

**West of England
Devolution of Local Major Transport
Schemes**

**Process of Assessment and
Prioritisation**

November 2012



West of England

**Bath & North East
Somerset Council**



**North
Somerset
COUNCIL**

**South Gloucestershire
Council**

Background

This report outlines the approach to the development of a future major schemes programme for the West of England area to draw upon devolved Department for Transport (DfT) funding for the next Comprehensive Spending Review (CSR) period from 2015/16 onwards.

This process has regard for the DfT's consultation paper 'Devolving Local Major Transport Schemes' (31 January 2012) which states that in developing the future programme a Local Transport Body should 'prioritise schemes on a clear basis agreed locally, which should be well-evidenced, robust and transparent.' The consultation paper also states that to encourage transparency 'there would be a central requirement to publish the programme of schemes for investment, together with the basis for prioritisation'.

DfT guidance is clear that it is the Local Transport Body (LTB) - the local authorities and the Local Enterprise Partnership (LEP) - that will ultimately agree the priority programme. However given the requirement to meet the April 2013 deadline for a 'provisional list of prioritised schemes' it was considered important to start this process in summer 2012 reporting to the Joint Transport Executive Committee (JTEC). JTEC papers can be viewed at www.wesofenglandlep.co.uk. In parallel business have been involved in considering transport priorities through the Infrastructure and Place Group (IPG) which brings together business representatives with Elected Members responsible for planning and transport. The LTB proposals and prioritisation process were also reported to the LEP Board meeting on 7 November 2012.

More recent detailed guidance published in November 2012 confirms that 'LTBs are responsible for determining the most appropriate criteria to use for the shortlisting and prioritisation of schemes, and their relative weightings'. It continues that 'as a minimum, value for money, deliverability, environmental impact and social/distributional impact should always be among the factors taken into consideration at this stage'.

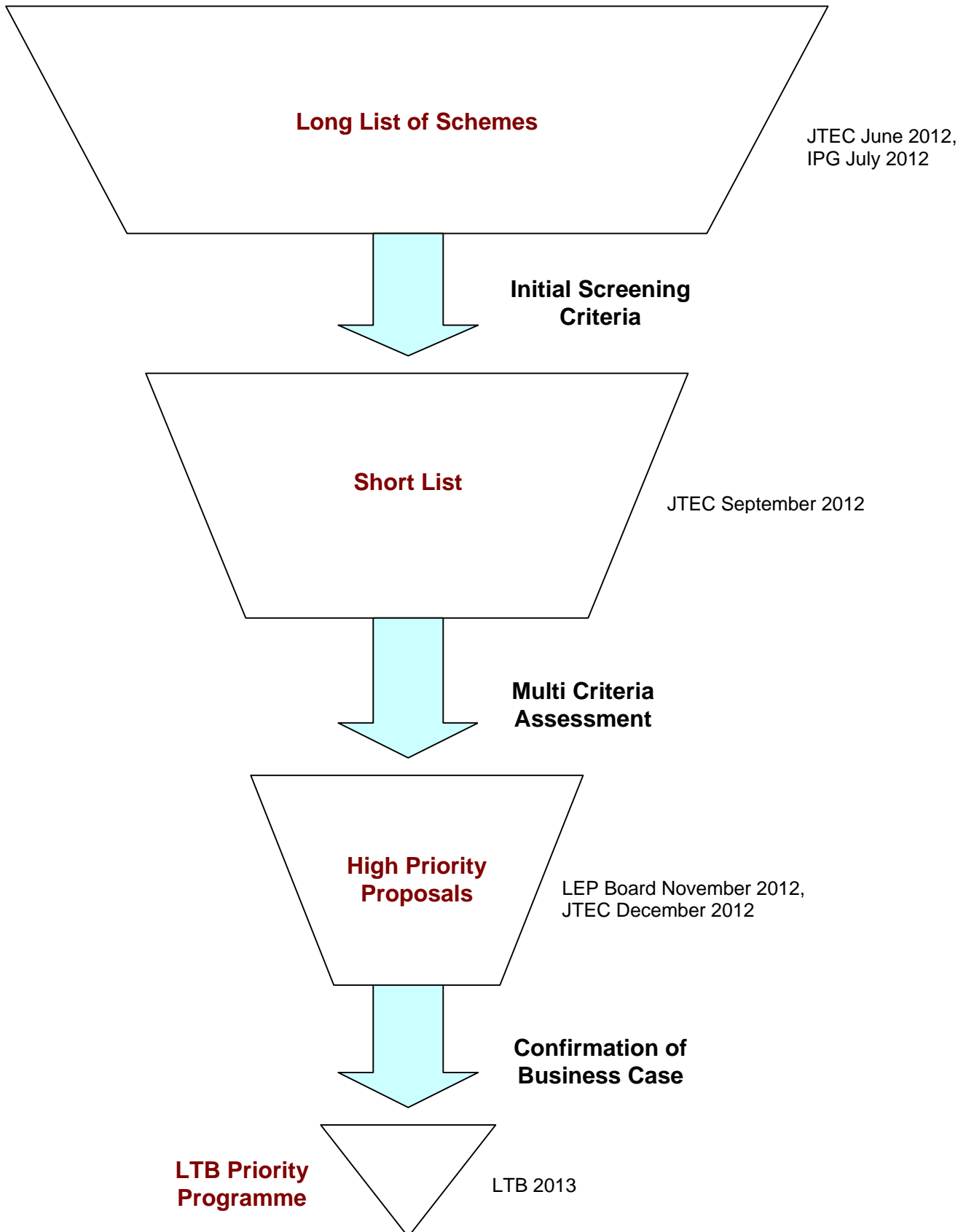
The prioritisation process is described below and is shown diagrammatically in Figure 1.

Development of Long List of Schemes

The initial long list of schemes was derived from reviewing the Joint Local Transport Plan 2011-26 (JLTP3), the authority Core Strategies and other more detailed infrastructure plans eg for the Enterprise Zone or Areas. At this stage the long list included a comprehensive set of schemes including those expected, or with the potential, to be funded by others, together with those outside of the immediate cost or delivery constraints. This long list was reported to the Joint Transport Executive Committee on 19 June 2012 and the Infrastructure and Place Group on 20 July 2012. The list is shown in Appendix 1.

Figure 1 – Devolved Major Schemes – Overview of Prioritisation Process

Development of Long List of Schemes



Long List Assessment

The long list of schemes was reviewed by officers across the authorities to seek to identify those which fit less well in terms of deliverability or affordability within the likely allocation through the devolved major schemes funding approach. This process involved the application of three initial screening criteria, which were approved at the JTEC meeting on 19 June 2012, namely:

- 1) *Affordability* – schemes which cannot be funded within the likely allocation for the CSR period. Based upon guidance at the time this was expected to be some £38m in the period 2015/16-18/19 if population based, up to £50m if using GVA. The criteria will be applied based upon the higher GVA based allocation and assuming a 10% local contribution ie schemes over £55 million at 2015/16 prices will be considered unaffordable through the devolved major schemes process. [Note: Subsequent guidance has suggested the allocation as some £28m. Given that this is below the threshold used in the assessment it is not considered that this impacts upon the approach].
- 2) *Minimum Cost Threshold* – given the requirement for assurance and appraisal including evidencing value for money, and the associated resource implications, a minimum cost threshold of £2m was applied.
- 3) *Deliverability* – schemes must be sufficiently well defined to have the realistic potential to progress through design, consultation and statutory processes to be substantially complete within the review period.

The application of the long list criteria and the schemes identified as affordable and deliverable through devolved major schemes initial assessment criteria are shown in Appendix 2.

Following the JTEC meeting in June 2012, and in the context of the City Deal 10 year devolved funding allocation, the authority Heads of Transport agreed that this process should look further, and have regard to both the next and subsequent CSR periods. On this basis two schemes which were excluded through the application of the initial screening criteria on the basis of affordability through the initial allocation (Callington Road Link/Bath Road Improvements and Emersons Green to Temple Meads Rapid Transit), were brought back into the shortlisting process.

In addition a further scheme was subsequently identified for inclusion on the long list, namely Salford Bypass (cost some £20m at 2015 prices). This scheme, which was included in Table 11a Plans and Aspirations for other Significant Transport Schemes (page 132) of the JLTP3, was assessed against the three initial screening criteria of affordability, the minimum cost threshold and deliverability. Whilst this scheme was considered to fit devolved major schemes funding in terms of affordability and the minimum cost threshold, it was considered not to meet the deliverability criteria (the potential

to be substantially complete within the review period). On this basis this scheme did not proceed to short list assessment.

Short List Assessment

The short list of schemes which were considered affordable and deliverable through the initial assessment process were subject to a multi criteria assessment with the aim to identify a set of high priority proposals for devolved funding. A set of weighted assessment criteria were developed based upon strategic fit, deliverability and outputs. These were refined following comments received at the JTEC meeting on 19 June 2012 and the agreed criteria, scoring and weighting are shown in Appendix 3.

The short list assessment was undertaken by a panel of officers from across the West of England authorities. These officers reviewed technical information about each of the schemes which had been provided through individual summaries prepared by the promoting authority(ies), and provided a score for each criterion. Scores were then averaged and weightings applied to provide an overall score. The outcome of the assessment process is shown in Appendix 3 and the scheme summary forms in Appendix 4. It is proposed that this is endorsed by JTEC in December 2012, and subject to clarification that prioritised scheme(s) can develop a Business Case which meets the assurance framework, approved at the inaugural LTB meeting in early 2013.

Appendix 1 - Future Transport Infrastructure to 2026 – Long List of Schemes

Scheme		Description	Objective	Current Cost Estimate 2016 Prices
1	Greater Bristol Metro Phase 1	Half hourly train services for the Severn Beach line, local stations between Bristol Temple Meads, Bath Spa and Weston-super-Mare and the reopened Portishead line	Deliver a suburban rail network of fast, frequent services supporting economic growth and improving access across the West of England including the Enterprise Zone and five Enterprise Areas.	£50
2	Greater Bristol Metro Phase 2	Half hourly train services to Yate and hourly services on a reopened Henbury line with additional stations at Horfield and Ashley Down.	Deliver a suburban rail network of fast, frequent services supporting economic growth and improving access across the West of England including the Enterprise Zone and five Enterprise Areas.	£41
3	New Rail Stations Package	New stations at Saltford, Ashton Gate and Corsham.	Provide new travel opportunities for areas not currently served by rail.	£30
4	Cycling Major Scheme	West of England package of new cycling infrastructure	New cycle routes, signage and other infrastructure.	£23
5	Cattle Market Road Improvements and Vehicular/ Pedestrian/Cycle Bridge to Diesel Depot	Funded by the HCA		£12
6	Temple Circus Roundabout	Reconfiguration of the Temple Circus roundabout at the Temple Meads end of Victoria Street.	Improve access to the Temple Quarter Enterprise Zone	£7
7	Infrastructure to Serve Temple Quarter Enterprise Zone	Package of highway and junction improvements including Bath Bridges, Temple Meads, The George pub junctions and Millenium Mile, Temple Back junction and Avon Street junction	Improve access to the Temple Quarter Enterprise Zone	£11
8	M32 Park & Ride	A new Park & Ride site with up to 1,500 parking spaces	Improving public transport access to Bristol City Centre for travellers from the north of the City.	£19
9	Long Ashton Park & Ride Extension	Provision of an additional 400 Park & Ride spaces	Improving capacity for future public transport access to Bristol city centre from the southwest of the City.	£2
10	Callington Road Link/Bath Road Improvements	New transport link between the Callington Rd and the A4320, additional capacity between Stockwood Rd and Ironmould Lane on the A4 and widening/junction improvements on the Callington Rd.	Improved transport links to south Bristol for general traffic and public transport improving access to jobs and new employment sites.	£97
11	M49 Intermediate Junction	A new junction on the M49 at Avonmouth/Sevenside.	Improving access to Avonmouth/Sevenside from the strategic motorway network to support growth in employment and reduce congestion on the local road network.	£24
12	North Fringe to Severnside Transport Corridor	New and improved transport corridor linking the M32 with the North Fringe, Severnside, Avonmouth and Portbury Dock (elements also included in 11 and 27)	Providing a strategic orbital route to serve existing and new development areas.	£250m Plus
13	M4 Link	Single 10m carriageway	To support jobs at Emersons Green, including Spark; to relieve the Strategic Road Network, especially M4 J19 (M32)	£37
14	Emerson's Green to Temple Meads Rapid Transit	Scheme to be defined	Providing a high quality public transport link between existing and new housing and employment areas in Emerson's Green and Bristol City Centre.	£96
15	A4174 Ring Road Package	Building on NFHP, further widening to provide 2-general traffic and a PVL-lane in each direction; widening A432 M4-overbridge.	To support jobs at Emersons Green, including Spark; to relieve the Strategic Road Network, especially M4 J19 (M32)	£42
16	M5 Junction 21 Outbound	Funded by New Homes Bonus		
17	M5 Junction 21 Bypass (single carriageway alignment)	Single carriageway highway to bypass A370 away from J21	Supporting growth in employment in Weston-super-Mare by improving access to the M5 motorway and reducing congestion.	£13
18	Weston Package Phase 2	Including Airfield Bridge Link Phase 1, highway improvements to facilitate new development, showcase bus routes across Weston, Weston Park & Ride, Railway station/access improvements, strategic cycle routes and public realm improvements.	Infrastructure to support Weston new villages.	£14
19	Herluin Way to Locking Road Link - RDR7	Single carriageway bridge to replace the existing bridge and provide sufficient width for double tracking of the rail line.	To facilitate the redoubling of the Weston-super-mare loop railway line reducing delays on the west-bound main line. Improve cycle / pedestrian links between proposed housing and employment development and railway station.	£18
20	Airfield Bridge Link Phase 2	New all-purpose single carriageway highway and bridge linking the new development to the A370 including pedestrian / cycleway.	Reduce the barrier to movement between the existing town and the regeneration area by providing a new route across the railway line without which congestion would increase from already high levels. Provides a more direct public transport route.	£29
21	East of Bath Park & Ride	New Park & Ride site	Improving public transport access to Bath City Centre for travellers from the east of the City.	£10

