure Schedule February 2012)



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### Appendix A: Infrastructure Schedule

## Version History

29 February 2012 (Current Version)	Revised Infrastructure Schedule taking account of updated funding information and updated scheme progress.
3 June 2010	Updated Infrastructure Delivery Programme prepared for the Core Strategy examination.
15 March 2010	Revised Infrastructure Delivery Programme accompanying Core Strategy Submission.
26 November 2009	First draft Infrastructure Delivery Programme accompanying Core Strategy Publication Version.

## 1. Introduction

1.1 The purpose of the Bristol Infrastructure Delivery Programme is to outline the key infrastructure requirements needed to support the scale of growth put forward in the Core Strategy, and to provide an overview on how delivery will be planned and monitored.

1.2 The infrastructure planning process provides the opportunity to identify what is needed to implement the Core Strategy and how it is to be provided. This document is based on information currently available and must be able to respond to changing needs and circumstances over the plan period; as a result it is anticipated that it will be regularly updated to ensure that it responds to changing circumstances and developments. Consequently this is a 'live' document that will take account of changes as they come forward, with regular updates and an annual review.

1.3 There are two principal parts to this document:

- Firstly, a narrative, exploring the infrastructure needs arising from the growth proposed in the Core Strategy, and
- Secondly, a detailed schedule of infrastructure projects, which is based on a combination of publicly available information and direct engagement with key infrastructure providers (see paragraph 9).

## 2. Development and Infrastructure Priorities

2.1 As described in the Core Strategy, the council's spatial priorities for development and related infrastructure can be described briefly as follows:

### South Bristol

2.2 Development will be focused on the area around the Hartcliffe Roundabout and broadly covered by Knowle West, Hengrove Park, Inns Court, Imperial Park and the Hartcliffe campus. The main development proposals are:

- 10,000 new homes
- 50,000m<sup>2</sup> of new office, business, workshop and light industrial floorspace
- 5-10 ha of industrial and warehousing land at Nover's Hill / Vale Lane
- City of Bristol Skills Academy
- Healthplex (leisure facilities)
- South Bristol Community Hospital
- South Bristol Link
- Callington Road Link / Bath Road Improvements
- Rapid Transit: Hengrove to North Fringe

## The City Centre and Inner East Bristol

2.3 The main development proposals here consist of:

- 150,000m<sup>2</sup> of B1 office floorspace
- 9,000 new homes in the city centre
- 2,000 new homes within Inner East Bristol
- Expansion of the city centre boundary into the Newfoundland Street area and the St. Philip's area, north of the Feeder Canal, including mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities
- More efficient use of land and a mix of development, particularly within the Broadmead, Nelson Street and St. James' Barton areas
- Continued improvement in major regeneration areas including Redcliffe and Harbourside and city centre gateways including Old Market, Stokes Croft, Cumberland Basin and Temple Meads
- Continuing consolidation and expansion on the University of Bristol and Bristol Royal Infirmary sites
- Completion of the Eastville Family Health Centre in 2011, and the Creative Learning Centre at Junction 3, Easton in 2012

## Northern Arc, including Lockleaze

2.4 The Northern Arc area of Bristol includes the wards of Lockleaze, Horfield, Henbury, Southmead, Kingsweston and part of Avonmouth. Higher density and mixed forms of development and mixed tenure housing schemes in the most accessible locations will be encouraged. Development proposed includes:

- The provision of a minimum of 3,000 new homes
- The redevelopment of Southmead Hospital to provide a new acute and community 'super-hospital'

## **3. Current Position – Housing Development**

3.1 There have been high levels of housing completions in recent years, averaging 2,346 per year over the last three years (2006/07 to 2008/09). However, the rate at which housing is likely to be completed over the next few years has been affected by the economic downturn. From the five-year deliverable housing supply survey (sites with planning permission for 10 or more dwellings identified by their developers as likely to come forward), it is estimated that an average of 1,785 homes per year could be delivered over the next five years (2009/10 to 2013/14).

## **4. Infrastructure and Delivery**

4.1 To provide information on the deliverability of the planned growth for the West of England sub-region, Roger Tym and Partners were commissioned by the West of England Partnership to produce an Infrastructure Delivery and Planning

Assessment Study for the area. This infrastructure delivery programme draws on a draft report undertaken by Roger Tym and Partners in October 2009 (a final report had not been published at the time of writing this programme).

4.2 The key elements of the brief for the report were to identify and appraise the infrastructure required to support the growth of the West of England sub-region. This was defined as the delivery of planned housing growth as set out in the Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes (July 2008). Priority was attached to securing advice about infrastructure requirements of strategic significance, clarifying delivery issues, and their implications for infrastructure investment priorities and the phasing of development. The brief for the study was to give particular attention to establishing and clarifying linkages between development progress and infrastructure provision, and the implications of delivering infrastructure for meeting development targets and achieving other strategic priorities.

4.3 The report focused on key development locations across the West of England. In Bristol's case the sites identified were three broad areas: Bristol City Centre (including St Philip's North of the Feeder), South Bristol (including Hengrove Park) and North Bristol. Each of these areas included the Strategic Housing Land Availability Assessment (SHLAA) sites that fell within their individual boundaries. As a result the three areas consisted of numerous separate sites. In total, the three areas covered approximately half of the total planned growth set out in Bristol's Core Strategy.

4.4 The report assessed what key infrastructure was needed to support development within the key development locations and assessed available funding and development viability to understand infrastructure funding gaps, the implications for development progress and delivering development targets.

4.5 The report assessed the viability of growth at the key development locations and the scale of developer contributions likely to be available for the strategic infrastructure required to support growth.

4.6 The report assessed requirements for, and costs of strategic 'big ticket' infrastructure (transport, education and parks/open space) and other 'abnormal' infrastructure requirements arising from the need to overcome barriers to development (for example, drainage and flood prevention) at the key development locations, and the mainstream funding likely to be available.

4.7 From the above, 'growth barriers' were identified at sub-regional and key development location levels.

4.8 Key outcomes from the report included the following:

- Current property market conditions present viability challenges for residential development of uncommitted sites (sites without planning

permission) at all key development locations. In reaching this conclusion, the report assumed that new residential development on uncommitted sites would provide a proportion of affordable housing and that residential development would meet Level 5 of the Code for Sustainable Homes.

- With full property market recovery, many suburban and greenfield sites at the key development sites would become viable. Some urban sites would, however, continue to face challenging viability issues.

4.9 The report adds a note of caution over its findings, however, emphasising that they are based on a range of high-level general assumptions and do not take into account detailed site-specific considerations that might better enable delivery on certain sites. *“It is perfectly possible,”* it notes, *“for some housing development to start in advance of the point in time indicated ... On any large sites there are likely to be ‘low hanging fruit’ which are attractive to developers for various reasons, and might not be subject to the usual growth barriers. This analysis cannot pick up all these contingent factors. Instead, it is a strategic study which intends to show when the bulk of housing development on a site is likely to come forward.”*

4.10 It is also worth noting that the report focuses solely on the deliverability of development without external support. No account is taken of political decisions such as the desirability of regeneration in certain locations, and consequently no policy interventions, such as Homes and Communities Agency (HCA) funding, are taken into account in its findings.

## **Implications for Bristol**

### Bristol City Centre

4.11 For the city centre, the report suggests that current market conditions will present viability challenges for uncommitted sites until the year 2015. It is noted, however, that the Greater Bristol Bus Network (GBBN), Rapid Transit and Greater Bristol Metro Rail project (GBMR) will play a significant role in providing for sustainable commuting to the city centre and will improve its attraction to investment. In particular the presence of rapid transit routes is likely to affect the large amount of B1 employment planned for the area.