Scheme	Description	Objective	Current Cost Estimate 2016 Prices	
22	Post Bath Package expansion of Newbridge, Odd Down and Lansdown Park & Ride sites	Further expansion the three existing Park & Ride sites	Allowing further removal of city centre car parking to allow the release of sites to meet Core Strategy development objectives and also the JLTP3 objectives of improving the quality of life, reducing carbon emissions and supporting economic growth.	£6
23	A36/A46 Link	Retained as scheme for future investigation in the period to 2026 as per JLTP3		£65
24	M5 Junction 19 Improvements	Works now complete		
25	Barrow Gurney Bypass	Single carriageway highway linking A370 to A38 avoiding B3130 through village	To reduce the negative impacts of traffic on the village - community severance, air quality, opportunities to walk / cycle	£13
26	Barwell Bypass	Single carriageway bypass of Barwell village on the A371	To reduce congestion on the A368 and A371 corridors, improving freight distribution and reliability including competitiveness of local businesses, improve public transport journey times and address local impacts of severance, air quality and opportunities	£30
27	Bristol Airport Link Road	Scheme to be defined. Retained as scheme for future investigation in the period to 2026 as part of links between the M5 and South Bristol as per JLTP3	To improve access to Bristol Airport.	£104
28	Second Avon Crossing	Scheme to be defined. Retained for investigation in the JLTP3 period as possible future HA scheme	To provide a strategic diversionary route when an accident or congestion on the M5 impact adversely on traffic movements.	£194
29	Whitchurch Bypass	Single carriageway road.	Scheme to review the effect of through traffic on Whitchurch village.	£20
30	Temple Cloud/Clutton Bypass	Retained as scheme for future investigation in period to 2026 as per JLTP3		N/A
31	Yate/Chipping Sodbury Package	Package of improvements, including P&R, highway, bus, cycle.	Support growth and re-development in Yate/Chipping Sodbury, including 3,000 new dwellings, as proposed in the Core Strategy.	£13
32	North Fringe Package	Extension of BRT from Cribbs Causeway to Parkway via Filton Airfield	Support growth and re-development in the North Fringe as proposed in the Core Strategy.	£49
33	South Glos Rural Package	Park & Share at motorway junctions Aust, Tormarton, Falfield.	To reduce car vehicle kms travelled by facilitating car sharing	£4
34	Rail to Cribbs Causeway	Spur off Henbury Line	Linking Cribbs Causeway to the rail Network.	£54
35	South Glos Rural Package (Thornbury)	A38 bus showcase and junction improvements.	Facilitate development proposed at Thornbury in the Core Strategy.	£4
36	Nailsea & Backwell Station car park extension	Funded by NSC		
37	Nailsea & Backwell Station accessible ramp to platform	Funded by Access for All		
38	Keynsham Station accessible ramp to platform	Funded by Access for All + B&NES		
39	Strategic Cycle Routes including Titshill Link S, River Axe Link T	Cycle link between WSM and Clevedon and WSM and Brean	Providing direct cycle links between key areas	£1
40	Congresbury Junction Improvement (Clip-On Cycle/ Pedestrian Bridge)	Pedestrian / cycle bridge over river parallel to existing road bridge (clip on bridge)	Releases carriageway space in congested area	£1
41	Weston-super-Mare Public Realm Improvements including St James Street	Public realm, strategic pedestrian links in town centre	Improved links between Dolphin Square development, main retail core and the railway station to unlock full potential of site, maximising the number of jobs created and revitalising existing retail / business units.	£1
42	Orange Grove, Bath	Strategic public transport, pedestrian and cycling public realm improvements	To improve attractiveness of public transport, and safety and attractiveness of area as part of walking and cycling routes in the city centre	£2
43*	Salford Bypass	New single carriageway bypass of Salford village	To improve the environment of Salford by reducing severance, improving air quality and supporting improved public transport access, and to provide links to potential new development areas	£20

* Note: scheme included after report to Joint Transport Executive Committee in June 2012.

Appendix 2

Application of Devolved Major Schemes Funding Long List Criteria

A. Schemes assessed as affordable and deliverable through devolved major schemes initial assessment criteria and to form short list

1	Greater Bristol Metro Phase 1
2	Greater Bristol Metro Phase 2
3	New Rail Stations Package
4	Cycling Major Scheme
6	Temple Circus Roundabout
7	Infrastructure to Serve Temple Quarter Enterprise Zone
8	M32 Park & Ride
11	M49 Intermediate Junction
13	M4 Link
15	A4174 Ring Road Package
17	M5 Junction 21 Bypass (single carriageway alignment)
18	Weston Package Phase 2
19	Herluin Way to Locking Road Link - PDR7
20	Airfield Bridge Link Phase 2
21	East of Bath Park & Ride
22	Post Bath Package Increase in Park & Ride Capacity
25	Barrow Gurney Bypass
26	Banwell Bypass
29	Whitchurch Bypass
31	Yate/Chipping Sodbury Package
32	North Fringe Package
33	South Glos Rural Package
35	South Glos Rural Package (Thornbury)

B. Schemes already funded through other sources

5	Cattle Market Road Improvements and Vehicular/ Pedestrian/Cycle Bridge to Diesel Depot
16	M5 Junction 21 Outbound
24	M5 Junction 19 Improvements
36	Nailsea & Backwell Station car park extension
37	Nailsea & Backwell Station accessible ramp to platform
38	Keynsham Station accessible ramp to platform

C. Schemes assessed as Longer Term and unable to be delivered ^{*1} through devolved major schemes funding

12	North Fringe to Severnside Transport Corridor ^{*2}
23	A36/A46 Link ^{*2}
27	Bristol Airport Link Road ^{*2}
28	Second Avon Crossing ^{*2}
30	Temple Cloud/Clutton Bypass
34	Rail to Cribbs Causeway

*1 Construction Substantially Complete in next CSR Period (2015/16 – 2018/19)

*2 Schemes also within D below.

D. Schemes Assessed as Unaffordable through Devolved Major Schemes Funding in the Absence of Other Funding Sources ^{*3}

10	Callington Road Link/Bath Road Improvements
14	Emerson's Green to Temple Meads Rapid Transit

*3 Schemes costing over £55m (2016 prices)

E. Schemes below the Minimum Cost Threshold for Devolved Major Schemes Funding ^{*4}

9	Long Ashton Park & Ride Extension
39	Strategic Cycle Routes including Titshill Link S, River Axe Link T
40	Congresbury Junction Improvement (Clip-On Cycle/ Pedestrian Bridge)
41	Weston-super-Mare Public Realm Improvements including St James Street
42	Orange Grove, Bath

*4 Minimum cost £2m (2016 prices)

Appendix 3 – Scoring and Weighting Criteria for Short List Assessment

Criteria	Scoring (1 - 5, Five Highest)	Weighting (Highest 3)
Strategic fit		
Core Strategies	Identified priority scheme = 5 Identified scheme = 4 Part of identified programme = 3 Accords with wider framework = 1	3
Joint Local Transport Plan	Identified priority scheme = 5 Identified scheme = 4 Part of identified programme = 3 Accords with wider framework = 1	3
Enterprise Zone and Area	Strong Links = 5, through to Limited Support = 1	3
Links with wider programmes	eg links with existing major schemes, rail franchise, other funding programmes.	1
Identification in previous technical studies programmes	eg GBSTS, other studies, TIF, RGF, DIIP	1
Deliverability		
Stakeholder Support	Strong and tested support = 5 Likely strong support = 3 Mixed support = 1	2
Construction Start [Note: To have regard to number of statutory powers and consents required]	2015/16 = 5 2016/17 = 4 2017/18 = 3 2018/19 = 2 2019/20+ = 1	3
Reliance on Third Parties eg NR, HA	No reliance = 5 Reliance but strong support = 3 Reliance support uncertain = 1	1
Current State of Development	Outline business case = 5, through to Initial Identification = 1	2
Outputs & Value for Money		
Ability to draw on other funding	Significant local funding (30%+) = 5 20-30% = 4 15-20% = 3 10-15% = 2 Minimal local funding (<10%) = 1	2
Assist in delivery of job growth	Significant jobs = 5, through to Minimal = 1	3
Assist in delivery of homes	Significant homes = 5, through to Minimal = 1	3
Contribution to congestion reduction	Significant = 5, through to Minimal = 1	2
Contribution to carbon reduction	Significant = 5, through to Minimal = 1	2
Other significant wider benefit: - Noise/Air Quality, Accidents, Natural Resources, Landscape/Townscape, Heritage, Social/Distributional/Equalities	Significant impact = 5, through to Minimal = 1	2

Appendix 4
Outcome of Short List Assessment Process

1. Schemes Proposed to Form Priority Programme for Devolved Major Schemes Funding

Rank	Scheme Number	Scheme	Description	Cost (2011 Prices)
1	1	Greater Bristol Metro Phase 1	Half hourly train services for the Severn Beach Line, local stations between Bristol Temple Meads, Bath Spa and Weston-super-Mare and the reopened Portishead line.	£35m
2	2	Greater Bristol Metro Phase 2	Half hourly train services to Yate and hourly services on a reopened Henbury Line with additional stations at Horfield and Ashley Down.	£34m

2. Next Highest Scoring Schemes ^{*1}

Scheme No.	Scheme	Description
4	Cycling Major Scheme	Upgrading and improving existing cycle routes, extending existing routes and providing a network of routes to serve new developments.
8	M32 Park & Ride	A new Park and Ride Site on the M32 designed to 'plug' into the new junction and access created for the North Fringe to Hengrove Package.
11	M49 Intermediate Junction	A new all-movements intermediate junction on the M49 linking to the proposed Avonmouth/Sevenside Enterprise Area.
18	Weston Package Phase 2	A package of highway, rail, bus, cycling and walking and public realm measures to supporting the employment led approach to development in Weston-super-Mare.
21	East of Bath Park & Ride	A new Park and Ride site to the east of Bath.
32	North Fringe Package	Extending the BRT route from Cribbs Causeway to create a loop through the Cribbs/Patchway New Neighbourhood, along Gypsy Patch Lane and Hatchet Road to Bristol Parkway Station; with associated highway, public transport, cycling and walking measures.

*1 Schemes ordered by scheme number.

3. Other Shortlisted Schemes ^{*1}

Scheme No.	Scheme
3	New Rail Stations Package ^{*2}
6	Temple Circus Roundabout
7	Infrastructure to Serve Temple Quarter Enterprise Zone
10	Callington Road Link/Bath Road Improvements
13	M4 Link
14	Emersons Green to Temple Meads Rapid Transit
15	A4174 Ring Road Package
17	M5 Junction 21 Bypass (single carriageway alignment)
19	Herluin Way to Locking Road Link - PDR7
20	Airfield Bridge Link Phase 2
22	Post Bath Package Increase in Park & Ride Capacity
25	Barrow Gurney Bypass
26	Banwell Bypass
29	Whitchurch Bypass
31	Yate/Chipping Sodbury Package
33	South Glos Rural Package
35	South Glos Rural Package (Thornbury)

*1 Schemes ordered by scheme number.

*2 Further investigation required of opportunities to bring forward elements of the Package, and to develop the associated business cases, alongside detailed specification of Phase 1 works.

Appendix 5

Devolved Major Transport Schemes – Shortlist Assessment

Scheme Summary Tables

July 2012



West of England

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Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Greater Bristol Metro Phase 1 (no 1)
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Description:
Half hourly train services for the Severn Beach Line, local stations between Bristol Temple Meads, Bath Spa and Weston-super-Mare and the reopened Portishead line.

Cost Estimate (2011 Prices):	£35m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>Temple Quarter Enterprise Zone, developer contributions, New Homes Bonus and any new Government funding competition.</p> <p><i>What % level of match funding could be expected.</i></p> <p>Not known but potential for ~20%</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>The Greater Bristol Metro and Portishead line are identified in JLTP3 as future priority schemes after the five that have recently received funding. The respective Core Strategies all refer to the Greater Bristol Metro. The Temple Quarter Enterprise Zone and the five Enterprise Areas including Bath City Riverside (9,000 jobs), Weston-super-Mare Gateway (11,000) and Filton/A38 (4,000), are all well located to the rail network and will generate new passengers.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>As part of the JTLTP3 transport vision (see Figure 6.1 in the JLTP3) the Greater Bristol Metro complements and integrates with BRT, Weston and Bath Packages.</p> <p>The new Great Western Franchise (2013 to 2028) Invitation to Tender includes the Greater Bristol Metro Phase 1 as a Priced Option for implementation in 2017. Subject to a value for money assessment the DfT may take over funding the new services after three years. Electrification of the Great Western Main Line (expected completion 2017/18) may enable an electrified suburban rail network.</p>
<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i></p> <p>GBSTS looked at rail options including the Portishead line.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Work on developing the case for the Transport Innovation Fund bid included the Greater Bristol Metro.

The Great Western Main Line Route Utilisation Strategy, March 2010 tested various options for the Greater Bristol Metro.

Portishead has reached GRIP Stage 3 under Network Rail's project management process.

Please describe how the scheme will assist with the delivery of jobs

The new Temple Quarter Enterprise Zone centred around Bristol Temple Meads station aims to create 17,000 new jobs with 4,000 by 2017. It is anticipated that a large proportion of employees will come to work by train. Network Rail is assuming over 40% growth in passengers at Bristol Temple Meads over the 10 years to 2020/21. Similarly the five Enterprise Areas including Bath City Riverside (9,000 jobs), Weston-super-Mare Gateway (11,000) and Filton/A38 (4,000), are all well located to the rail network and will generate new passengers.

Other areas where the Greater Bristol Metro will assist the delivery of jobs are:

- Filton Abbey Wood - continued growth of Ministry of Defence (MoD) jobs from 8,950 at present to 10,100 by December 2012 with closure of MoD sites in Bath and Wiltshire and more commuting to Filton.
- Avonmouth/Sevenside – 650 ha site with extant permission for B2/8 land uses (adjacent to the Severn Beach Line and Henbury Line).
- Keynsham Town Centre and Somerdale (former Cadbury's site) – 20,000m² employment land (close to Keynsham station).

Please describe how the scheme will assist with the delivery of homes

- South West Keynsham 540 new dwellings, Keynsham Town Centre and Somerdale (700 dwellings).
- Weston-super-Mare – 8,000 new homes including two new villages.
- Bath Western Riverside 2,000 dwellings.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Modal shift to rail from car borne travel will reduce congestion and carbon emissions.

Rail corridors serve areas of multiple deprivation e.g. at Weston-super-Mare and along the Severn Beach Line.

Deliverability:

Please describe and where possible evidence stakeholder support.

The West of England Rail Conference on 04/11/11 established the top three priorities for rail as the Greater Bristol Metro, Portishead Line and additional rolling stock.

The Greater Bristol Rail website has galvanised stakeholder support for the Metro with over 34,000 hits since its launch in February 2012.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe the technical work, design and business case development undertaken to date.

Portishead GRIP Stage 3 report, Network Rail for North Somerset Council, 2010

West of England Area Rail Studies, Halcrow, April 2012

Greater Bristol Rail – additional work by Halcrow to support the Metro business case, expected October 2012.

Please outline the statutory powers and consents required to bring this scheme forward.

Transport and Works Order may be required to reopen the Portishead line.

Planning consent will be required for new stations.

All other works fall under Network Rail's permitted development rights.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Network Rail own and maintain the infrastructure and co-ordinate track access. No scheme/service can be implemented without Network Rail's consent. Discussions are ongoing with Network Rail.

New services will only be provided by the train operating company who wins the Great Western Franchise. Negotiations are taking place with the four bidders for the franchise. [Note: Subsequently work on the Great Western Franchise was paused (October 2012) pending two DfT reviews into the franchise process. This is expected to lead to a nine month delay to the start of the new franchise]

The Department for Transport's future role is unclear in the light of rail decentralisation. They are likely to want to stay closely involved. Updates are regularly provided to the DfT.

What is it earliest possible construction start date. What is the expected construction period (years).

Construction period 2015/16 to 2018/19.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Greater Bristol Metro Phase 2 (no 2)
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Description:
Half hourly train services to Yate and hourly services on a reopened Henbury Line with additional stations at Horfield and Ashley Down.

Cost Estimate (2011 Prices):	£34m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>Temple Quarter Enterprise Zone, developer contributions, New Homes Bonus and any new Government funding competition.</p> <p><i>What % level of match funding could be expected.</i></p> <p>Not known but potential for ~20%</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>The Greater Bristol Metro is identified in JLTP3 as a future priority scheme after the five that have recently received funding. The respective Core Strategies all refer to the Greater Bristol Metro. The Temple Quarter Enterprise Zone and the five Enterprise Areas including Bath City Riverside (9,000 jobs), Weston-super-Mare Gateway (11,000) and Filton/A38 (4,000), are all well located to the rail network and will generate new passengers.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>As part of the JTLTP3 transport vision (see Figure 6.1 in the JLTP3) the Greater Bristol Metro complements and integrates with BRT, Weston and Bath Packages.</p> <p>References to the Greater Bristol Metro Phase 2 have been added by the DfT to the Great Western Franchise (2013 to 2018) Invitation to Tender and through the Franchise Agreement there will be a requirement on the train operator to work in good faith with the local authorities to bring proposals forward.</p> <p>Electrification of the Great Western Main Line (expected completion 2017/18) may enable an electrified suburban rail network.</p>
<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i></p> <p>GBSTS looked at rail options.</p> <p>Work on developing the case for the Transport Innovation Fund bid included the Greater Bristol Metro.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

The Great Western Main Line Route Utilisation Strategy, March 2010 tested various options for the Greater Bristol Metro.

Please describe how the scheme will assist with the delivery of jobs

The new Temple Quarter Enterprise Zone centred around Bristol Temple Meads station aims to create 17,000 new jobs with 4,000 by 2017. It is anticipated that a large proportion of employees will come to work by train. Network Rail is assuming over 40% growth in passengers at Bristol Temple Meads over the 10 years to 2020/21. Similarly the Enterprise Areas at the Science Park and Filton/A38 (4,000), are all well located to the rail network and will generate new passengers.

Other areas where the Greater Bristol Metro Phase 2 will assist the delivery of jobs are:

- Charlton Hayes – 14 ha employment (close to Patchway and Bristol Parkway stations).
- Rolls Royce East works – major employment site (close to Patchway station).
- Filton Abbey Wood - continued growth of Ministry of Defence (MoD) jobs from 8,950 at present to 10,100 by December 2012 with closure of MoD sites in Bath and Wiltshire and more commuting to Filton.
- Cheswick/Wallscourt Farm – 6 ha employment (close to Filton Abbey Wood).
- University of the West of England (UWE) – ongoing master planning for 11ha expansion to campus including a new sports stadium (home to Bristol Rovers F.C.).
- Avonmouth/Severnside – 650 ha site with extant permission for B2/8 land uses (adjacent to the Severn Beach Line and Henbury Line).
- Filton Airfield - 50 ha of employment land and 35,000m² of retail with opportunity for new train services and stations on the Henbury line.

Please describe how the scheme will assist with the delivery of homes

- North Yate – 3,000 homes (for Yate station).
- Charlton Hayes – 2,400 homes (close to Patchway and Bristol Parkway stations).
- Harry Stoke – 3,200 dwellings (close to Bristol Parkway).
- Cheswick/Wallscourt Farm – 800 dwellings (close to Filton Abbey Wood).
- Filton Airfield - 5,700 homes with the opportunity for new train services and stations on the Henbury line.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Modal shift to rail from car borne travel will reduce congestion and carbon emissions.

Rail corridors serve areas of multiple deprivation e.g. at Weston-super-Mare and along the Severn Beach Line.

Devolved Major Schemes Shortlist Assessment – July 2012

Deliverability:

Please describe and where possible evidence stakeholder support.

The West of England Rail Conference on 04/11/11 established the top three priorities for rail as the Greater Bristol Metro, Portishead Line and additional rolling stock.

The Greater Bristol Rail website has galvanised stakeholder support for the Metro with over 34,000 hits since its launch in February 2012.

Please describe the technical work, design and business case development undertaken to date.

West of England Area Rail Studies, Halcrow, April 2012

Henbury Rail Study for South Glos Core Strategy, Halcrow, March 2012

Greater Bristol Rail – additional work by Halcrow to support the Metro business case, expected July 2012.

Please outline the statutory powers and consents required to bring this scheme forward.

Planning consent will be required for new stations.

All other works fall under Network Rail's permitted development rights.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Network Rail own and maintain the infrastructure and co-ordinate track access. No scheme/service can be implemented without Network Rail's consent. Discussions are ongoing with Network Rail.

New services will only be provided by the train operating company who wins the Great Western Franchise. Negotiations are taking place with the four bidders for the franchise. [Note: Subsequently work on the Great Western Franchise was paused (October 2012) pending two DfT reviews into the franchise process. This is expected to lead to a nine month delay to the start of the new franchise]

The Department for Transport's future role is unclear in the light of rail decentralisation. They are likely to want to stay closely involved. Updates are regularly provided to the DfT.

What is it earliest possible construction start date. What is the expected construction period (years).

Construction period 2019/20 to 2023/24. Phase Two will be driven by the development timescale of Filton Airfield. Should this proceed quicker than anticipated Phase 2 could be delivered earlier.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	New Rail Stations Package (no 3)
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Description:
New stations at Saltford (between Bristol Temple Meads and Bath Spa), Ashton Gate (on the reopened Portishead line) and Corsham (between Bath Spa and Chippenham).

Cost Estimate (2011 Prices):	£26m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>Temple Quarter Enterprise Zone, developer contributions, New Homes Bonus and any new Government funding competition.</p> <p><i>What % level of match funding could be expected.</i></p> <p>Not known but potential for ~20%</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>New stations are identified as longer term schemes in the JLTP3. The respective Core Strategies all refer to the Greater Bristol Metro. The Temple Quarter Enterprise Zone and the five Enterprise Areas including Bath City Riverside (9,000 jobs), Weston-super-Mare Gateway (11,000) and Filton/A38 (4,000), are all well located to the rail network and will generate new passengers.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>The new stations will form part of the Greater Bristol Metro. As part of the JTLP3 transport vision (see Figure 6.1 in the JLTP3) the Greater Bristol Metro complements and integrates with BRT, Weston and Bath Packages.</p> <p>The new Great Western Franchise (2013 to 2028) includes the Greater Bristol Metro Phase 1 as a Priced Option and has references to Phase 2. Under the Franchise Agreement the train operator will be required to work in good faith with the local authorities to bring proposals forward.</p> <p>Electrification of the Great Western Main Line (expected completion 2017/18) may enable an electrified suburban rail network.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP
Corsham Rail Passenger Partnership Bid, 2000
GBSTS looked at rail options including the Portishead line.
Work on developing the case for the Transport Innovation Fund bid included the Greater Bristol Metro.

The Great Western Main Line Route Utilisation Strategy, March 2010 tested various options for the Greater Bristol Metro.

Portishead has reached GRIP Stage 3 under Network Rail's project management process.

Saltford has reached GRIP 1 Stage 1 under Network Rail's project management process.

Please describe how the scheme will assist with the delivery of jobs

The new Temple Quarter Enterprise Zone centred around Bristol Temple Meads station aims to create 17,000 new jobs with 4,000 by 2017. It is anticipated that a large proportion of employees will come to work by train. Network Rail is assuming over 40% growth in passengers at Bristol Temple Meads over the 10 years to 2020/21. Similarly the five Enterprise Areas including Bath City Riverside (9,300 jobs), Weston-super-Mare Gateway (11,000) and Filton/A38 (4,000), are all well located to the rail network and the new stations will generate new travel opportunities to these growth areas.

Other areas where the Greater Bristol Metro and New Stations Package will assist the delivery of jobs are:

- Filton Abbey Wood - continued growth of Ministry of Defence (MoD) jobs from 8,950 at present to 10,100 by December 2012 with closure of MoD sites in Bath and Wiltshire and more commuting to Filton.
- University of the West of England (UWE) – ongoing master planning for 11ha expansion to campus including a new sports stadium (home to Bristol Rovers F.C.).
- Avonmouth/Sevenside – 650 ha site with extant permission for B2/8 land uses (adjacent to the Severn Beach Line and Henbury Line).
- Keynsham Town Centre and Somerdale (former Cadbury's site) – 20,000m² employment land (close to Keynsham station).

Please describe how the scheme will assist with the delivery of homes

- South West Keynsham 540 new dwellings, Keynsham Town Centre and Somerdale (700 dwellings).

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Modal shift to rail from car borne travel will reduce congestion and carbon emissions.

Rail corridors serve areas of multiple deprivation e.g. at Weston-super-Mare and along the Severn Beach Line.

Deliverability:

Dependent on Greater Bristol Metro Project and strength of business case

Please describe and where possible evidence stakeholder support.

The Saltford Station Campaign is an active, well organised and popular group. Surveys undertaken by them indicate a high degree of local support for reopening the station. Ashton Gate is requested by local campaigners. There has been a long standing campaign to reopen Corsham station.

Please describe the technical work, design and business case development undertaken to date.

Portishead GRIP Stage 3 report, Network Rail for North Somerset Council, 2010 looked at a station at Ashton Gate.

West of England Area Rail Studies, Halcrow, April 2012

Saltford Station Study, Halcrow, June 2012

Greater Bristol Rail – additional work by Halcrow to support the Metro business case, expected July 2012

Bath & North East Somerset Council have allocated £100,000 to enable a business case for Saltford Station to be developed to Network Rail's GRIP 2 level.

Please outline the statutory powers and consents required to bring this scheme forward.

Planning consent will be required for new stations.

All other works fall under Network Rail's permitted development rights.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Network Rail own and maintain the infrastructure and co-ordinate track access. No scheme/service can be implemented without Network Rail's consent. Discussions are ongoing with Network Rail.

New services will only be provided by the train operating company who wins the Great Western Franchise. Negotiations are taking place with the four bidders for the franchise. [Note: Subsequently work on the Great Western Franchise was paused (October 2012) pending two DfT reviews into the franchise process. This is expected to lead to a nine month delay to the start of the new franchise]

Devolved Major Schemes Shortlist Assessment – July 2012

The Department for Transport's future role is unclear in the light of rail decentralisation. They are likely to want to stay closely involved. Updates are regularly provided to the DfT.

What is it earliest possible construction start date. What is the expected construction period (years).

Construction period 2018/19 to 2023/24, but earlier should other funding opportunities become available and subject to business case.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Cycling Major Scheme (no 4)
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Description:
<p>The scheme continues the work started as part of the Cycling City Project. It comprises improvements to major cycling corridors plus a fund for small infrastructure measures that includes improvements to junctions, injury accident cluster sites and areas highlighted for improvement through public consultation.</p> <p>Proposals include upgrading and improving existing cycle routes, extending existing routes and providing a network of routes to serve new developments.</p>

Cost Estimate (2011 Prices):	£25m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>The scheme will have local contributions made up from S106, CIL, JLTP.</p> <p><i>What % level of match funding could be expected.</i></p> <p>It is anticipated that £3-4m would be secured from these sources leaving a total grant requirement of £21-22m</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>The scheme is consistent with the Joint Local Transport Plan. Given the levels of growth in traffic in the city, the large number of short journeys to work and the limited capacity of the road network cycling remains a viable alternative for a significant proportion of the local population.</p> <p>This package of schemes supports a number of the core policies of the LDF:-</p> <ul style="list-style-type: none"> • South Bristol – a number of the schemes identified support the regeneration plans for South Bristol; • City Centre – continued promotion of mixed-use city centre, regeneration of city centre gateways, and increased density – efficient transport links to the city centre are crucial; • Regeneration areas – including inner city areas – transport access is also key to this. <p>The package also supports:</p> <ul style="list-style-type: none"> • Climate change, CO2 emissions and Air Quality – reducing traffic emissions by improving congestion and reducing private car trips can contribute to this; • Transport and access improvements;

Devolved Major Schemes Shortlist Assessment – July 2012

- The joining up of routes eg link from Keynsham to National Cycle Route 4;
- Assists with the delivery of strategic transport infrastructure required to support the proposed level of growth;
- Housing provision.

The Temple Quarter Enterprise Zone heightens the need to develop better connected and signed cycle routes. When fully built out it could generate up to 4,000 extra peak hour trips to and from the Zone. Additionally the enhanced rail services will be a significant generator of further travel demand.

There will be a need to make connections through to existing routes such as the Bristol and Bath Railway Path and also to consider additional bridges and access points to the Zone, and links to the wider network and priority growth locations such as the Bath Enterprise Area.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme complements the work being undertaken through the Local Sustainable Transport Fund (LSTF), the Bus Rapid Transit projects and the Greater Bristol Metro Rail.

LSTF – the programme is largely revenue based with the available capital spread across several modes of transport. Further sustained capital investment in cycling will ensure we can continue the trajectory of growth and achieve the health, economy and carbon outcomes in our policy documents.

Bus Rapid Transit/Greater Bristol Metro – the investment will focus not just on ‘whole’ journeys but also on where we can promote and create interchanges to encourage cycling as part of longer public transport commuter journeys.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

The need for cycling investment has been considered as part of Transport Innovation Fund work and the Greater Bristol Strategic Transport Study.