### St Philip’s North of the Feeder

4.12 The report suggests that viability will remain a key issue throughout the Core Strategy period, given the high potential existing use values and the cost of demolition and remediation involved. However, the report notes that the implementation of transport schemes that increase the accessibility of the city centre will improve commercial viability.

## North Bristol

4.13 The report suggests that uncommitted sites in North Bristol will continue to face viability challenges until 2015. As with the city centre this is due primarily to the current market conditions. Aside from viability there are no other identified growth barriers.

## South Bristol

4.14 Transport is identified by the report as a 'growth barrier', constraining development in South Bristol before 2016. The Hengrove development in particular is identified as being dependent on improvements in transport infrastructure.

4.15 The transport schemes identified by the report to address these issues are the South Bristol Link; the rapid transit Hengrove to North Fringe route; the Callington Road Link / Bath Road Improvements; an orbital rapid transit route (suggested by the report, although this is not identified as a growth barrier) and a South East Bristol Transport Package (to address orbital transport issues following the completion of the South Bristol Link and increased demand should the South East Bristol Urban Extension identified in the draft RSS be implemented).

4.16 The priority item is identified as the South Bristol Link, which will link radial routes to the southwest of the city. It will help to alleviate pressure on an already congested corridor and should also help to reduce pressure on local roads.

4.17 The Callington Road Link / Bath Road Improvements are identified in the report as playing an important future role in South Bristol. The Hengrove to North Fringe rapid transit route is also mentioned as playing an important role in reducing car trips between these two large growth areas and at intermediate locations, although the report acknowledges that the GBBN should go some way to providing for this function.

4.18 In terms of other 'growth barriers', viability remains a challenging issue in South Bristol until 2015. However, in the case of the regeneration potential of Knowle West, which is assumed to have higher abnormal costs, viability is likely to remain a growth barrier for longer unless supported by a degree of public sector investment.

## **5. Overcoming Growth Barriers**

5.1 Viability is suggested by the Roger Tym report as the principal growth barrier in most parts of the city. In many cases this is related primarily to present market conditions, and is not being delayed by the absence of essential infrastructure.

5.2 However, in some cases, particularly South Bristol, the need for new and improved transport infrastructure is identified as a significant contributing factor to poor viability. In these circumstances, the delivery of the key strategic transport

infrastructure proposals set out in the Core Strategy will be instrumental to the future viability of growth in such areas.

5.3 Strategic infrastructure can be delivered in a number of ways, including through public sector investment (including central government funding for major projects), private sector development (including developer contributions to public sector projects) and the business plans of statutory undertakers. The schedule accompanying this written statement sets out how the essential transport infrastructure is to be funded and when it is to come forward.

5.4 It is apparent that some of the infrastructure required to support the proposed growth in South Bristol is not expected to come forward until the second to third quartiles of the Core Strategy period. However, there are other policy interventions that can be explored to bring forward development in the first part of the Core Strategy period that would not otherwise be viable under present market conditions. Typically, these interventions will involve a more flexible approach to developer contributions or the use of public money, for instance through funding from the HCA, to improve viability. Examples of where these interventions are being used in Bristol are set out below.

## **6. Policy Interventions to Secure Delivery**

6.1 This section provides details of current and pending intervention initiatives that will bring forward residential development in Bristol.

6.2 At the time of writing, a 'Delivery and Infrastructure Investment Plan' (2010/11 – 2014/15) is being prepared by the West of England Partnership in support of local authority Core Strategies through the 'Single Conversation'. The emerging plan has been developed with the involvement of the Homes and Communities Agency (HCA), the South West Regional Development Agency and other bodies and identifies and prioritises the investment required to secure some of the new housing and jobs proposed by Core Strategies. The Delivery and Infrastructure Investment Plan phases the delivery of proposed housing and employment and the infrastructure required across the sub-region, and supports the creation of mixed and sustainable communities, including a supply of affordable and supported housing.

6.3 In the case of Bristol, the Council has highlighted the City Centre, South Bristol and Lockleaze as priority places to promote infrastructure investment and sustainable development.

6.4 City Centre: the key locations of Stokes Croft, Temple Meads, St. Philips (north of the Feeder) and Dove Lane have been identified as providing significant development opportunities, which will be unlocked following master planning, land assembly, site preparation and investment in jobs and homes.



6.5 South Bristol: the key locations of Knowle West, Kingswear and Torpoint and Hengrove and Hartcliffe Campus have been highlighted as priorities for focused regeneration. This will primarily involve master planning in the short term, in order to deliver the long term growth of housing, new employment provision, high quality open space and local community facilities accessible by sustainable transport.

6.6 Lockleaze: the key locations of Bonnington Walk Allotments and Playing Fields, Lockleaze and Romney Avenue schools, Wallscourt Farm and Gainsborough Square have been prioritised for investment and development in order to deliver a more balanced and sustainable community.

6.7 In addition, further sites have been selected outside these areas to support local centres through 'Suburban Intensification'; in the majority of cases this is in support of affordable housing and very sheltered housing schemes.

#### Knowle West: An Example of Investment and Delivery

To provide a detailed example on the nature of policy interventions included in the Delivery and Infrastructure Investment Plan the proposals identified for Knowle West in South Bristol are detailed below.

Knowle West is an area characterised by a poor physical environment, high levels of deprivation, and relatively poor access to jobs and local services.

A Knowle West Regeneration Framework is being prepared to provide a strategic plan for change. It will include opportunities for new homes, jobs, transport infrastructure, and improved open space and local facilities. Key development opportunities comprise:

- Kingswear and Torpoint: A former council estate of condemned housing and poor quality open space. Proposals are being prepared for new housing, better access, improved open space and local employment to revitalise the neighbourhood. Prioritised by the council as an exemplar project setting the standards for future development in South Bristol. Site clearance expected in 2011; HCA requested to provide funds between 2011-2020 to enable the delivery of between 400-500 homes;
- Filwood Broadway Corridor: Site assembly is currently underway and a planning application is being prepared for submission in 2011; HCA is requested to provide funds between 2011-2015 to support site assembly, design, planning preparations, demolition and clearance;
- Inns Court: Consultation underway on development options and master plan being prepared. HCA requested to provide funds between 2011-2015 to support scheme design and planning preparations;
- Knowle West Infill Sites: Masterplanning and site preparation; HCA requested to provide funds between 2011-2015.

Altogether approximately £78 million of HCA funding is being requested for the Knowle West proposals, and this could support about 2,000 new homes and over 700 jobs between 2010-2020.

Potential Levels of Investment:

6.8 The West of England Delivery and Infrastructure Investment Plan has been developed with guidance from the HCA who have advised that their annual allocation to the West of England is anticipated to total approximately £60m. The Delivery and Infrastructure Investment Plan has identified the allocation of the following funding to Bristol:

**Table 6.1 – HCA Funding**

2010-11	2011-12	2012-13	2013-14	2014-15	Total HCA
£12m	£23m	£29m	£39m	£41m	£144m

6.9 For 2010-12 these figures are additional to approximately £25m of funding which is already committed. The investment within the tables is also subject to specific appraisals by the HCA and available funding.

6.10 The council has also evaluated alternative approaches to its assets in the priority locations and will support delivery through the phased disposal of land in order to kick-start sustainable development in the short term, while capturing development value in the long term. The mechanisms used for this approach are evolving and will require regular review.