More recently the outline transport assessment of enabling measures for the Enterprise Zone has set out a clear need for significant investment in cycling infrastructure.

Please describe how the scheme will assist with the delivery of jobs

Increasing the proportion of the urban population that is able to cycle for journeys to work will be essential if we are to get the throughput of people to key employment destinations.

Access to the Temple Quarter Enterprise Zone will require the additional capacity for up to 4,000 peak hour trips. Whilst public transport will be able to accommodate some of these movements there are associated challenges and costs with scaling up peak hour bus provision. Investment in the cycle network will allow new and existing routes to be linked into the Zone and provide a step-change in low-carbon access.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme will assist with the delivery of homes
Housing will require significant improvements to the transport network in order to facilitate trips for employment, leisure, education, etc. As part of a wider sustainable transport package, these cycle and pedestrian schemes can offer an alternative to a number of private car trips, especially for shorter journeys. Link from the Bristol and Bath Railway Path to Keynsham would cross through the new development site at Somerdale (700 new homes).

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Ecological Footprint – sustainable modes of transport; reducing reliance on the private car.
- Climate Change – reducing greenhouse gas emissions; improving the resilience and reliability of existing infrastructure to cope with changes in climate and in the light of future demand.
- The Environment and Natural Resources – reducing the environmental impact of the economy, transport and development; reduce pollution.
- Sustainable Communities – Promoting a step change in public transport; making the best use of existing infrastructure.
- Air Quality – by providing an alternative to car travel, especially for shorter journeys, cycling schemes can contribute to a reduction in vehicle emissions and an improvement in air quality.

Deliverability:

Please describe and where possible evidence stakeholder support.
The need for cycling investment is clearly set out in the Stakeholders Cycling Strategy for Greater Bristol that was developed as part of the Cycling City project.

Please describe the technical work, design and business case development undertaken to date.

A comprehensive network review has been undertaken for Bristol's cycle network to identify the gaps an infrastructure needs. This review is being prioritised in terms of deliverability and value for money.

Please outline the statutory powers and consents required to bring this scheme forward.

A large majority of the schemes are within the highway boundary and, as such, require no statutory powers.

A number of large schemes, such as new bridges or routes along Callington Road would require planning and potentially land requirements. Whilst it is not considered that these would be difficult to achieve they are programmed towards the back end of the delivery programme.

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Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Third party requirements in relation to Enterprise Zone links are under discussion with the HCA, Network Rail and the LEP.

What is it earliest possible construction start date. What is the expected construction period (years).

The project could commence on site in 2015/16.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Enterprise Zone - Temple Circus Roundabout and Infrastructure to Support the Enterprise Zone (nos 6 and 7)
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Description:

An initial package of investment to support the first phases of the Temple Quarter Enterprise Zone (EZ).

Cost Estimate (2011 Prices):

£15m

Please describe other potential funding sources which could complement major schemes funding.

It is anticipated that the business rate retention from the EZ could contribute towards a significant amount of the scheme costs. An alternative source is the RIF bid that has been submitted.

What % level of match funding could be expected.

At this stage the status of both these sources of funding is unknown.

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The recently created Enterprise Zone in Temple Quarter has the challenging target of 4,000 new jobs within the first 5 years (by 2017). Alongside this the introduction of electrified train services to London, a new Temple Meads Station and local rail enhancement through the Greater Bristol Metro Rail project will all see increases in footfall to and from the Temple Meads area.

The highway network in the vicinity of the Enterprise Zone is already near, or at, capacity. The network will need to consider the entry and exit points for vehicular access to the EZ.

The increased jobs and rail services will increase the pedestrian footfall to and from the EZ area - in order to achieve this in a way that is safe and attractive there will be the need for a major reconfiguration of the network in this locality.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme is linked in with both the EZ strategy and also the rail franchise work.

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<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i></p> <p>The requirements for enhancements are identified in the Enterprise Zone initial transport assessment undertaken by Halcrow during the first part of 2012.</p>
<p><i>Please describe how the scheme will assist with the delivery of jobs</i></p> <p>The provision of enhanced transport connectivity is considered essential if the EZ jobs (17,000 new jobs by 2030) are to be unlocked and happen.</p>
<p><i>Please describe how the scheme will assist with the delivery of homes</i></p> <p>As part of the visioning there is a desire for there to be housing contained within the EZ to give the area vibrancy and activity outside of the working day. Through their 'enabling' role these schemes will assist with the delivery of any residential elements of the Zone.</p>
<p><i>Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction</i></p> <p>The scheme improves connectivity between key residential and employment areas, and reduces congestion on the road network with consequent environmental improvement.</p>
<p>Deliverability:</p>
<p><i>Please describe and where possible evidence stakeholder support.</i></p> <p>The Programme Board for the EZ have received the headline findings from the initial transport assessment and expressed support for the need for upfront transport investment to enable the EZ to come forward.</p>
<p><i>Please describe the technical work, design and business case development undertaken to date.</i></p> <p>As part of the development of the EZ bid itself there has been a series of assessments, including transport technical work.</p> <p>Recently Halcrow have concluded their initial study on the transport issues and enabling measures required. This study further reinforces the need for a package of upfront transport investment.</p>
<p><i>Please outline the statutory powers and consents required to bring this scheme forward.</i></p> <p>At this stage it is not possible to be 100% certain of consents but there is a high probability that the land required is within the highway boundary and is therefore unlikely to require planning consent.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Not certain at this stage.

What is it earliest possible construction start date. What is the expected construction period (years).

2015/16 start date is achievable assuming works within highway land.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	M32 Park and Ride (no 8)
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Description:
A new Park and Ride Site on the M32 – designed to ‘plug’ into the new junction and access created for the North Fringe to Hengrove Package

Cost Estimate (2011 Prices):	£15m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i> We would seek contributions to the project from the JLTP and the Temple Quarter Enterprise Zone.</p> <p><i>What % level of match funding could be expected.</i> Level of match funding is yet to be determined.</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i> The scheme is identified in both the JLTP and Core Strategy.</p> <p>The M32 is a key transport route into central Bristol from the north and the wider motorway network, carrying in the region of 53,000 cars each day. The central area is often heavily congested at peak times, and increasingly during the inter-peak period as travel patterns are changing. At peak periods 21% of travelling time is spent stationary. Congestion substantially worsens bus reliability, making public transport alternatives to private car travel less attractive.</p> <p>The provision of a minimum 1,500 space Park and Ride site could remove in the range of 500 to 700 peak hour car trips from one of the most congested corridors in the West of England.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i> The scheme builds upon and adds value to investment in the North Fringe to Hengrove Package.</p>
<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i> Identified through previous studies and was also part of the North Fringe to Hengrove Package (removed as a consequence of the need to reduce the scale of the DfT contribution to the project).</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme will assist with the delivery of jobs
Increasing the strategic access by car and public transport to central Bristol and the Enterprise Zone (17,000 new jobs by 2030) will be essential to support economic growth. Furthermore, the reduction in congestion on a key corridor such as the M32 will provide significant economic benefits.

Please describe how the scheme will assist with the delivery of homes
The scheme will support housing growth through both reducing congestion on the road network and providing enhanced Park & Ride access. The M32 site will also provide increased commercial viability of the Bus Rapid Transit system through the creation of a significant passenger demand.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Given the location of the site it would need to be designed carefully to minimise the impact on local habitats. The work up to Programme Entry submission of the North Fringe to Hengrove Package has provided an initial screening of these issues and would form the basis of any work to take this project forward.

The location of the site within the green belt would require sensitive design, and issues such as lighting and materials used will need to be sympathetic to the local environment.

The scheme would provide significant congestion reduction through the removal of approximately 500 peak hour car trips from the network.

Accidents – the access and exits from the site will be in close proximity to the M32 junction 1 slip roads. As part of the detailed design there will be a need to work with the Highways Agency to ensure the scheme meets safety requirements through their departures from standards process.

Deliverability:

Please describe and where possible evidence stakeholder support.
The scheme was consulted on as part of the North Fringe to Hengrove Package prior to its removal from the scheme as part of the Comprehensive Spending Review reduction in total funding available.

Please describe the technical work, design and business case development undertaken to date.

Surveys of the site have been undertaken and the scheme has been designed to a reasonable degree of confidence for the Programme Entry submission.

Please outline the statutory powers and consents required to bring this scheme forward.

The scheme will require land and planning consent.

Devolved Major Schemes Shortlist Assessment – July 2012

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

HA requirements will be agreed and delivered as part of the North Fringe to Hengrove Package. There has been significant discussion surrounding the site and agreement in principle as part of the Programme Entry submission.

What is it earliest possible construction start date. What is the expected construction period (years).

2016 to 2018.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Callington Road Link and A4 Bath Road Improvements (no 10)
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Description:

The project is as previously described in the JLTP:

Road and non-road options are being considered for the disused railway line between the A4174 Callington Road and the south end of the A4320 St Philips Causeway. The beneficial impact of this new transport link would be enhanced by complementary improvements to adjoining roads. On the Bath Road and Callington Road the scheme involves widening to create additional lanes on certain sections and junction improvements including the junction of the A37 Wells Road and Callington Road.

Cost Estimate (2011 Prices):

£83m

Please describe other potential funding sources which could complement major schemes funding.

What % level of match funding could be expected.
Previously assumed level of local contribution was £9.9m

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The scheme is identified in both the JLTP and Core Strategy.

Existing congestion on the Bath Road and in south Bristol will increase with proposed new development unless transport infrastructure is enhanced. The Greater Bristol Strategic Transport Study (GBSTS) recommended that this scheme be given further consideration. South Bristol contains large areas of unemployment and deprivation. The scheme would improve connectivity between east Bristol/Bath to South Bristol and the Airport.

Callington Road Link / Bath Road Improvements will improve access by all modes and enhance employment opportunities, by improving access to jobs and potentially encouraging new business into the area.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme is supportive of wider measures to tackle traffic congestion in the West of England.

Devolved Major Schemes Shortlist Assessment – July 2012

The scheme provides much needed additional orbital capacity. The scheme would deliver significant decongestion benefits to the A4 Bath Road (one of the most congested routes) and also create further opening up of highway to pedestrians and cyclists and discouragement of through traffic in central Bristol.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

The scheme was identified through GBSTS and has been identified in the major scheme chapters of both the current and previous JLTP as one of the priority major transport schemes.

Please describe how the scheme will assist with the delivery of jobs

The scheme will be important in opening up connectivity and opportunities for the ongoing regeneration of South Bristol.

Please describe how the scheme will assist with the delivery of homes

The scheme is identified as support for regeneration of South Bristol (10,400 new jobs by 2030).

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Whilst the scheme is delivering highway capacity, modelling of the options demonstrates that the overall network wide decongestion benefits of the scheme are significant.

The project would contribute to meeting the following indicators/targets:

- LTP target is to meet the national objective for annual average Nitrogen Dioxide concentrations of 40 microgrammes per m³ within the designated Air Quality Management Areas (AQMA). A key objective of this project is to reduce congestion along the A4 which is within an AQMA.
- The Link would make public transport more reliable by reducing congestion and thereby encourage modal shift which would reduce peak period flows.

The Link would also offer a more attractive cycling route for National Cycle Route No 3 and should encourage drivers to switch to cycling.

Deliverability:

Please describe and where possible evidence stakeholder support.

The scheme is identified in previous Local Plan and the current draft of the Site Allocations document for the Core Strategy.

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Please describe the technical work, design and business case development undertaken to date.

Following the RFA prioritisation an initial major scheme business case was prepared for the scheme. The current business case is pre-programme entry level – subject to model validation it would take a further 6-12 months to prepare the Programme Entry level business case.

Please outline the statutory powers and consents required to bring this scheme forward.

The scheme will require planning and land – the land required is safeguarded within planning policy and, therefore, it is considered more likely than not that it could be achieved for this scheme.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

None

What is it earliest possible construction start date. What is the expected construction period (years).

It is anticipated that it would take 4-5 years from commencement of business case to construction. This would place the earliest start date at around 2017.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	M49 Intermediate Junction (no 11)
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Description:
A new all-movements intermediate junction on the M49 linking to the proposed Avonmouth/Sevenside development area spine road (which would ultimately become the realigned A403).

Cost Estimate (2011 Prices):	£24m (capital)
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy); • Highways Agency, TIF2, RGF, Revolving Infrastructure Fund; • Joint Local Transport Plan. <p><i>What % level of match funding could be expected.</i></p> <ul style="list-style-type: none"> • ~50%. 	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <ul style="list-style-type: none"> • The South Glos Core Strategy states: ‘Notwithstanding recent ad hoc development under the extant permissions, it continues to be technically possible to construct the M49 junction. Given the potential impact of future traffic the Council would wish to see the construction of the M49 junction funded and delivered as part of the development, with associated agreements that would place an upper limit on development levels until the junction is delivered, to reflect the limiting capacity of the strategic and local transportation network.’ • The Junction supports the JLTP3 goals and in particular Goal 2 to Support Economic Growth. • The Junction would help improve access to/from the Avonmouth/Sevenside, which is WoE LEP Enterprise Area.
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <ul style="list-style-type: none"> • The Junction Link would build on the M4/M5 by the Managed Motorway Scheme and could be (part or wholly) funded by budgets the Highways Agency can bid into, such as Pinch Points, or TIF and RGF.

Devolved Major Schemes Shortlist Assessment – July 2012

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- The Highways Agency submitted a business case bid within their 'Pinch Point Programme (PPP) in June 2012. This included design, and transport assessment which indicated the scheme presented a healthy BCR.
- The scheme has also been a component of wider RGF and TIF2 bids for the Severnside area.

Please describe how the scheme will assist with the delivery of jobs

- The Junction would support access to/from Avonmouth/Severnside; the Severnside area is an employment area of approximately 650 hectares which benefits from planning permissions granted to ICI in 1957 and 1958. It is currently a mix of industrial and former industrial areas and greenfield sites not yet developed.
- The scheme will significantly enhance access to the Avonmouth Severnside Enterprise Area. This will have the effect of unlocking significant pieces of land, attracting new businesses into the area, particularly of the logistics and manufacturing sectors due to its prime location near motorway, rail and port infrastructure. Recent studies have shown that unlocking this development land could create up to 20,000 jobs in the Enterprise Area, significantly contributing to the West of England economy.

Please describe how the scheme will assist with the delivery of homes

- Not applicable.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Junction would reduce congestion by diverting traffic away from the A403 and local roads in the Avonmouth/Severnside area.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Letters of support from landowners and the HA are included with the RGF bid.
- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
<https://consultations.southglos.gov.uk/gf2.tif/251202/6314629.1/pdf/-/SD11.pdf>
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLP3.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe the technical work, design and business case development undertaken to date.

- The Highways Agency has prepared a business case for submission to the Pinch Points programme in 2012.
- The RGF bid includes a supporting technical case.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations; adjacent landowners have to-date pledged their support.
- The new junction would require Highways Agency consent.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The new junction would require Highways Agency consent.

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by demonstration of a business case and the availability of funding; if extant bids are successful, construction could start in 2013
- Construction could be completed within of 2 years of commencement.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	M4 Link (no 13)
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Description:
A new single carriageway link road between the A4174 Ring Road and the M4 (between Junction 18 and 19).

Cost Estimate (2011 Prices):	£37m (capital)
<i>Please describe other potential funding sources which could complement major schemes funding.</i>	
<ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy); • Joint Local Transport Plan. 	
<i>What % level of match funding could be expected.</i>	
<ul style="list-style-type: none"> • ~12%. 	

Strategic Fit and Outcomes:
<i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i>
<ul style="list-style-type: none"> • The South Glos Core Strategy states: ‘The Council is committed to the long-term realisation (beyond 2026) of a new link road from the A4174 Ring Road to the M4 (between Junction 18 and 19) to relieve congestion to the M4 Junction 19, M32 Junction 1, the A4174 eastbound and within the communities of the north east Bristol fringe area. The Council will continue to make the case to the Highways Agency and central government during the plan period.’ • The Link supports the JLTP3 goals and in particular Goal 2 to Support Economic Growth. • The Link would help improve access to/from the Bristol & Bath Science Park at Emerson’s Green, which is WoE LEP Enterprise Area; and to Yate/Chipping Sodbury.
<i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i>
<ul style="list-style-type: none"> • The Link would build on the improvements to the Ring Road provided by the North Fringe to Hengrove Package [NFHP], the Ring Road Package and the JLTP; and to the M4/M5 by the Managed Motorway Scheme.
<i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i>
<ul style="list-style-type: none"> • The Link was considered by GBSTS, but not recommended for inclusion in the strategy.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme will assist with the delivery of jobs

- The Link would support access to/from the Bristol & Bath Science Park at Emerson's Green, which is WoE LEP Enterprise Area, plus other adjacent development sites, namely:
 - Emerald Park, 30ha employment, nearly complete;
 - Emerson's Green East, mixed-use (30ha employment, 3,000 dwellings), with outline consent, construction ongoing to 2024;
 - Science Park [SPark] at Emerson's Green, 25ha employment, construction commenced summer 2010.
- The Package would also improve access to/from Yate/Chipping Sodbury.

Please describe how the scheme will assist with the delivery of homes

- The Package would support South Glos Core Strategy **POLICY CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA** and **CS30 – YATE AND CHIPPING SODBURY**, which provide for 6,000 dwellings in total.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Link would reduce congestion by diverting traffic away from M4 Junction 19, M32 Junction 1 and the Ring Road (between the M32 and Emerson's Green).

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
[.https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf](https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf)
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLP3.

Please describe the technical work, design and business case development undertaken to date.

- No detailed business case development work to-date.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations or, if these fail, by CPO; it would require planning consent.
- The new junction with the M4 would require Highways Agency consent.

Devolved Major Schemes Shortlist Assessment – July 2012

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The new junction with the M4 would require Highways Agency consent.

What is it earliest possible construction start date. What is the expected construction period (years)

- The South Glos Core Strategy states 2026; construction start would be determined by demonstration of a business case and the availability of funding.
- Construction could be completed within 3-years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Emerson's Green to Temple Meads Bus Rapid Transit (no 14)
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Description:

An extension of the BRT from Bristol City Centre to Emerson's Green on a route (to be determined) through north-east Bristol; it is the second phase of the Ashton Vale to Emerson's Green BRT, the first phase (Ashton Vale to Temple Meads) having received Programme Entry.

Cost Estimate (2011 Prices):	£96m (capital)
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Please describe other potential funding sources which could complement major schemes funding.

- Developer contributions (via S106 and/or Community Infrastructure Levy);
- Joint Local Transport Plan.

What % level of match funding could be expected.

- ~12%.

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

- The Emerson's Green to Temple Meads BRT is supported by South Glos Core Strategy **POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE**, and **CS - CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA**; it is also supported by Bristol City Core Strategy **Policy BCS10**.
- The Emerson's Green to Temple Meads BRT supports the JLTP3 goals and in particular **Goal 4 to Promote Accessibility**.
- The Emerson's Green to Temple Meads BRT would help improve access to/from the Bristol & Bath Science Park at Emerson's Green, which is WoE LEP Enterprise Area.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

- The Emerson's Green to Temple Meads BRT would complement the improvements provided by the North Fringe to Hengrove Package [NFHP], the Ring Road Package and the JLTP.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- The scheme was identified and supported by GBSTS.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme will assist with the delivery of jobs

- The Emerson's Green to Temple Meads BRT would support access to/from the Bristol & Bath Science Park at Emerson's Green, which is WoE LEP Enterprise Area, plus other adjacent development sites, namely:
 - Emerald Park, 30ha employment, nearly complete;
 - Emerson's Green East, mixed-use (30ha employment, 3,000 dwellings), with outline consent, construction ongoing to 2024;
 - Science Park [SPark] at Emerson's Green, 25ha employment, construction commenced summer 2010.

Please describe how the scheme will assist with the delivery of homes

- The Package would support South Glos Core Strategy **POLICY CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA**, which provides for 3,000 dwellings in total.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The scheme would support sustainable development.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation was undertaken on the Ashton Vale – Emerson's Green route as a whole during 2007/08; there was vehement opposition to the proposal for BRT to share the Bristol-Bath Cycle Path on its route to Emerson's Green and, hence, it was decided to postpone this section and focus on the Ashton Vale section and on the North Fringe to Hengrove Package (which also serves Emerson's Green).
- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
[.https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf](https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf)
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLP3.

Please describe the technical work, design and business case development undertaken to date.

- Preliminary business case development work was undertaken 2007/08, prior to the decision to proceed with only the Ashton Vale – Temple Meads section and defer the Emerson's Green section.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations or, if these fail, by CPO; it would require planning consent.

Devolved Major Schemes Shortlist Assessment – July 2012

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- None anticipated.

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the completion of the NFHP in 2017 and thereafter the availability of funding and the identification and agreement of a suitable route.
- Allowing 2-years for any statutory processes (CPO), construction could be completed within 3-years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	A4174 Ring Road Package (no 15)
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Description:	<p>The principal elements of the Ring Road Package comprise:</p> <ul style="list-style-type: none"> • Widening eastbound from M32 Jct1 to B4058 Bristol Road; • B4058 Bristol Road southbound widening; • Widening westbound to Hambrook crossroads; • Merge West of Bromley Heath Roundabout; • Bromley Heath Roundabout improvement; • Widening Wick Wick to Lyde Green; • Widening Lyde Green to The Rosary; • Widening from the Rosary to The Dramway; • The Dramway Improvement; • Widening (or replacement) of the A432 M4 over-bridge at Wick Wick. Carriageway widening to provide 2-general and 1-Priority Vehicle Lane in each direction (excluding the River Frome Viaduct).
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Cost Estimate (2011 Prices):	£42m (capital)
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy); • Joint Local Transport Plan. <p><i>What % level of match funding could be expected.</i></p> <ul style="list-style-type: none"> • ~12%. 	

Strategic Fit and Outcomes:	<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas</i></p> <ul style="list-style-type: none"> • The Ring Road Package is supported by South Glos Core Strategy POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE, CS - CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA and CS30 – YATE AND CHIPPING SODBURY. • The Ring Road Package supports the JLTP3 goals and in particular Goal 2 to Support Economic Growth. • The Ring Road Package would help improve access to/from the Bristol & Bath Science Park at Emerson’s Green, which is WoE LEP Enterprise Area; and to Yate/Chipping Sodbury.
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Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

- The Ring Road Package would build on the improvements provided by the North Fringe to Hengrove Package [NFHP] and the JLTP.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- Capacity and junction improvements along the Ring Road are supported by GBSTS.

Please describe how the scheme will assist with the delivery of jobs

- The Ring Road Package would support access to/from the Bristol & Bath Science Park at Emerson's Green, which is WoE LEP Enterprise Area, plus other adjacent development sites, namely:
 - Emerald Park, 30ha employment, nearly complete;
 - Emerson's Green East, mixed-use (30ha employment, 3,000 dwellings), with outline consent, construction ongoing to 2024;
 - Science Park [SPark] at Emerson's Green, 25ha employment, construction commenced summer 2010.
- The Package would also improve access to/from Yate/Chipping Sodbury.

Please describe how the scheme will assist with the delivery of homes

- The Package would support South Glos Core Strategy **POLICY CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA** and **CS30 – YATE AND CHIPPING SODBURY**, which provide for 6,000 dwellings in total.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Package would reduce congestion by providing targeted improvements to the Ring Road.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf>
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLP3.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe the technical work, design and business case development undertaken to date.

- No detailed business case development work to-date.
- Other technical work comprises a South Glos desk-top study.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations or, if these fail, by CPO; it could require planning consent.
- The A432 bridge over the M4 would require Highways Agency consent.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The A432 bridge over the M4 would require Highways Agency consent.

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the completion of the NFHP in 2017 and thereafter the availability of funding.
- Allowing 2-years for any statutory processes (CPO), construction could be completed within 3-years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	M5 Junction 21 Bypass & A370/A371 Strategic Enhancements (no 17)
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Description:

Single Carriageway highway for the A370 to bypass the congested Junction 21 of the M5

Cost Estimate (2011 Prices):	£22.0m
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Please describe other potential funding sources which could complement major schemes funding.

Potential funding sources include Community Infrastructure Levy, however the development viability work undertaken to date indicates that the amount of CIL funding available for transport infrastructure is likely to be relatively small.

What % level of match funding could be expected.

Possibly around 20%

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The purpose of this scheme is to address strategic transport network bottlenecks between Weston, Banwell and Congresbury, through a series of linked and targeted capacity enhancements, as follows:

Weston:	Junction 21 Bypass (low cost option)	£13.5m
Congresbury:	Stock Lane widening	£3.0m
Congresbury:	A370 clip-on cycle/pedestrian bridge	£0.5m
Congresbury:	Strategic cycle links	£1.0m
Banwell:	East Street Public Realm	£3.0m
Banwell:	Showcase bus corridor A371	£1.0m
Total		£22.0m

[Note - the above require further optioneering, therefore at this early stage the interventions are indicative only]

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The scheme supports the employment led strategy to major development in Weston-super-Mare by addressing a number of transport network deficiencies on major east - west corridors in a triangle formation between Banwell, Congresbury and Weston. The scheme includes major improvements to freight routes from the east to the motorway network at Junction 21, this includes concurrent highway alignment widening and enhancement measures at both Congresbury and Banwell, which when delivered together will significantly improve the distribution of both freight and general traffic between these east - west corridors.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme complements and augments the Weston Package Phase2 scheme with its targeted interventions within Weston.

The scheme could potentially provide an alternative to proceeding with Banwell Bypass if there is sufficient support from local stakeholders, communities and parish councils for a significant enhancement of East Street, Banwell with concurrent measures made at Stock Lane, Congresbury. It will come down to whether stakeholders perceive the Do something option (as set out above) is better for them than the do nothing option.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

The scheme was identified as a strategic priority within the sub-region through JLTP3. Funding for the scheme was identified and allocated through the previous RFA programme and also subsequently been identified in the West of England RGF programme.

Please describe how the scheme will assist with the delivery of jobs

The highway interventions will provide additional capacity on key east – west corridors to significantly re-balance freight and general traffic distribution through on corridors feeding linking to the motorway network at J21. These cumulative interventions will provide a significant uplift in the quality of the transport network offer, thereby increasing the competitiveness of whole southern flank of the district as a location for business investment.#

Please describe how the scheme will assist with the delivery of homes

The delivery of new homes in Weston is inter-dependant upon the delivery of new jobs, as a result of the employment led approach to development set out in the North Somerset Core Strategy. Each new home requires the delivery of 1.5 new jobs and development is to be consented in tranches of approximately 250 homes. The scheme supports the delivery of new jobs and homes by providing essential targeted transport infrastructure interventions, which are beyond the development commercial viability thresholds in terms of land value uplift.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Future environmental work streams will assess the environmental impacts in due course.

Deliverability:

Please describe and where possible evidence stakeholder support.

Our current major scheme programme has been subject to extensive stakeholder engagement. This successful approach will be adopted in taking this scheme forward.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe the technical work, design and business case development undertaken to date.

Some optioneering and feasibility work was undertaken several years ago, however since then the scheme has been revised and value engineered from a dual carriageway alignment to a single carriageway alignment. A Project Plan needs to be developed to map out how the scheme is taken forward.

Please outline the statutory powers and consents required to bring this scheme forward.

Planning consent will be needed to deliver the scheme. The scheme is identified in the North Somerset Core Strategy and forthcoming Sites and Policies DPD.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

The scheme is dependant upon gaining support from local stakeholders, communities and parish councils. The scheme requires the acquisition of land, by either negotiation or via CPO.

What is it earliest possible construction start date. What is the expected construction period (years).