6.11 Other potential sources of investment include:

- The Regional Development Agency (RDA): The Delivery and Infrastructure Investment Plan does not include any RDA commitments. Discussions about future investment in sites and premises for employment are required amongst the four councils and their economic partners, including the new RDA Executive and Area Directors for the sub-region.
- The Regional Infrastructure Fund, which provides cash flow support where a detailed business plan demonstrates that a development can repay the loan required to close the infrastructure funding gap.
- Exploring any scope for aligning any Environment Agency or Highways Agency investment to give support to investment required as part of developing priority places.
- Monitoring any further national developments in the retention of business rates in an area for an agreed period to meet public infrastructure funding gaps.
- Further examining the scope for the application of Community Infrastructure Levy if the scheme becomes available in April 2010.

## 7. Summary – Housing Development

7.1 Combining the schemes coming forward through current grant funding, the developments outlined in the emerging Delivery and Infrastructure Investment Plan, commitments (sites with planning permission for 10 or more dwellings identified by their developers as likely to come forward) and future development potential (identified through the SHLAA), we are able to estimate what development will come forward from this financial year what other schemes may also come forward privately during this period and what further development may come forward during the remainder of the plan period.

**Table 7.1** – Summary of housing completions, commitments and 2009 SHLAA by policy area

	<b>Completions 06/07 to 08/09</b>	<b>Commitments 2009/10 to 2014/15</b>	<b>Remaining Plan Period 2015 to 2026</b>	<b>TOTAL</b>
<b>City Centre</b>	1,532	3,761	2,998	8,291
<b>Inner East Bristol</b>	697	1,128	198	2,023
<b>South Bristol</b>	1,883	2,228	6,602	10,713
<b>Northern Arc</b>	934	1,007	1,873	3,814
<b>Rest of Bristol</b>	1,991	2,272	1,122	5,385
<b>TOTAL</b>	<b>7,037</b>	<b>10,396</b>	<b>12,793</b>	<b>30,226</b>

7.2 The results of the Roger Tym study, concluded that there were no major infrastructure growth barriers to development in Central and North Bristol, and that market conditions, i.e. viability, were responsible for delays in development until conditions improve by 2014, according to their predictions.

7.3 From this, much of the residential development proposed in the Core Strategy is likely to come forward as market conditions improve. This applies to Central and North Bristol, excepting major redevelopment in St. Philip’s North of the Feeder which may experience delay. In the present challenging market conditions, targeted policy interventions as proposed in the Delivery and Infrastructure Investment Plan are helping to release both public and private housing sites for development.

7.4 For South Bristol, transport infrastructure is identified as a ‘growth barrier’ until 2016, although for Knowle West, anticipated delays are longer. Again, targeted policy interventions will see the release of some sites however, it is accepted that the bulk of housing development is unlikely to come forward until market conditions improve and essential transport infrastructure is in place. The delivery of the required transport infrastructure is set out in the infrastructure schedule (Appendix A).

## **8. Planning Infrastructure Delivery – Outline of Governance Arrangements**

8.1 The council has a strong commitment to delivery. To oversee and co-ordinate the delivery of Bristol’s long-term future development the council has established an Infrastructure and Development Board made up of the key council heads of service and chaired by the Chief Executive. This board provides a strong platform for inter-departmental co-ordination within the council on infrastructure projects and, where appropriate, reports to the Bristol Partnership, which has a broader purview incorporating other public sector organisations.

8.2 The council has also appointed a Service Director of Major Projects, whose role it is to drive forward key projects in Bristol, including major redevelopments such as Kingswear and Torpoint and key infrastructure schemes such as rapid transit.

8.3 Infrastructure providers such as the Highways Agency, Environment Agency, the Primary Care Trusts, Local Education Authority, Wessex Water and others have been involved in the development of the Core Strategy through consultation at each stage of production of that document. There will be continued discussions with infrastructure providers to inform the Infrastructure Delivery Programme and ensure that it is accurate and up-to-date as it undergoes review. For example, information and planning on social infrastructure issues will be further developed and agreed.

## **9. Introduction to the Infrastructure Schedule**

9.1 The detailed schedule contained in Appendix A to this document sets out the strategic infrastructure that is expected to come forwards within the life of the Core Strategy, broken down into five-year tranches. The schedule is organised by infrastructure type, rather than Core Strategy policy area, in order to avoid repetition, as many infrastructure projects relate to multiple Core Strategy policy areas. However, cross-references are made within the schedule to the relevant Core Strategy policy areas for each infrastructure project.

9.2 The schedule is, inevitably, at its most complete for the first 5-10 years of the Core Strategy period. However, longer-term projects, investment strategies and aspirations have been identified where possible. Future reviews of the Infrastructure Delivery Programme will explore the later part of the Core Strategy period in more detail as more information becomes available.

9.3 Infrastructure has been categorised as “essential” or “desirable”, with the “essential” infrastructure being that required to overcome the key growth barriers that may inhibit delivery of the Core Strategy, such as viability in South Bristol, that required to protect development from flooding, and that required to meet basic needs such as water and drainage without which development cannot take place. Where possible for desirable infrastructure, and in almost all cases for essential infrastructure, the cost of the proposed infrastructure is stated along with any

funding streams which have been identified. For essential infrastructure, risks and contingencies have also been put forward.

9.4 The present version of the schedule is based on a combination of publicly available information and direct provider involvement. Key infrastructure providers, including the statutory undertakers, were consulted on a draft schedule and invited to offer corrections, additions and updates; comments on priorities, risks and contingencies; and any comments they wished to make on the way the information was presented. For further reviews of the Infrastructure Delivery Programme, it is anticipated that there will be further ongoing involvement of key infrastructure providers by means of the aforementioned governance arrangements.

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**Rapid Transit: Hengrove to North Fringe**

**Transport Infrastructure**

Funding awarded to this project from RFA2 in December 2011. The scheme will deliver a rapid transit route from Hengrove, through the City Centre to the North Fringe and Emersons Green. Construction is programmed from 2015 - 2017.

**Essential**

**Cost:**  
£102m

**Funding Sources:**  
£51m RFA2  
£51m to come from Bristol (£20m) and South Gloucestershire Councils. Bristol's component to come from one or more of:  
Community Infrastructure Levy  
Local Transport Plan Funding  
Business Rate Supplement/Workplace Parking Levy

**Phasing:**  
2011-2021

**Risks:**

**Relevant Policy Areas:**

**Lead Agencies:**

South Bristol  
City Centre  
Inner East  
Northern Arc  
Rest of Bristol  
Outside Bristol

West of England Partnership

**Contingencies:**

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**Greater Bristol Bus Network: M32 from south of Junction 2 to Bristol City Centre (Corridor 1).**

**Transport Infrastructure**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

**Essential**

M32 J2 completed Summer 2010. Last summer a dedicated bus lane was delivered on Newfoundland Way after junction 3 of the M32. This provides time savings for buses approaching the city centre, improving punctuality and reliability.

Overall project programmed for completion by 2012.  
[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**

2006-2016

**Risks:**

**Relevant Policy Areas:**

City Centre

**Lead Agencies:**

West of England Partnership  
First Group

**Contingencies:**

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**Greater Bristol Bus Network: A432 Bristol to Yate (Corridor 5).**

**Transport Infrastructure**

**Essential**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

Works proposed within Bristol for this corridor include new bus lanes in the Manor Road, Lodge Causeway and East Park areas, signal improvements at key junctions and bus stop improvements. Work completed to date includes the provision of new fibre optic cabling on Fishponds and Stapleton Roads to enable improved control of traffic signals.

Overall project programmed for completion by 2012.  
[Source: Major Scheme Bid]

Work still in progress.