Delivery is expected in the period 2021 to 2026.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Weston Package Phase 2 (no 18)
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Description:	<p>WP Phase 2 complements the short term interventions current being taken forward in Phase 1, with a medium term strategic package of balanced highway and public transport interventions. WP Phase 2 is fundamentally about supporting the employment led approach to development for Weston and stimulating inward investment.</p>
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Cost Estimate (2011 Prices):	£19.7m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>Potential funding sources include Community Infrastructure Levy, however the development viability work undertaken to date indicates that the amount of CIL funding available for transport infrastructure is likely to be relatively small. <i>What % level of match funding could be expected.</i></p> <p>Possibly around 20%</p>	

Strategic Fit and Outcomes:	<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>WP Phase 2 comprises a package of strategic interventions supporting the employment led approach to development, which requires 1.5 new jobs per new dwelling. Major development is identified in the Core Strategy with two new urban villages, further redevelopment of the town centre and the delivery of the J21 Enterprise Area and Business Park. The strategic aim of WP Phase 2 is to deliver improved access to these employment sites across Weston through a balanced package of interventions including Highway, Rail, Bus, Cycling and Pedestrian elements:</p>													
	Highway elements:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td>CAL to Airport Roundabout widening</td> <td style="text-align: right;">£1.00m</td> </tr> <tr> <td>Wolveshill Road widening</td> <td style="text-align: right;">£1.20m</td> </tr> <tr> <td>Winterstoke Road/Stuart Road widening</td> <td style="text-align: right;">£1.50m</td> </tr> <tr> <td>Walnut Tree Roundabout widening</td> <td style="text-align: right;">£0.75m</td> </tr> <tr> <td>Hospital roundabout/Broadway widening</td> <td style="text-align: right;">£0.75m</td> </tr> <tr> <td>Herluin Way inbound widening bus lane/HOV</td> <td style="text-align: right;">£1.50m</td> </tr> </table>	CAL to Airport Roundabout widening	£1.00m	Wolveshill Road widening	£1.20m	Winterstoke Road/Stuart Road widening	£1.50m	Walnut Tree Roundabout widening	£0.75m	Hospital roundabout/Broadway widening	£0.75m	Herluin Way inbound widening bus lane/HOV	£1.50m
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	Bus Elements:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td>Showcase Bus Corridor for principal Weston town bus services</td> <td style="text-align: right;">£3.00m</td> </tr> <tr> <td>Weston Park & Ride</td> <td style="text-align: right;">£3.50m</td> </tr> </table>	Showcase Bus Corridor for principal Weston town bus services	£3.00m	Weston Park & Ride	£3.50m								
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	Cycling,	<table style="width: 100%; border-collapse: collapse;"> <tr> <td>ABL Phase 1 Cycle and pedestrian bridge</td> <td style="text-align: right;">£2.00m</td> </tr> </table>	ABL Phase 1 Cycle and pedestrian bridge	£2.00m										
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Devolved Major Schemes Shortlist Assessment – July 2012

Pedestrian & Public Realm Elements	Weston Strategic Cycle routes Weston Town Centre Public Realm	£1.00m £2.00m
Total		£19.7m

[Note - the above require further optioneering, therefore at this early stage the interventions are indicative only]

WP Phase 2 has been identified in response the need to support the delivery of the North Somerset Core Strategy, while also widening the quality of the transport offer in respect of public transport and active transport modes (walking and cycling), across the Weston conurbation.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme extends the benefits delivered through GBBN to a wider residential area with the delivery of a range of showcase bus corridors across the town. This together with the highway enhancements will ensure that the bus offer will be more competitive and attractive and hence will stimulate further commercial led enhancement of the local bus network. The public realm and active mode interventions will play a supporting role in unlocking commercial and retail development particularly in the town centre, while also improving access from residential areas. The lengthening of Worle station platforms complements the strategy to enhance the capacity of the local rail network and reducing reliance upon less sustainable modes. The rapid growth in demand for rail travel from Worle that we have experienced over the last 5+ years is set to continue taking account of major development such as the urban villages and the forecast background growth.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

This is Phase 2 of the Weston Package which was indentified as a strategic priority within the sub-region through JLTP3. Funding for the Weston Package concept was identified and allocated through the previous RFA programme, in recognition of the need to address deficiencies and bottlenecks in Weston's local transport network.

Please describe how the scheme will assist with the delivery of jobs

The highway interventions will provide additional capacity at key junctions to assist effective traffic distribution on corridors feeding into the town centre. This together with enhanced bus and active mode infrastructure will improve access to the town centre and between employment sites across Weston. The rail enhancement at Worle station will stimulate further increases in the level of service provided by train operators (beyond that can be provided through selective door operation), reducing the reliance on the car for outbound commuting. These cumulative interventions will provide a significant uplift in the quality of the transport network offer, thereby increasing the competitiveness of Weston as a location for business investment.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme will assist with the delivery of homes

The delivery of new homes in Weston is inter-dependant upon the delivery of new jobs, as a result of the employment led approach to development set out in the North Somerset Core Strategy. Each new home requires the delivery of 1.5 new jobs and development is to be consented in tranches of approximately 250 homes. If the required new jobs are not delivered, the council can refuse further planning applications until the jobs are delivered or alternative job creation measures are put in place. While the key to the delivery of new homes is to support the delivery of new jobs, an important part of the mix is place making and ensuring that major new housing development and its links to the town centre are attractive places that people want to live. This needs to include attracting a broader spectrum of the workforce, from more professional and technical sectors, in addition to blue collar sectors. Major employers need to be satisfied that they will be able to attract people with the right skills from the local area.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

The majority of the WP Phase 2 interventions are within the existing highway boundary and therefore the environmental impacts are generally proportional to the existing network. Future environmental work streams will assess the environmental impacts in due course.

Deliverability:

Please describe and where possible evidence stakeholder support.

Weston Package Phase 1 has been subject to extensive stakeholder engagement. This successful approach will be adopted in taking forward WP Phase 2.

Please describe the technical work, design and business case development undertaken to date.

To date WP Phase 2 is at the optioneering stage / feasibility stage. A Project Plan needs to be developed to map out how the scheme is taken forward.

Please outline the statutory powers and consents required to bring this scheme forward.

Planning consent will be needed to deliver Weston Park & Ride site and ABL Phase1 (pedestrian/cycle bridge), however both are identified in the North Somerset Core Strategy and Weston Villages SPD.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Engagement with the operator of the Great Western Franchise (currently being re-tendered) will be needed to confirm increase in level of service for Worle station and how platform lengthening would assist this.

Devolved Major Schemes Shortlist Assessment – July 2012

What is it earliest possible construction start date. What is the expected construction period (years).

Earliest construction start date – 2016/17. Construction duration expected to be 2 years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Herluin Way to Locking Road Link – PDR VII (no 19)
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Description:	Single carriageway bridge between A370 Hutton Moor Roundabout with the B3440 Locking Road to replace the two existing one-way bridges and provide sufficient width for double tracking of the rail line.
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Cost Estimate (2011 Prices):	£15m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>Potential funding sources include Community Infrastructure Levy, however the development viability work undertaken to date indicates that the amount of CIL funding available for transport infrastructure is likely to be relatively small.</p> <p><i>What % level of match funding could be expected.</i></p> <p>Possibly around 20%</p>	

Strategic Fit and Outcomes:	
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>The scheme is included in a list of potential longer term schemes in the JLTP3 and within the NS Core Strategy which has been subject to Public Inquiry. The alignment has been reserved from development in the North Somerset Replacement Local Plan (2007) and will be included in the Sites and Policies Development Plan Document that forms part of the Local Development Framework</p> <p>The scheme will facilitate the redoubling of the Weston-super-mare loop railway line reducing delays on the west-bound main line. Improve cycle / pedestrian links between proposed housing and employment development and railway station.</p>	
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>The need for double tracking was identified in the Great Western Route Utilisation Strategy for development in the longer term. It is envisaged that the scheme will form part of Greater Bristol Metro Phase 2.</p>	

Devolved Major Schemes Shortlist Assessment – July 2012

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP
The Greater Bristol Strategic Transport Study (GBSTS), undertaken by Atkins, developed a series of transport strategies for the Greater Bristol sub-region covering the period to 2031. The study identified, analysed and appraised solutions on the national and local strategic transport networks, including the Herluin Way to Locking Road Link, so as to improve strategic transport movements into, out of and through the study area. The study was guided by consultation with a Key Stakeholder Advisory Group (KSAG) drawn from representative organisations with an interest in transport planning and operations in the study area.

Please describe how the scheme will assist with the delivery of jobs
The redoubling of the Weston-super-Mare loop railway line between Worle Junction and Weston-super-Mare railway station would:

- Remove the need for west-bound trains to stand on the main Bristol to Exeter railway line awaiting clearance to enter the loop line, which;
- Reduce delays upon the west-bound main line.

The scheme also:

- Improves the cycle and pedestrian links between proposed housing and employment development at Weston Village and Weston Milton railway station (Locking Moor Road)
- Improves the cycle and pedestrian links between existing housing (Milton) and Hutton Moor Leisure Centre (Hutton Moor Road).

These interventions cumulatively will provide a significant uplift in the quality of the transport network offer, thereby increasing the competitiveness of Weston as a location for business investment.

Please describe how the scheme will assist with the delivery of homes
As above, the scheme supports the delivery of major housing development in Weston through an employment led approach.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction
Improves connectivity between residential areas and Milton railway station by non-car modes.

Deliverability:

Please describe and where possible evidence stakeholder support.
As above the GBSTS study was guided by consultation with a Key Stakeholder Advisory Group (KSAG) drawn from representative organisations with an interest in transport planning and operations in the study area.

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Please describe the technical work, design and business case development undertaken to date.

To date the scheme is at the optioneering stage / feasibility stage. A Project Plan needs to be developed to map out how the scheme is taken forward.

Please outline the statutory powers and consents required to bring this scheme forward.

Planning consent will be required.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Engagement with Network Rail and the operator of the Great Western Franchise will be required.

What is it earliest possible construction start date. What is the expected construction period (years).

It is expected that the scheme will be delivered as part of the Greater Bristol Metro Phase 2, in the 2016 – 2026 period.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Airfield Bridge Link Phase 2 (no 20)
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Description:

New all-purpose highway and bridge linking the Cross Airfield Link and Winterstoke Road via the Avoncrest redevelopment site. The main 0.75km section of the Airfield Bridge Link across the railway is a 7.3m single carriageway with 3.0m foot and cycle ways on both sides. At the northern end, the road is widened to provide space for additional lanes and signal junctions.

Cost Estimate (2011 Prices):	£24m
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Please describe other potential funding sources which could complement major schemes funding.

Potential funding sources include Community Infrastructure Levy, however the development viability work undertaken to date indicates that the amount of CIL funding available for transport infrastructure is likely to be relatively small.

What % level of match funding could be expected.
Possibly around 20%

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The scheme is included in a list of potential longer term schemes in the JLTP3 and within the NS Core Strategy which has been subject to Public Inquiry. The alignment has been reserved from development in the North Somerset Replacement Local Plan (2007) and will be included in the Sites and Policies Development Plan Document that forms part of the Local Development Framework

The main railway line is a barrier to movement between the existing town and the major development area. The Airfield Bridge Link is the key to overcoming this barrier by providing a new route between the Airfield, the wider regeneration area and the town centre. Without this link, users would have to use more circuitous routes via Winterstoke Road or the A371/A370 Herluin Way, on which congestion would increase. The bridge would improve the effectiveness of the proposed new bus service between the town and the regeneration sites by avoiding the existing, longer and congested routes and providing a very direct route towards the town centre. The quantum of development set out in the Weston Villages SPD is currently being subject to further SATURN and VISSIM modelling, which includes with and without Airfield Bridge Link model runs. The model output will be available in October 2012 and will inform how the scheme is taken forward.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.
The scheme is dependent on the Airfield Bridge Link Phase 1 being completed as part of the Weston Package Phase 2.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP
This scheme was originally included in Weston Package Phase 1, but was deferred because of uncertainty at the time about the timeliness of development (Winterstoke Village) coming forward.

Please describe how the scheme will assist with the delivery of jobs
The scheme will provide additional capacity at key junctions to assist effective traffic distribution on corridors feeding into the town centre. This together with enhanced bus and active mode infrastructure will improve access to the town centre and between employment sites across Weston. These interventions cumulatively will provide a significant uplift in the quality of the transport network offer, thereby increasing the competitiveness of Weston as a location for business investment.

Please describe how the scheme will assist with the delivery of homes
The delivery of new homes in Weston is inter-dependant upon the delivery of new jobs, as a result of the employment led approach to development set out in the North Somerset Core Strategy. Each new home requires the delivery of 1.5 new jobs and development is to be consented in tranches of approximately 250 homes.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction
The scheme improves connectivity between key residential and employment areas.

Deliverability:

Please describe and where possible evidence stakeholder support.
In September 2008 all residents were invited to comment on the proposals for an all traffic bridge alongside the other schemes taken forward in the Weston Package. No negative comments were received about the all-purpose bridge.

Please describe the technical work, design and business case development undertaken to date.
A route options and geotechnical constraints report was produced in 2008 to provide a comparison of the geotechnical and other development risks together with estimated construction costs. Outline designs were subsequently produced for the preferred option in 2009 and cost estimates refined and independently verified

Devolved Major Schemes Shortlist Assessment – July 2012

Please outline the statutory powers and consents required to bring this scheme forward.

Planning permission will be required.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

There are some contaminated land issues on the south western side of the alignment (Avoncrest site), that would need further investigation.

What is it earliest possible construction start date. What is the expected construction period (years).

This is a longer term scheme expected construction 2021-2026.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	East of Bath Park & Ride (no 21)
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Description:
New Park and Ride site

Cost Estimate (2011 Prices):	£6-8m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>There are a number of sources of funding available but not limited to the following, S106, CIL, Enterprise Zone, Growing Places Fund, Regional Growth Fund.</p> <p><i>What % level of match funding could be expected.</i></p> <p>This is not known yet.</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>Finding an alternative Eastern Park & Ride forms a part of the Infrastructure Delivery Programme to fit with the Core Strategy the development of Mixed Development within the city & the City Riverside Enterprise Area.</p> <p>The proposal fits with the JLTP Vision in terms of Quality of Life, Safety Health and Security, Economic Growth, Accessibility & Carbon Emissions.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>An alternative eastern park and ride site would replace the gap left by the de-scoping of the A4 park & ride which formed a part of the original Bath Package Major Scheme. It would be complimentary to any rail based programmes & would offer an alternative means of getting into Bath where rail link do not exist. In addition the parking strategy for Bath recognises the need to allow the redevelopment of existing city centre car parks for employment uses in the Bath City Riverside Enterprise Area.</p>
<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i></p> <p>GBSTS, BBSCS and the pre de-scoped Bath Package scheme included support for an Eastern Park and Ride. An alternative site to that promoted as a part of the Bath Package needs to be identified.</p> <p>Our previous studies showed that 1,300 car parking spaces would be needed.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

<p><i>Please describe how the scheme will assist with the delivery of jobs</i></p> <p>Will support the creation of 9,000 new jobs in Bath, and in particular in the City Riverside Enterprise Area, by creating an alternative way of reaching Bath that has less environmental impact & is more efficient whether for shopping, leisure or employment, and releasing city centre car parks for redevelopment.</p>
<p><i>Please describe how the scheme will assist with the delivery of homes</i></p> <p>By enabling the potential development of mixed use sites in the City centre delivering approximately 500 new homes, and by supporting Bath Western Riverside where around 2,500 homes are to be built.</p>
<p><i>Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction</i></p> <p>The Bath Package results in a carbon reduction of 7,860 tonnes over 60 years. An eastern Park & Ride of around 1300 spaces may add to this saving by as many as one and a half times.</p>
<p>Deliverability:</p>
<p><i>Please describe and where possible evidence stakeholder support.</i></p> <p>A number of stakeholders, including FOBRA and Bath Chamber of Commerce, as well as others who attended the City Conference held during May 2012 in Bath supported the development of an eastern Park and Ride for Bath.</p>
<p><i>Please describe the technical work, design and business case development undertaken to date.</i></p> <p>No technical, design or development work has been undertaken to date to identify an alternative eastern park and ride site, a high level sieve of potential sites is in early stages of development.</p>
<p><i>Please outline the statutory powers and consents required to bring this scheme forward.</i></p> <p>Full EIA and planning consent would be required. At this stage it is not known if any land acquisition powers would need to be obtained.</p>
<p><i>Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.</i></p> <p>It is not known at this stage if Network Rail or Highways Agency or any other third party consent would be needed as a site has yet to be identified. Neither is it known if land acquisition powers would be needed.</p>
<p><i>What is it earliest possible construction start date? What is the expected construction period (years).</i></p> <p>It is unlikely that scheme could be progressed before 2015 as a suitable site has yet to be identified. The construction period cannot be estimated at this time as the processes, risk, constraints & details are not yet known.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Post Bath Package Increase in Park and Ride Capacity (No 22)
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Description:

Further expansion of the three existing Park & Ride sites

Cost Estimate (2011 Prices):

Not known at this stage but in order of £6.5m excluding prep costs, land acquisition or enabling works.