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**

2006-2016

**Risks:**

**Relevant Policy Areas:**

City Centre  
Inner East  
Outside Bristol

**Lead Agencies:**

West of England Partnership  
First Group

**Contingencies:**

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**Greater Bristol Bus Network: A4018 Bristol to Cribbs Causeway (Corridor 2).**

**Transport Infrastructure**

**Essential**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

Works proposed within Bristol for this corridor include new bus lanes in the Whiteladies Road and Westbury Road areas, signal improvements at the Blackboy Hill gyratory, improved lining and signing in the Clifton Triangle and bus stop improvements. Work completed to date includes the purchase of 30 new buses by First for services 1 and 54. Outside Bristol, work completed to date includes the construction of a new bus lane along Lysander Road, Cribbs Causeway and new buses have also been introduced along the corridor.

Work currently in progress.

Overall project programmed for completion by 2012.  
[Source: Major Scheme Bid]

**Cost:**  
£69.8m for overall project

**Funding Sources:**  
£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**  
2006-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre  
Northern Arc  
Rest of Bristol  
Outside Bristol

**Lead Agencies:**  
West of England Partnership  
First Group

**Contingencies:**

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**Greater Bristol Bus Network: Cribbs Causeway to Bristol via Bradley Stoke, Abbey Wood and Horfield (Corridor 4).**

**Transport Infrastructure**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

**Essential**

Works proposed within Bristol for this corridor include signal improvements at the Filton Avenue / Lockleaze Road junction to provide bus priority and bus stop improvements in Filton Avenue. The signal improvements have already been installed. Outside Bristol, work completed to date includes new bus shelters and raised kerbs in Bradley Stoke and Patchway, and new bus lanes in Filton Avenue and New Road, Filton, while new bus and cycle lanes are now being installed on Great Stoke Way, Filton and on the A38 in the Patchway / Aztec West area along with improved provision for pedestrians.

Various works have been completed including improved traffic signals, widening of bus lanes and a new bus only lane.

Work currently in progress.

Overall project programmed for completion by 2012.

[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**

2006-2016

**Risks:**

**Relevant Policy Areas:**

Northern Arc  
Outside Bristol

**Lead Agencies:**

West of England Partnership  
First Group

**Contingencies:**

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**Greater Bristol Bus Network: A4 Bristol to Bath (Corridor 3).**

**Transport Infrastructure**

**Essential**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

Works proposed within Bristol for this corridor include new bus lanes in the Flowers Hill and Totterdown Bridge / Three Lamps Junction areas, signal improvements at key junctions and bus stop improvements. Work is getting underway on environmental improvements in Brislington Hill, to be followed (subject to consultation) by the additional bus lanes. Outside Bristol, work completed to date includes improvements to the Hick's Gate junction.

Also on the A4 at Twerton Fork, the traffic signals have been upgraded. Work has also been completed at the junction of Sandy Park Road and St Phillips Causeway.

Overall project programmed for completion by 2012.

[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)

£20m First

£5.7m developer contributions

£1.8m local authority contributions

**Phasing:**

2006-2016

**Risks:**

**Relevant Policy Areas:**

South Bristol

City Centre

Outside Bristol

**Lead Agencies:**

West of England Partnership

First Group

**Contingencies:**

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**Greater Bristol Bus Network: A37 Bristol to Midsomer Norton & Radstock (Corridor 6).**

**Transport Infrastructure**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

**Essential**

Works proposed within Bristol for this corridor include signal improvements at the Wells Road / St. John's Lane junction to provide bus priority, crossing improvements and bus stop improvements.

On the A37 Wells Road junction with St. John's Lane, traffic signals have been upgraded to include bus priority equipment and improvements to the pedestrian crossing facilities. The signals on the A37 at the Staunton Lane junction have been improved to enable priority to buses.

Overall project programmed for completion by 2012.

[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)

£20m First

£5.7m developer contributions

£1.8m local authority contributions

**Phasing:**

2006-2016

**Risks:**

**Relevant Policy Areas:**

South Bristol

City Centre

Outside Bristol

**Lead Agencies:**

West of England Partnership

First Group

**Contingencies:**

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**Greater Bristol Bus Network: A370 Bristol to Weston-Super-Mare (Corridor 8)**

**Transport Infrastructure**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

**Essential**

Works proposed within Bristol for this corridor include signal improvements at the Plimsoll bridge. These have already been installed. Outside Bristol, work completed to date includes bus lanes and bus priority measures in the Weston-Super-Mare area, while bus stops are being improved along the A370 and work has commenced on a bus lane and new signals in Congesbury and better pedestrian facilities.

Overall project programmed for completion by 2012.  
[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**

2006-2011

**Risks:**

**Relevant Policy Areas:**

South Bristol  
City Centre  
Outside Bristol

**Lead Agencies:**

West of England Partnership  
First Group

**Contingencies:**

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**Greater Bristol Bus Network: A369 Bristol to Portishead (Corridor 9)**

**Transport Infrastructure**

**Essential**

Major improvements to bus corridors and the purchase of new buses. Physical measures include bus priority measures and improved bus stops with new shelters, raised kerbs and, at the most heavily used stops, Real Time Passenger Information.

Works proposed within Bristol for this corridor include bus stop improvements. Outside Bristol, work completed to date includes improvements to the Bridge Road junction in Leigh Woods to provide bus priority measures, while bus stops are being improved along the A369. The A369 Bridge Road traffic signals have been improved allowing the lights to change to green when a bus approaches, giving priority to the bus.

Overall project programmed for completion by 2012.  
[Source: Major Scheme Bid]

**Cost:**

£69.8m for overall project

**Funding Sources:**

£42.3m DfT (approved)  
£20m First  
£5.7m developer contributions  
£1.8m local authority contributions

**Phasing:**

2006-2011

**Risks:**

**Relevant Policy Areas:**

South Bristol  
City Centre  
Outside Bristol

**Lead Agencies:**

West of England Partnership  
First Group

**Contingencies:**

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**South Bristol Link**

**Transport Infrastructure**

Road and public transport link from A370 near Long Ashton Park & Ride to A38 and A4174 Hartcliffe Roundabout. Would include rapid transit route from Long Ashton Park and Ride to Hengrove.

**Essential**

**Cost:**  
£45m

**Funding Sources:**  
£28m RFA2  
£17m to come from Bristol (£9m) and North Somerset (£8m) councils.  
Bristol component to come from one or more of:  
Community Infrastructure Levy  
Local Transport Plan Funding

**Phasing:**  
2011-2021

**Risks:**

**Relevant Policy Areas:**  
South Bristol  
Outside Bristol

**Lead Agencies:**  
West of England Partnership

**Contingencies:**

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**Callington Road Link / Bath Road Improvements**

**Transport Infrastructure**

Road and/or public transport link from A4320 at St. Philip's Causeway to A4174 at Callington Road, bypassing A4.

**Essential**

(25 May 2010) Part of a broader package of measures which would also see associated highway improvements to both the A4 Bath Road and A37 Wells Road.

Further guidance in relation to funding is expected towards the end of 2011, when the current review is concluded, to advise how scheme could be progressed.

**Cost:**

£70m

**Funding Sources:**

**Phasing:**

2021-2026

**Risks:**

Continued delay and uncertainty over funding for the project will limit the accessibility of South Bristol from the strategic route network during the first half of the plan period.

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

West of England Partnership

**Contingencies:**

The spatial strategy can be implemented successfully with effective delivery of the other essential transport infrastructure, but this scheme is essential to meet the overall objectives for the area including tackling congestion and climate change. May need to explore other options for improved transport in the area if funding for this scheme continues to prove problematic.

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**Rapid Transit: Ashton Vale to Temple Meads**

**Transport Infrastructure**

Route to run from Long Ashton Park and Ride, via proposed Bristol City Stadium site, former Megabowl site, Cumberland Road and Prince Street Bridge to reach a proposed city centre loop.

**Essential**

**Cost:**  
£50m

**Funding Sources:**  
£35 m RFA2  
£15m to come from Bristol (£12m) and North Somerset (£3m) councils.  
Bristol component to come from one or more of:  
Community Infrastructure Levy  
Local Transport Plan Funding  
Business Rate Supplement/Workplace Parking Levy.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
South Bristol  
City Centre

**Lead Agencies:**  
West of England Partnership

**Contingencies:**

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**M32 Park and Ride**

**Transport Infrastructure**

Provision of Park and Ride site at Stapleton smallholdings site adjacent to M32. Scheme originally formed part of Hengrove to North Fringe Bristol Rapid Transit bid and is identified in the West of England Joint Transport Plan 2011-2016. The scheme was eventually omitted from the bid due to DfT requirement to reduce bid costs.

**Essential**

**Cost:**  
£15.5m

**Funding Sources:**  
Currently unfunded.

**Phasing:**  
2011-2021

**Risks:**  
Funding not becoming available.

**Relevant Policy Areas:**  
City Centre  
Inner East  
Northern Arc  
Outside Bristol

**Lead Agencies:**  
West of England Partnership  
BCC (City Development)

**Contingencies:**  
Explore other options for improved transport in the area.

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### ***Romney Avenue bus link***

***Transport Infrastructure***

A link for public transport, walking and cycling from Romney Avenue, Lockleaze to proposed residential development at Wallscourt Farm.

**Desirable**

The North Area Development Control Committee have agreed that payment of the £300k for scheme would be made by October 2011. This payment has been received.

(25 May 2010) Proposal reclassified as "desirable". The proposal would contribute to improving access and linkages between the Northern Arc and other areas but would not prevent development coming forward in that area if not delivered.

**Cost:**

£300k

**Funding Sources:**

- Developer contributions from Wallscourt Farm development.

**Phasing:**

2011-2016

**Risks:**

**Relevant Policy Areas:**

Northern Arc

Outside Bristol

**Lead Agencies:**

BCC (City Development)

**Contingencies:**

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### ***Rapid Transit: Temple Meads to Emerson's Green***

***Transport Infrastructure***

A potentially more direct route from the city centre to Emerson's Green. There is no current plan for where the route may go and a great deal of work remains to be done on all of the options.

**Desirable**

**Cost:**

£80m approx.

**Funding Sources:**

£3m RFA2 (subject to DfT approval)  
10% through local sources.

**Phasing:**

2016-2021

**Risks:**

**Relevant Policy Areas:**

City Centre

Inner East

Rest of Bristol

Outside Bristol

**Lead Agencies:**

West of England Partnership

**Contingencies:**

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***Park and Ride: A37***

***Transport Infrastructure***

New site to be confirmed.

**Desirable**

**Cost:**

Not yet available

**Funding Sources:**

-To be confirmed  
- Developer contributions

**Phasing:**

Not yet available

**Risks:**

**Relevant Policy Areas:**

South Bristol  
Outside Bristol

**Lead Agencies:**

BCC (City Development)  
Bath and North East Somerset Council

**Contingencies:**

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***Reconfiguration of roads and junctions (South Bristol)***

***Transport Infrastructure***

Improving accessibility, connectivity and urban form and reducing severance.

**Desirable**

**Cost:**

Will depend on the outcome of  
masterplanning

**Funding Sources:**

**Phasing:**

Not yet available

**Risks:**

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (City Development)

**Contingencies:**

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**Greater Bristol Metro Rail**

**Transport Infrastructure**

Improvements to suburban and inter-urban services around Bristol, including improved frequency to provide half hourly services, involving new rolling stock and some new infrastructure.

**Desirable**

**Cost:**  
£19.7m

**Funding Sources:**  
£12.5m RFA2 (subject to DfT approval)

**Phasing:**  
2016-2021

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
West of England Partnership  
Network Rail  
Train Operator(s)

**Contingencies:**

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**Great Western Mainline Route Utilisation Strategy (RUS)**

**Transport Infrastructure**

Identifying shortfalls in provision and looking to improve the efficiency and effectiveness of the network.

**Desirable**

**Cost:**  
Not available

**Funding Sources:**  
- Network Rail  
- Train Operators

**Phasing:**  
2006-2021

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
Network Rail

**Contingencies:**

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***Reopening of Portishead line***

***Transport Infrastructure***

Possible stations at Winterstoke Road, Ashton Gate, Pill and Portishead.

**Desirable**

**Cost:**

£24m plus running subsidy

**Funding Sources:**

£25.26m RFA2 (subject to DfT approval)

**Phasing:**

2016-2019

**Risks:**

**Relevant Policy Areas:**

South Bristol  
Outside Bristol

**Lead Agencies:**

West of England Partnership  
Network Rail  
Train Operator(s)

**Contingencies:**

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***Reopening of Henbury line***

***Transport Infrastructure***

Possible stations at Filton and Henbury.

**Desirable**

**Cost:**

Not yet available

**Funding Sources:**

None

**Phasing:**

Long term aspiration. Not currently programmed.

**Risks:**

**Relevant Policy Areas:**

Northern Arc  
Outside Bristol

**Lead Agencies:**

West of England Partnership

**Contingencies:**

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### ***Festival Way***

***Transport Infrastructure***

New Sustrans "Connect2" cycle route from Bristol City Centre to Ashton Park, Long Ashton, Nailsea and Backwell.

**Desirable**

**Cost:**  
£1.5m

**Funding Sources:**  
- Part of the £50m "Connect2" project, funded by the National Lottery.  
- Linked to Rapid Transit: Ashton Vale to Temple Meads and the Cycling City project..

**Phasing:**  
2006-2016

**Risks:**

**Relevant Policy Areas:**  
South Bristol  
City Centre  
Outside Bristol

**Lead Agencies:**  
Sustrans  
BCC (City Development)

**Contingencies:**

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### ***King Street Bridge***

***Transport Infrastructure***

New pedestrian / cycle bridge between King Street and Redcliff Street.

**Desirable**

**Cost:**  
£1m - £2m depending on structure

**Funding Sources:**  
Developer contributions.

**Phasing:**  
Not currently programmed.

**Risks:**

**Relevant Policy Areas:**  
City Centre

**Lead Agencies:**  
BCC (City Development)

**Contingencies:**

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***Mobius Bridge***

***Transport Infrastructure***

New pedestrian / cycle bridge between former Courage brewery site and Castle Park.

**Desirable**

**Cost:**  
£1.7m

**Funding Sources:**  
Funded through Finzel's Reach development.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre

**Lead Agencies:**  
BCC (City Development)  
Private developer(s)

**Contingencies:**

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***Deep sea container terminal***

***Transport Infrastructure***

Deep sea container terminal at Bristol Port.

**Desirable**

**Cost:**  
£600m

**Funding Sources:**  
Private sector funded.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
Avonmouth and Bristol Port

**Lead Agencies:**  
Bristol Port Company

**Contingencies:**

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### **Temple Quay 3 Bridge**

**Transport Infrastructure**

Road bridge from Cattle Market Road to serve former Bristol Arena site

**Desirable**

**Cost:**  
£10m estimate

**Funding Sources:**  
SWRDA

**Phasing:**  
2006-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre

**Lead Agencies:**  
South West of England Regional Development Agency

**Contingencies:**

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### **Great Western Mainline Electrification**

**Transport Infrastructure**

Electrification of line from London to Swansea, including branches to Oxford and Newbury and including both Bristol routes (Parkway and Temple Meads), but not including branch to Weston-super-Mare. New rolling stock would include a proportion of 'bi-mode' trains, so destinations such as Weston-super-Mare could continue to be served whilst gaining the benefits of electrification.