Please describe other potential funding sources which could complement major schemes funding.

There are a number of funding sources available but not limited to the following, S106, CIL, Enterprise Zone, Growing Places Fund, and Regional Growth Fund.

What % level of match funding could be expected.

This is not known at this stage.

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The further increase in Park & Ride capacity beyond that envisaged through Bath Package fits with the Core Strategy, JLTP & the development of the Bath City Riverside Enterprise area.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

An increase in Park & Ride capacity will be complementary to the Bath Package as well as to other wider programmes.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

There are no scheme details at this stage, feasibility work would be required, however previous work for the Bath Transport Package established the need for Park & Ride and how it could work.

Please describe how the scheme will assist with the delivery of jobs

Will support approximately 9,000 new jobs in Bath, in particular in the Riverside Enterprise Area, by creating an alternative way of reaching Bath that has less environmental impact & is more efficient whether for shopping, leisure or employment.

Please describe how the scheme will assist with the delivery of homes

By enabling the potential development of mixed use sites in the City centre delivering around 500 new dwellings, & by supporting Bath Western Riverside where around 2,500 dwellings are to be built & any further development opportunities which might arise.

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Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

Depending on the increase in capacity of Park and Ride provision carbon savings could be doubled over and above those achieved by the Bath Package which is predicted to achieve a reduction of 7,860 tonnes in carbon over 60 years.

Deliverability:

Please describe and where possible evidence stakeholder support.

Stakeholders will be given the opportunity to give their views at the Transport Conference in the Autumn. [Note: Subsequently the Conference in September supported further development of Bath's Transport Strategy. In addition a recent survey of some 20,000 households in Bath revealed overwhelming support for Park & Ride in Bath.]

Please describe the technical work, design and business case development undertaken to date.

Principle established through previous work on the Bath Transport Package which now has Full Approval from the Department for Transport. Significant work carried out in relation to this scheme.

Please outline the statutory powers and consents required to bring this scheme forward.

Will require planning permission as a minimum – further requirements unknown at this stage.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

Not known at this stage.

What is it earliest possible construction start date. What is the expected construction period (years).

It is unlikely that any scheme could come forward before 2015 due to state of readiness.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Barrow Gurney Bypass (no 25)
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Description:

A single carriageway (one traffic lane in each direction) highway on a broadly north- south alignment linking the A370 with the A38 avoiding the B3130 through Barrow Gurney village. The alignment was defined in the North Somerset Replacement Local Plan as “the orange route”.

Cost Estimate (2011 Prices):	£11m
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Please describe other potential funding sources which could complement major schemes funding.

Bristol Airport has planning consent to expand its facilities to cater for a passenger-throughput of 10m p/a. The S106 agreement in relation to this consent requires the Airport to make funding contributions to the South Bristol Link, providing a strategic link between the A370 and the A38. If SBL fails to proceed for any reason the Airport will make contributions of £2.054m towards ‘alternative schemes to improve accessibility to the airport’. In a scenario where the South Bristol Link fails and S106 funding were to be made available to the Barrow Gurney Bypass project, there would remain an estimated funding shortfall of over £9m.

What % level of match funding could be expected.

As above – 18%

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

The scheme is included in a list of potential longer term schemes in the JLTP3 and within the NS Core Strategy which has been subject to Public Inquiry. The scheme will only be pursued if SBL fails to proceed for any reason. The alignment has been reserved from development in the North Somerset Replacement Local Plan (2007) and will be included in the Sites and Policies Development Plan Document that forms part of the Local Development Framework

The route through Barrow Gurney provides a link between the A38 and A370 but this is a particularly narrow route in places and is subject to congestion. The scheme would provide a strategic link between the A38 and A370 corridors if the SBL does not go ahead. It would also address local impacts of community severance, noise, air quality and opportunities to walk/cycle.

Devolved Major Schemes Shortlist Assessment – July 2012

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.
The scheme is dependent on whether the South Bristol Link goes ahead as described above.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP
The scheme was previously taken forward by the council in 2001 as a major scheme bid to DfT. The DfT were not convinced of the strategic case for the scheme and recommended a wider sub-regional study to identify priorities and the medium/long term transport strategy. This was taken forward through the Greater Bristol Strategic Transport Study.

Please describe how the scheme will assist with the delivery of jobs
The scheme would provide a strategic link that would improve the overall transport infrastructure in the area if SBL does not go ahead.

Please describe how the scheme will assist with the delivery of homes
As above

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction
There would be significant wider benefits to the residents of Barrow Gurney with improvements to noise, air quality, congestion and community severance enabling easier movement within the community by foot / cycle.

Deliverability:

Please describe and where possible evidence stakeholder support.
JMP Consultants Ltd were appointed in August 2001 to undertake the A38 – A370 Link Road Study. As part of the collation of background data and of the understanding of the existing conditions, an initial round of public consultation was undertaken in November 2001. This set out the background to the Study, the issues as perceived by JMP, the constraints in the local area and the future programme for the Study. There were a wide variety of views expressed, support for a Bypass was evident whilst common concerns raised included traffic volume and the environment.

Please describe the technical work, design and business case development undertaken to date.

The scheme was subject of a Major Scheme Bid to the DfT in 2001.

Please outline the statutory powers and consents required to bring this scheme forward.

A major planning application will be needed for the by-pass alignment. The alignment is safeguarded in the RLP and in the forthcoming Sites and Policies DPD.

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Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

The scheme requires the acquisition of land, by either negotiation or via CPO.

What is it earliest possible construction start date. What is the expected construction period (years).

This is a longer term scheme that would only be pursued if for whatever reason South Bristol Link is not delivered. Clearly given this constraint a completion date cannot be estimated at this stage.

Scheme:	Banwell Bypass (no 26)
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Description:
Single carriageway highway (one lane in each direction) bypassing the village of Banwell on the A371 with traffic junction connections to existing highway

Cost Estimate (2011 Prices):	£25m
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <p>The scheme has been included in the North Somerset Infrastructure Delivery Plan (IDP) with the potential for CIL funding. The IDP is heavily over-committed but there is the opportunity to put a case forward for match funding.</p> <p><i>What % level of match funding could be expected.</i></p> <p>Possibly around 20%</p>	

Strategic Fit and Outcomes:
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <p>The scheme is included in a list of potential longer term schemes in the JLTP3 and within the NS Core Strategy which has been subject to Public Inquiry. The alignment has been reserved from development in the North Somerset Replacement Local Plan (2007) and will be included in the Sites and Policies Development Plan Document that forms part of the Local Development Framework</p> <p>The scheme will reduce congestion on the A368 and A371 corridors. The narrow route through Banwell creates a 'pinch point' particularly for the movement of freight and public transport. The bypass would improve freight distribution and reliability including the competitiveness of local businesses, improve public transport journey times and address local impacts of severance, noise, air quality and opportunities to walk/cycle. The wider benefits of the scheme include significant improvement to the quality of life for local residents.</p>
<p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <p>The scheme forms a major part of the strategic transport network linking major east to west corridors in a triangle formation between Banwell, Congressbury and Weston. In particular it links closely with the J21 Bypass & A370/A371 Strategic Enhancements scheme.</p>

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP
GBSTS undertook a strategic review of all transport proposals in the Greater Bristol area, including the Banwell bypass. GBSTS then informed the Regional Funding Allocation for the southwest of England. Because of its local merits rather than strategic importance, the Banwell bypass was not included in the Regional Funding Advice.

Major new development is proposed further along the A371 to the west of Banwell (Parklands Village). Additional modelling is currently being undertaken to understand the impact this new development will have on the local transport network inc traffic to and Banwell. Further optioneering work is needed to test the merits of a wide range of interventions including the option of a partial by-pass and an inner-by pass. A partial by-pass would deal with the major traffic issue through the village at approximately half the cost of the full alignment.

Please describe how the scheme will assist with the delivery of jobs
The scheme would improve the overall infrastructure for the area making it more attractive for business to locate in NS. A major new employment area is proposed further along the A371 to the west of Banwell. The narrowness of the main route through Banwell creates congestion and impacts on the movement of freight and public transport.

Please describe how the scheme will assist with the delivery of homes
The scheme would improve the overall infrastructure for the area as above.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction
The scheme would reduce congestion, improve associated noise and air quality and negate severance within the village.

Deliverability:

Please describe and where possible evidence stakeholder support.
Extensive public consultation was conducted as part of the Banwell Area Transport Study (2000). During the study three public consultation sessions were held. The first of the sessions completed in October 2000 gave the opportunity for local residents to comment on the traffic and transport conditions as they perceived them, and how they felt that the problems could or should be solved. The second session presented the preliminary scheme elements developed from initial analysis of the survey data and traffic model and the comments and suggestions put forward at the first consultation session. The third and final round of consultation for this part of the study presented the analysis of the options selected for full assessment. Overall public consultation indicated traffic volume was the main concern, but that the consequences of the volume in terms of speed, pollution, environmental protection and pedestrian safety were all of major concern and there was support for a Bypass.

In 2005 the Greater Bristol Strategic Transport Study (GBSTS), initiated consultation with Key Stakeholder Advisory Group (KSAG) on the Banwell Bypass as part of it's appraisal and analysis process.

Please describe the technical work, design and business case development undertaken to date.

To date WP Phase 2 is at the optioneering stage / feasibility stage. A Project Plan needs to be developed to map out how the scheme is taken forward.

Please outline the statutory powers and consents required to bring this scheme forward.

A major planning application will be needed for the by-pass alignment. The alignment is safeguarded in the RLP and in the forthcoming Sites and Policies DPD.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

The scheme requires the acquisition of land, by either negotiation or via CPO.

What is it earliest possible construction start date. What is the expected construction period (years).

The scheme is expected to be delivered between 2021 and 2026.

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Scheme:	Whitchurch Bypass (No 29)
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Description:

A new section on the A37 running north/south bypassing Whitchurch village on the east side.

Cost Estimate (2011 Prices):

£17 million

Please describe other potential funding sources which could complement major schemes funding.

There are a number of funding sources available but not limited to the following: CIL, S106, Regional Growth Fund

What % level of match funding could be expected.

This is not known at this stage.

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

- It is recognised that there will be further schemes to develop through the life of the 3JLTP. The Whitchurch bypass is identified within the JLTP3 as one of these schemes and is contained within Box 11a, "Plans and Aspirations for other Significant Transport Schemes".
- Policy T17 of the Bath & North East Somerset Local Plan (adopted October 2007) safeguards the land required for the Whitchurch bypass. Some sections are within the Bristol City Council and are protected within the Bristol City Core Strategy.
- The draft Core Strategy has identified in paragraph 5.44 the need to retain protection for the land required for the Whitchurch bypass.

Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

The scheme is essentially a local environmental improvement scheme.

In December 2011 the West of England gained programme entry for the South Bristol Link connecting the A370 to the A8 and finally to Hengrove Way in South Bristol. The effect of this scheme on the A37 at Whitchurch, when combined with the major regeneration of South Bristol, is likely to reinforce the need for a bypass of the village centre.

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<p><i>Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP</i></p> <p>The Greater Bristol Strategic Transport Study 2006 identified the scheme as providing local relief to the highway network rather than having a strategic effect. The study also concludes that the bypass would achieve a reasonable economic performance.</p>
<p><i>Please describe how the scheme will assist with the delivery of jobs</i></p>
<p><i>Please describe how the scheme will assist with the delivery of homes</i></p> <p>The scheme could directly assist with the delivery of homes in the Whitchurch area. The need for the bypass would be reinforced by any review of housing numbers that identified the need for an urban extension in this area.</p>
<p><i>Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction</i></p> <p>The A37 South Bristol Park & Ride and Whitchurch bypass study October 2004 concluded that the bypass would have an overall positive effect on air quality and noise although landscape and townscape would suffer.</p>
<p>Deliverability:</p>
<p><i>Please describe and where possible evidence stakeholder support.</i></p> <p>Not known at this stage.</p>
<p><i>Please describe the technical work, design and business case development undertaken to date.</i></p> <p>The October 2004 report included an initial design and traffic forecasting report. However this work needs reviewed and updated with more up to date information. No business case has yet been developed.</p>
<p><i>Please outline the statutory powers and consents required to bring this scheme forward.</i></p> <p>Various Orders under the Highways Act will be required. Not known what other consents would be required at this stage.</p>
<p><i>Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.</i></p> <p>Not known at this stage.</p>
<p><i>What is it earliest possible construction start date. What is the expected construction period (years).</i></p> <p>Not known at this stage.</p>

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	Yate / Chipping Sodbury Package (no 31)
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Description:	
<p>The principal elements of the Yate / Chipping Sodbury Package comprise:</p> <ul style="list-style-type: none"> • Improved stopping facilities and increased frequency on direct bus services between Chipping Sodbury and Yate to Aztec West/The Mall, Bristol Parkway, Bristol city centre via (a) Winterbourne and (b) Coalpit Heath, Emersons Green, Science Park and Kingswood; • Extension of rapid transit services to Yate via Westerleigh; • A new ‘Yate town’ bus service; • A Yate/Chipping Sodbury cyclist and pedestrian network; • Cycling route from Chipping Sodbury and Yate to (a) Bradley Stoke via Winterbourne and (b) Downend via Coalpit Heath linking into the wider Cycling City network; • Nibley Park and Ride; • Improvements to Yate Rail Station, car park and passenger interchange; • Provision of the Yate Rail turnback (or similar alternative scheme) and a half-hourly train service at Yate to and from Bristol; • Expansion of Smart Ticketing opportunities. 	