**Desirable**

**Cost:**  
£1bn

**Funding Sources:**  
The cost of electrification will be funded by Network Rail and supported by the Government.

**Phasing:**  
2011-2021

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
Network Rail  
Department for Transport

**Contingencies:**



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**Connecting Bristol initiative**

**Communications Infrastructure**

Initiative to bring next generation broadband access to Bristol. Possible projects include upgrading the council's existing infrastructure to provide a public service, and the development of a major regional data exchange. Next generation access is likely to become essential to business within the lifetime of the Core Strategy.

**Essential**

**Cost:**

£5m approx.

**Funding Sources:**

Possible sources for the capital cost of upgrading the existing infrastructure include:  
- Bristol City Council and  
- Private sector provider

**Phasing:**

Not yet available

Regional data exchange would be delivered by the private sector.

**Risks:**

Strategy and capital funding have yet to be confirmed.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (City Development)  
Private sector provider(s)

**Contingencies:**

Other funding avenues will have to be explored, and smaller-scale facilities if the regional data exchange is not progressed.

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### **Water Resources Management Plan**

### **Water and Drainage Infrastructure**

Bristol Water plan takes account of forecast housing growth and population growth to plan water supply for next 25 years, having regard to the impact of climate change and opportunities to increase water efficiency. Leakage reduction and metering are major elements of the strategy, with enhancement of Cheddar Reservoir as a longer-term option.

**Essential**

(21 May 2010) Final document published December 2009.

**Cost:**  
Ongoing

**Funding Sources:**  
Private sector funded.

**Phasing:**  
2006-2026

**Risks:**  
Demand could outstrip that anticipated, or sufficient efficiency savings could fail to be made.

**Relevant Policy Areas:** Citywide  
**Lead Agencies:** Bristol Water

**Contingencies:**  
There are further options for abstraction that could be explored, such as the reinstatement of small sources, abstraction from the River Avon or abstraction and desalination from the Severn Estuary. Bristol Water retains the option of temporary water use restrictions as a last resort.

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### **Wessex Water Business Plan 2010-2015**

### **Water and Drainage Infrastructure**

Levels of investment are agreed every 5 years with Ofwat. Includes new investment schemes for storm water drainage and foul water sewerage, as well as investment in water supply outside the Bristol area. Recent schemes in Bristol include new storm overflow at Hotwells and new Bristol tunnel flood alleviation scheme.

**Essential**

**Cost:**  
£953m across whole Wessex Water area

**Funding Sources:**  
- Private sector funded.

**Phasing:**  
2006-2016

**Risks:**  
Demand could outstrip that anticipated.

**Relevant Policy Areas:** Citywide  
**Lead Agencies:** Wessex Water

**Contingencies:**  
Developer contributions could cover additional demand.

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**Sewerage improvements**

**Water and Drainage Infrastructure**

A number of schemes are planned to improve environmental performance over the next 5 years, including work to Ashton Avenue Pumping Station and Avonmouth sewage treatment works. Future development may trigger a need for additional works to local sewerage networks and/or downstream works to the strategic network.

**Essential**

Improved sludge treatment plant being currently being built in Avomouth.  
Ashton Avenue pumping station going through refurbishment and improvements.

**Cost:**

Ongoing. £25m for identified projects.

**Funding Sources:**

- Private sector funded.  
- Developers contribute to additional local / downstream works, the need for which arises from their development.

**Phasing:**

2006-2016

**Risks:**

Demand could outstrip that anticipated.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

Wessex Water

**Contingencies:**

Developer contributions could cover additional demand.

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**Flood risk mitigation measures**

**Water and Drainage Infrastructure**

**Essential**

Mitigation measures required to enable the development proposed in the Core Strategy, having regard to the Strategic Flood Risk Assessment.

Work has been commissioned by the City Council, in conjunction with the Environment Agency to assess the Flood Risk in the central area of Bristol both from tidal and fluvial events. This work has identified that the following projects are required.

Bristol Central Area Flood defence improvements - £3,252,000

In addition to this study the Strategic Flood Risk Assessment identified the flood risk in Avonmouth and Severnside which requires improvements to the coastal defences. These works will cost between £50,000,000 and £250,000,000.

The Surface Water Management Plan has identified the areas in Bristol at greatest risk of pluvial flooding and the costs of mitigation works are:

Ashton - £7,230,000

Bamfield - £300,000

Henbury - £600,000

Southmead - £500,000

Trowbridge Road - £300,000

**Cost:**

Minimum of £62,182,000

**Funding Sources:**

£1.345 EA Funding for 2014/15. No certainty about future levels of funding from EA or DEFRA.

**Phasing:**

2012-2050

**Risks:**

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (City Development)

Environment Agency

Private developer(s)

**Contingencies:**

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### **Western Power Distribution investment planning**

### **Energy and Waste Infrastructure**

General income and levels of investment are agreed with Ofgem on a 5-yearly cycle, based on historic trends and major known future developments. Additional unplanned infrastructure costs are covered by developers requiring connections.

**Essential**

**Cost:**  
Ongoing

**Funding Sources:**  
Private sector funded.

**Phasing:**  
2006-2016

**Risks:**  
Demand could outstrip that anticipated.

**Relevant Policy Areas:** Citywide  
**Lead Agencies:** Western Power Distribution

**Contingencies:**  
Developer contributions could cover additional demand.

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### **Wales and West Utilities Infrastructure Plan**

### **Energy and Waste Infrastructure**

Plan to guide new investment in the gas distribution network for next 10 years based on estimated growth in the market.

**Essential**

Gas mains replacement work in around Temple Meads completed 2010. Work currently being carried out in Clovelly Road and Marling Road. Work began on 14/02/11 and will take around 5 weeks to complete. Project cost so far = £100k.

**Cost:**  
Ongoing

**Funding Sources:**  
Private sector funded.

**Phasing:**  
2006-2021

**Risks:**  
Demand could outstrip that anticipated.

**Relevant Policy Areas:** Citywide  
**Lead Agencies:** Wales and West Utilities

**Contingencies:**  
Developer contributions could cover additional demand.

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### **Joint Waste Core Strategy (JWCS)**

### **Energy and Waste Infrastructure**

**Essential**

Aims to minimise waste and maximise waste self-containment within the West of England. Spatial strategy for provision of residual waste facilities supported by needs assessment. Five zones are identified in the sub-region, of which Bristol falls predominantly into two, with Zone A (Avonmouth / northwest Bristol and environs) expected to provide 390,000 tonnes per annum capacity and Zone D (central / south / east Bristol and environs) expected to provide 60,000 tonnes per annum capacity. Several strategic sites are identified. Zone A is expected to be delivered within the first part of the plan period and Zone D around the middle. JWCS adopted by West of England unitary authorities in 2011.

**Cost:**

Not available for overarching strategy

**Funding Sources:**

- Likely PFI for West of England contracts.  
- Likely private sector led for other schemes.

**Phasing:**

2006-2026

**Risks:**

Preferred strategic sites might not come forward.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

West of England Partnership  
Private developer(s)

**Contingencies:**

Explore proposals for other sites.

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### **District Heating**

### **Energy and Waste Infrastructure**

Approval pending for strategy to take forwards a strategic district heating network. Heat priority areas likely to be tackled first.

**Essential**

Local infrastructure delivered through by development through requirements of Core Strategy policy BCS14.

(21 May 2010) The council is actively exploring setting up an Energy Supply Company (ESCo) to facilitate the delivery of district heating, including strategic infrastructure. The council is also awaiting the outcome of an ELENA bid for £100m of funding from the EU.

**Cost:**

Strategy still being explored.

**Funding Sources:**

Strategic network:  
- ELENA bid (if successful).  
- Likely Energy Supply Company (ESCo) for Bristol.  
- Developer contributions.

**Phasing:**

2006-2026

Local infrastructure:

- Delivered through development.

**Risks:**

Delivery arrangements have yet to be finalised.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (City Development)  
Private sector provider(s)  
Private developer(s)

**Contingencies:**

Focus on site-wide community heating and other steps further down the heat hierarchy pending the availability of Government / EU funding for strategic infrastructure.

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### **Avonmouth Wind Turbines**

### **Energy and Waste Infrastructure**

3x turbines already on the ground owned by Ecotricity. Emerging proposals include:

- Bristol City Council: 2x turbines (former oil storage facility, Severn Road).
- Wessex Water: 4x turbines (sewage treatment works)

**Desirable**

**Cost:**  
£10m (BCC)

**Funding Sources:**  
- Bristol City Council and private sector partner. (To be confirmed.)  
  
- Wessex Water

**Phasing:**  
2006-2011

**Risks:**

**Relevant Policy Areas:** Avonmouth and Bristol Port  
**Lead Agencies:** BCC (City Development)  
Wessex Water

**Contingencies:**

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### **Parks and Green Spaces Strategy**

### **Green Infrastructure**

A 20-year investment programme for the future provision of publicly accessible green space in Bristol including 14 Parks Investment Plans produced in conjunction with Neighbourhood Partnerships. Strategy takes account of predicted Core Strategy growth and its implementation is necessary if the City is to have an appropriate quantity and quality of open space.

**Essential**

**Cost:**  
£87m

**Funding Sources:**  
- £6.5m received/secured from S106 developer contributions  
- £15.1m external funding eg Lottery  
- £ 5.8m BCC Parks Services budget  
- £1m to come from the sale of low value green space  
- £58.6m currently unfunded, though CIL funding will be applied.

**Phasing:**  
Ongoing from 2008 - 2028

**Risks:**

**Relevant Policy Areas:** Citywide  
**Lead Agencies:** BCC (Neighbourhoods)

**Contingencies:**



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### ***Hengrove Park Improvements***

### ***Green Infrastructure***

A high quality large park. Likely linked to future phases of the broader Hengrove Park development and privately funded.

**Desirable**

**Cost:**

Not yet available

**Funding Sources:**

- Private developer
- Other developer contributions

**Phasing:**

Not yet available (with development)

**Risks:**

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (City Development)  
Private developer(s)

**Contingencies:**

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### ***Building Schools for the Future: Ashton Park***

### ***Social and Community Infrastructure***

Refurbishment and extension, including the redevelopment of 50-year-old teaching blocks. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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### ***Building Schools for the Future: Cotham***

### ***Social and Community Infrastructure***

Refurbishment and extension, including a new teaching block and refurbishment of the existing 1930s grammar school building. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

Rest of Bristol

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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### ***Building Schools for the Future: Florence Brown Special School***

### ***Social and Community Infrastructure***

A new building containing a hydrotherapy pool and sports hall, new vocational training facilities and external sports facilities. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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***Building Schools for the Future: St. Bede's***

***Social and Community Infrastructure***

Refurbishment and extension, including a replacement sports hall and new teaching accommodation and refurbishment of existing teaching accommodation. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI  
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

Northern Arc

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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***Building Schools for the Future: St. Bernadette's***

***Social and Community Infrastructure***

Refurbishment and extension, including replacement of an existing drama studio and temporary classrooms with new facilities. Substantial remodelling of some existing accommodation and new Learning Resource Centre and dining facilities. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI  
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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***Building Schools for the Future: St. Mary Redcliffe and Temple***

***Social and Community Infrastructure***

Refurbishment and extension, including replacement of existing 1960s building with a new four-storey teaching block. Part of Building Schools for the Future Phase 2, which will complete a citywide scheme of secondary school redevelopment.

**Essential**

**Cost:**

£100m (Phase 2 overall)

**Funding Sources:**

- PFI  
- Building Schools for the Future funding

**Phasing:**

2006-2011

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

City Centre

**Lead Agencies:**

BCC (Children and Young People's Services)  
Skanska

**Contingencies:**

Explore additional funding options if required.

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***Bristol Health Services Plan***

***Social and Community Infrastructure***

Overarching plan to develop and improve health care services across Bristol, North Somerset and South Gloucestershire. Includes the following healthcare schemes.

**Essential**

(21 May 2010) Reclassified as Desirable. New health infrastructure will become essential in due course once the proposed housing growth is occupied, but is not essential in order to enable the housing itself to come forwards.

**Cost:**

£600m

**Funding Sources:**

Various

**Phasing:**

2006-2016

**Risks:**

Risks and contingencies are outlined for each individual project.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

NHS Bristol Primary Care Trust

**Contingencies:**

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### **School Organisation Strategy**

### **Social and Community Infrastructure**

The School Organisation Strategy identifies future pressures and needs in respect of pupil places.

**Essential**

It is likely that new school sites will be required to support the future Bristol population as it is currently anticipated that 3000 additional primary school places will be required by 2015. This could include both primary school sites (1 to 2 ha) to secondary schools (10 to 20ha).

**Cost:**  
£152m

**Funding Sources:**  
DFE £87.3m (received and anticipated)  
S106 Developer Contributions £2m  
BCC Capital Stimulus Package £15m  
Currently unfunded £47m.

**Phasing:**  
2011-2021

**Risks:**

Future changes in government policy could change the way education is delivered, possibly involving a greater level of central government control depending on the administration.

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (Children and Young People's Services)

**Contingencies:**

Strategy may have to be revised in due course.  
Funding could be affected by national reductions in capital funding.

### **University of Bristol Masterplan**

### **Social and Community Infrastructure**

Provision for 38,000m2 floorspace within period 2006-2016. Focusing of student activity within main precinct area. Redevelopment of existing substandard accommodation or inefficiently used sites.

**Desirable**

**Cost:**  
Not available

**Funding Sources:**  
University of Bristol

**Phasing:**  
2011-2026

**Risks:**

Economic climate has caused the University to scale back its development programme, and they are unlikely to progress many of the schemes within the next five years.

**Relevant Policy Areas:**

City Centre

**Lead Agencies:**

University of Bristol

**Contingencies:**

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**University of the West of England: Extension to Frenchay Campus**

**Social and Community Infrastructure**

Masterplanning underway on extension to campus on 70ha of adjacent land with remodelling of parts of existing campus. Relocation of facilities from St. Matthias and Glenside campuses. Greater permeability by walking, cycling and public transport and promotion of shared use of community, social and cultural facilities.

**Desirable**

**Cost:**  
£150m (estimate, first 10 years)

**Funding Sources:**  
University of the West of England will be using its own funding. Enabling infrastructure will require early effort. Over the course of the masterplan period, additional income streams will be generated by the new development.

**Phasing:**  
2006-2026

**Risks:**

**Relevant Policy Areas:**  
Outside Bristol

**Lead Agencies:**  
University of the West of England

**Contingencies:**

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**Creative Learning Centre**

**Social and Community Infrastructure**

Mixed-use development at M32 Junction 3 including a new library with learning and creative zones, a crèche and other community facilities.

**Desirable**

**Cost:**  
£7.6m

**Funding Sources:**  
- Bristol City Council  
- Knightstone Housing Association  
- Big Lottery Community Libraries Programme

**Phasing:**  
2006-2011

**Risks:**

**Relevant Policy Areas:**  
Inner East

**Lead Agencies:**  
BCC (City Development)  
Knightstone Housing Association  
Big Lottery Community Libraries Programme

**Contingencies:**

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***Bishopston Library***

***Social and Community Infrastructure***

New library and health centre to replace Cheltenham Road Library.

**Desirable**

**Cost:**  
£850k

**Funding Sources:**  
Private sector funded.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
Rest of Bristol

**Lead Agencies:**  
BCC (City Development)  
Chatsworth Homes

**Contingencies:**

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***"The Station"***

***Social and Community Infrastructure***

40,000 sq ft facility for all young people in central Bristol at the old Bridewell fire station. Facility to support the development of young people in business, cultural and leisure activities.

**Desirable**

**Cost:**  
£5m

**Funding Sources:**  
£5m Department for Children Schools and Families' MyPlace programme.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre  
Citywide

**Lead Agencies:**  
MyPlace Bristol Partnership

**Contingencies:**

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**Places to Go - A Strategy for Change**

**Social and Community Infrastructure**

Integrated approach to improving places for young people to go and access to funding streams. Strategy will include voluntary, community and private sector facilities.

**Desirable**

**Cost:**

Not yet available

**Funding Sources:**

Likely combination of public and private sector funding.

**Phasing:**

To be determined

**Risks:**

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (Children and Young People's Services)

**Contingencies:**

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**Southmead Hospital**

**Social and Community Infrastructure**

Redevelopment for a state of the art acute hospital and attached community hospital.

**Desirable**

Ancillary infrastructure includes:

- £1.5m enhanced public transport provision on and off-site
- £1m reconfiguration of local roads
- 1.65MW biomass energy
- On-site green infrastructure provision

(21 May 2010) Reclassified as Desirable. New health infrastructure will become essential in due course once the proposed housing growth is occupied, but is not essential in order to enable the housing itself to come forwards.

**Cost:**

£430m

**Funding Sources:**

PFI

**Phasing:**

2011-2016

**Risks:**

Risk of additional costs being incurred as scheme progresses.

**Relevant Policy Areas:**

Northern Arc

**Lead Agencies:**

North Bristol NHS Trust  
NHS Bristol Primary Care Trust  
Carillion

**Contingencies:**

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***Development of the BRI / Bristol Royal Children's Hospital***

***Social and Community Infrastructure***

Redevelopment of the Bristol Royal Infirmary to close the Old Building site. Development of the Bristol Royal Children's Hospital to transfer services from Frenchay Hospital to as part of the re-designation of the latter as a community hospital.

**Desirable**

**Cost:**  
Not yet available

**Funding Sources:**  
To be confirmed.

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre

**Lead Agencies:**  
University Hospitals Bristol NHS Foundation Trust

**Contingencies:**

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***Eastville Health Centre***

***Social and Community Infrastructure***

New health centre including urgent care facilities for minor injuries.

**Desirable**

**Cost:**  
£15m

**Funding Sources:**  
Public / private partnership.

**Phasing:**  
2006-2011

**Risks:**

**Relevant Policy Areas:**  
Rest of Bristol

**Lead Agencies:**  
NHS Bristol Primary Care Trust  
Carillion

**Contingencies:**

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**Residential Futures**

**Social and Community Infrastructure**

Plan for older people's services in Bristol. Closure of some care homes. Development of 3 permanent homes for people with dementia and 4 resource centres to provide short-term residential care.

**Desirable**

[11 June 2010] Project on hold due to effects of recession

**Cost:**  
Not yet available

**Funding Sources:**  
- Pump priming loan  
- Capital receipts

**Phasing:**  
2006-2016

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
BCC (Neighbourhoods)

**Contingencies:**

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**Policing**

**Social and Community Infrastructure**

Capital programme to improve accommodation review and Cabot sector accommodation.

**Desirable**

**Cost:**  
Ongoing

**Funding Sources:**  
£20,553k Avon & Somerset Police

**Phasing:**  
Ongoing

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
Avon & Somerset Constabulary

**Contingencies:**

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**Bluebell Valley / Weston Park Specialist Children's Centre**

**Social and Community Infrastructure**

One of three Specialist Children's Centres providing integrated access to family support, early learning and childcare services for Children with Complex and Special Needs. These Centres will co-locate Health Professionals alongside Children's Centre staff.

**Desirable**

**Cost:**  
£4.5m for the overall programme

**Funding Sources:**  
- Co-Location Fund  
- Sure Start Early Years Capital Grant

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
Northern Arc

**Lead Agencies:**  
BCC (Children and Young People's Services)

**Contingencies:**

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**East / Central Specialist Children's Centre (location to be confirmed)**

**Social and Community Infrastructure**

One of three Specialist Children's Centres providing integrated access to family support, early learning and childcare services for Children with Complex and Special Needs. These Centres will co-locate Health Professionals alongside Children's Centre staff.

**Desirable**

**Cost:**  
£4.5m for the overall programme

**Funding Sources:**  
- Co-Location Fund  
- Sure Start Early Years Capital Grant

**Phasing:**  
2011-2016

**Risks:**

**Relevant Policy Areas:**  
City Centre  
Inner East

**Lead Agencies:**  
BCC (Children and Young People's Services)

**Contingencies:**

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**Colston Hall**

**Culture and Leisure Infrastructure**

£20 million new foyer building now complete. Next phase to include refurbishment of existing Hall and backstage areas, to include creating another theatre / performance space.

**Desirable**

**Cost:**  
Not yet available

**Funding Sources:**  
To be determined

**Phasing:**  
To be determined

**Risks:**

**Relevant Policy Areas:**  
City Centre

**Lead Agencies:**  
BCC (City Development)  
Colston Hall

**Contingencies:**

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**Legible City Initiative**

**Culture and Leisure Infrastructure**

Improving visitors' understanding and experience of the city through art, public realm and wayfinding improvements working to a unified design concept.

**Desirable**

**Cost:**  
Ongoing

**Funding Sources:**  
- Bristol City Council (funding agreed annually)  
- Developer contributions

**Phasing:**  
Ongoing

**Risks:**

**Relevant Policy Areas:**  
Citywide

**Lead Agencies:**  
BCC (City Development)

**Contingencies:**

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***New South Bristol Centre***

***Other Infrastructure***

A new centre in South Bristol. Retail needs still to be identified. Location and type currently subject to a study by consultants.

**Essential**

(3 June 2010) Options for locations are being identified.

**Cost:**

Options still being explored

**Funding Sources:**

Likely public / private sector partnership.

**Phasing:**

To be determined

**Risks:**

(3 June 2010) Development may not be commercially viable.

**Relevant Policy Areas:**

South Bristol

**Lead Agencies:**

BCC (City Development)

Private developer(s)

**Contingencies:**

(3 June 2010) Explore policy interventions to secure delivery or reinforce and enhance existing centres in major areas of change.

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### **Place Management**

### **Other Infrastructure**

Pilot project running October 2008 to March 2010. Action plans to improve centres at 7 pilot locations. Final pilot project evaluation to take place March 2010.

**Desirable**

Themes: transport; parking; cleansing; waste; parks and open space; property; licensing; marketing; crime; and safety.

**Cost:**

Not available

**Funding Sources:**

- £400k Bristol City Council for works to East Street, Bedminster.  
- £100k Bristol City Council plus developer contributions for works to Stokes Croft.  
- £52k DCLG to address empty properties.

**Phasing:**

2006-2011

Ongoing funding from existing Bristol City Council budgets and partner organisations.

**Risks:**

**Relevant Policy Areas:**

Citywide

**Lead Agencies:**

BCC (City Development)  
Avon & Somerset Constabulary  
Safer Bristol Partnership  
Trader(s)  
Neighbourhood Partnership(s)

**Contingencies:**

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### **Managed Workspace**

### **Other Infrastructure**

Project to improve or extend managed workspace provision in deprived communities around the city.

**Desirable**

**Cost:**

£1m-2m

**Funding Sources:**

£1-£2m of Urban Enterprise funding

**Phasing:**

2006-2011

**Risks:**

**Relevant Policy Areas:**

South Bristol  
City Centre  
Northern Arc  
Inner East

**Lead Agencies:**

BCC (City Development)

**Contingencies:**

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