Cost Estimate (2011 Prices):	£13m (capital, excluding Yate rail improvements – see Rail Metro 2)
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy) from sites in Yate and Chipping Sodbury. • Joint Local Transport Plan. <p><i>What % level of match funding could be expected.</i></p> <ul style="list-style-type: none"> • ~12%. 	

Strategic Fit and Outcomes:	
<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <ul style="list-style-type: none"> • The Ring Road Package is supported by South Glos Core Strategy POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE, CS - CS29 – COMMUNITIES OF THE EAST FRINGE OF BRISTOL URBAN AREA, CS30 – YATE AND CHIPPING SODBURY and CS31 – NORTH YATE NEW NEIGHBOURHOOD. • The Package supports the JLTP3 goals and in particular Goal 2 to Support Economic Growth. • The Package would help improve access to/from the Bristol & Bath Science Park at Emerson’s Green, which is WoE LEP Enterprise Area; and to Yate/Chipping Sodbury. 	

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Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

- The Package would build on the improvements to the Ring Road provided by the North Fringe to Hengrove Package [NFHP], the Ring Road Package and the JLTP.
- The Package would complement the Rural Package and the Rail Metro Phase 2.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- GBSTS supported Park & Ride at Nibley and showcase bus routes to Yate.
- 'Heron Land Developments, Land at North Yate Transport Assessment', Halcrow, March 2011
<https://groups.southglos.gov.uk/gf2.ti/f/237730/5442885.1/PDF/-/North%20Yate%20TA%20issued%20March%202011.pdf>
- 'South Gloucestershire Core Strategy, North Yate Transport Review', Atkins, May 2012
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7112741.1/PDF/-/RD40%20North%20Yate%20Transport%20Review.pdf>

Please describe how the scheme will assist with the delivery of jobs

- The Package would improve between Yate/Chipping Sodbury and the Bristol & Bath Science Park at Emerson's Green, which is WoE LEP Enterprise Area, plus other adjacent development sites, namely:
 - Emerald Park, 30ha employment, nearly complete;
 - Emerson's Green East, mixed-use (30ha employment, 3,000 dwellings), with outline consent, construction ongoing to 2024;
 - Science Park [SPark] at Emerson's Green, 25ha employment, construction commenced summer 2010.
- The Package would also improve access to/from Yate/Chipping Sodbury.

Please describe how the scheme will assist with the delivery of homes

- The Package would support South Glos Core Strategy **POLICY CS30 – YATE AND CHIPPING SODBURY** and **CS31 – NORTH YATE NEW NEIGHBOURHOOD**, which provide for 3,000 dwellings in total.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Package would support sustainable development.

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Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
[.https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf](https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf)
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLP3.

Please describe the technical work, design and business case development undertaken to date.

- No detailed business case development work to-date.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations or, if these fail, by CPO; it would require planning consent.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The scheme is linked to the delivery of the North Yate New Neighbourhood; common ground between South Glos Council and the developer has been agreed
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7257189.1/PDF/-/SS20....Heron.pdf>

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the availability of local funding, which in turn depends on the North Yate New Neighbourhood; subject to its inclusion and adoption in the Core Strategy, it is estimated developer contributions could be secured by 2014 with construction starting thereafter.
- Construction could be completed within 2-years.

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Scheme:	North Fringe Package (no 32)
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Description:	<p>The North Fringe Package has been developed specifically to support the proposed developments in the North Fringe and comprises the Cribbs/Patchway and East of Harry Stoke Packages described in South Gloucestershire Core Strategy Policy CS7.</p> <p>The main elements comprise:</p> <ul style="list-style-type: none"> • Contributions to the North Fringe to Hengrove Package [NFHP]; • Contributions to the Rail Metro; • Building on the NFHP, extending the BRT route from Cribbs Causeway, through the Cribbs/Patchway New Neighbourhood, along Gypsy Patch Lane and Hatchet Road to Bristol Parkway Station; this will create a BRT loop through the North Fringe. • Improvements to local bus services and routes, including service frequencies, priority measures, stop improvements, RTPI. • New and improved cycle routes; • Expansion of Smart Ticketing opportunities; • Improvements to the Strategic Road Network (the adjacent motorway network).
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Cost Estimate (2011 Prices):	£49m (capital, excluding contributions to NFHP and Rail Metro)
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy), in particular from the Cribbs/Patchway and East of Harry Stoke New Neighbourhoods. • Joint Local Transport Plan. <p><i>What % level of match funding could be expected.</i></p> <ul style="list-style-type: none"> • ~20%. 	

Strategic Fit and Outcomes:	<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <ul style="list-style-type: none"> • The Package is supported by South Glos Core Strategy POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE, CS - CS25 – COMMUNITIES OF THE NORTH OF BRISTOL URBAN AREA and POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD . • The Package supports the JLTP3 goals and in particular Goal 2 to Support Economic Growth. • The Package would help improve access to/from the Filton Airfield WoE LEP Enterprise Area; and to the North Fringe as a whole.
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Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

- The Package would build on the NFHP, GBBN and Cycle City.
- The Package would complement the Rail Metro.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- GBSTS supported BRT to the North Fringe.
- Modelling using a bespoke update to the GBATS3 multi-modal transport model and reported in 'South Gloucestershire Core Strategy, North Fringe Transport Review', Atkins, May 2012
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7112709.1/PDF/-/RD39%20North%20Fringe%20Transport%20Review.pdf>
- Further modelling work was commissioned in September 2012.

Please describe how the scheme will assist with the delivery of jobs

- The Package would improve access in, to and from the Cribbs/Patchway New Neighbourhood (**POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD**), which would assist with the delivery of around 50ha of employment land, and a greater diversity of commercial uses around Cribbs Causeway.

Please describe how the scheme will assist with the delivery of homes

- The Package would improve access in, to and from the Cribbs/Patchway New Neighbourhood (**POLICY CS26 – CRIBBS / PATCHWAY NEW NEIGHBOURHOOD**), which would assist with the delivery of around 5,700 dwellings.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- The Package would support sustainable development.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf>
- Key landowners have indicated support and the Highways Agency submitted a letter of support to the South Gloucestershire Core Strategy EiP in respect of the transport mitigation measures proposed in the North Fringe Package.
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLTP3.

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Please describe the technical work, design and business case development undertaken to date.

- No detailed business case development work to-date, but a bespoke update to the GBATS3 multi-modal transport model has been validated.

Please outline the statutory powers and consents required to bring this scheme forward.

- Land would be required for the scheme that would need to be secured by negotiations or, if these fail, by CPO; it would require planning consent.
- Planning permissions would be required, which would need to secure 'no objection' from the Highways Agency; however, the Agency submitted a letter of support to the South Gloucestershire Core Strategy EiP in respect of the transport measures proposed in the North Fringe Package.
- Improvements to the Gypsy Patch Lane railway over-bridge would require Network Rail consent.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The scheme is linked to the delivery of the Cribbs/Patchway New Neighbourhood; common ground between South Glos Council and the main developers has been agreed
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7255941.1/PDF/-/...BAE...pdf>
- Planning permissions would be required, which would need to secure 'no objection' from the Highways Agency; however, the Agency submitted a letter of support to the South Gloucestershire Core Strategy EiP in respect of the transport measures proposed in the North Fringe Package.
- Improvements to the Gypsy Patch Lane railway over-bridge would require Network Rail consent.

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the availability of local funding, which in turn depends on the Cribbs/PatchwayNew Neighbourhood; subject to its inclusion and adoption in the Core Strategy, it is estimated developer contributions could be secured by 2014 with construction starting thereafter.
- Construction could be completed within 4-years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	South Glos Rural Package - excluding Thornbury elements (no 33)
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Description:

The principal elements of the Rural Package comprise:

- Provision of real time information (RTI) at strategic bus stops throughout the rural area;
- Revenue support for Community Transport and Demand Responsive Transport;
- Park and share sites at Tormarton, Falfield and Aust. Other interchange sites will be investigated including the provision of kiss and ride and sites for interchange between cycling, buses and trains;
- Expansion of Smart Ticketing to bus services operating in the rural areas;
- Safeguarding of 0.84ha of land at the former Charfield station and adjoining land to the south east for the provision of a passenger rail station and a car park/interchange.

Cost Estimate (2011 Prices):	£4m (capital)
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Please describe other potential funding sources which could complement major schemes funding.

- Developer contributions (via S106 and/or Community Infrastructure Levy), including from Core Strategy sites at Avonmouth/Sevenside, Yate/Chipping Sodbury and windfall sites;
- Joint Local Transport Plan..

What % level of match funding could be expected.

- ~12%.

Strategic Fit and Outcomes:

Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.

- The Rural Package is supported by South Glos Core Strategy **POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE.**
- The Rural Package supports the all 5 JLTP3 goals and in particular **Goal 4 to Promote Accessibility.**
- The Rural Package would help promote sustainable forms to transport to the Avonmouth/Sevenside Enterprise Area.

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Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.

- The Rural Package would incorporate and extend both the West of England's Smartcard project and the Real Time Information [RTI] systems used for the Greater Bristol Bus Network and other showcase bus routes.

Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- Elements of the Rural Package are supported by GBSTS, including improvements to inter-urban bus services, ticketing and information.

Please describe how the scheme will assist with the delivery of jobs

- The Rural Package would contribute towards improving accessibility to the Avonmouth/Sevenside Enterprise Area provides 635ha of employment land (safeguarded with planning consent), which could deliver up to ??? jobs on top of those already on-site.
- The Package would also improve accessibility to other employment sites in rural areas of South Glos.

Please describe how the scheme will assist with the delivery of homes

- The Package would contribute to Core Strategy **POLICY CS19 - RURAL HOUSING EXCEPTION SITES**, however, there are no numbers of homes identified with this policy at the time of writing.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- By improving accessibility by public transport in rural areas, the Rural Package would have a positive impact on SDI indicators.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
<https://consultations.southglos.gov.uk/gf2.tif/251202/6314629.1/pdf/-/SD11.pdf>
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLTP3.

Please describe the technical work, design and business case development undertaken to date.

- High-level concept work as part of the development of the South Glos Core Strategy.

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Please outline the statutory powers and consents required to bring this scheme forward.

- Land would need to be secured for the Park & Share sites and Charfield station by negotiations or, if these fail, by CPO; sites would require planning consent (and 'no direction' from the Highways Agency).

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The Park & Share sites are adjacent to motorway junctions and their impact on the Strategic Road Network would need to be demonstrated; the Highways Agency has been consulted as part of the South Glos Core Strategy and has raised no objections in principle to the Park & Share sites.
- The Charfield station site would require Network Rail and DfT consent, plus the support of a TOC.

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the availability of funding.
- Construction could be completed within 3-years.

Devolved Major Schemes Shortlist Assessment – July 2012

Scheme:	South Glos Rural Package – Thornbury (no 35)
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Description:	<p>The principal elements of the Rural Package (Thornbury) comprise:</p> <ul style="list-style-type: none"> • Extension of the A38 Showcase Bus Corridor to Thornbury, including; <ul style="list-style-type: none"> ○ Provision of real time information (RTI) at strategic bus stops; ○ Expansion of Smart Ticketing to bus services operating on the corridor; ○ Bus priority works; • Extension of the A38 Cycling City route to Thornbury.
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Cost Estimate (2011 Prices):	£4m (capital)
<p><i>Please describe other potential funding sources which could complement major schemes funding.</i></p> <ul style="list-style-type: none"> • Developer contributions (via S106 and/or Community Infrastructure Levy), from Core Strategy sites at Thornbury (Housing Opportunity Area), Cribbs/Patchway (New Neighbourhood) and windfall sites; • Joint Local Transport Plan. <p><i>What % level of match funding could be expected.</i></p> <ul style="list-style-type: none"> • ~50%. 	

Strategic Fit and Outcomes:	<p><i>Please describe how the scheme fits with the Core Strategy, JLTP3 and Enterprise Zone/Areas.</i></p> <ul style="list-style-type: none"> • The Rural Package (Thornbury) is supported by South Glos Core Strategy POLICY CS7 – STRATEGIC TRANSPORT INFRASTRUCTURE and CS32 - THORNBURY. • The Rural Package (Thornbury) supports the all 5 JLTP3 goals and in particular Goal 4 to Promote Accessibility. • The Rural Package (Thornbury) would help promote sustainable forms to transport between Bristol, Almondsbury, Alveston and Thornbury. <p><i>Please describe how the scheme links with wider programmes eg links with existing major schemes, rail franchise, other funding programmes.</i></p> <ul style="list-style-type: none"> • The Rural Package (Thornbury) would incorporate and extend both the West of England’s Smartcard project and the Real Time Information [RTI] systems used for the Greater Bristol Bus Network and other showcase bus routes.
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Has the scheme been identified or supported through previous technical studies or programmes eg GBSTS, other studies, TIF, RGF, DIIP

- Elements of the Rural Package (Thornbury) are supported by GBSTS, including improvements to inter-urban bus services, ticketing and information.
- 'Land South of Butt Lane, Thornbury, Transport Assessment', FMW Transport Consultancy Ltd, July 2010
<https://groups.southglos.gov.uk/gf2.ti/f/237762/5201541.1/PDF/-/Transport%20Assessment%202nd%20Draft%20with%20NTS.pdf>
- 'South Gloucestershire Core Strategy, Thornbury Transport Review', Atkins, May 2012
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7112869.1/PDF/-/RD42%20Thornbury%20Transport%20Review.pdf>

Please describe how the scheme will assist with the delivery of jobs

- The Rural Package (Thornbury) would support the Thornbury Housing Opportunity Area, which in turn would support the revitalisation of retail activity in the town centre.

Please describe how the scheme will assist with the delivery of homes

- The Package would contribute to Core Strategy **POLICY CS19 - RURAL HOUSING EXCEPTION SITES**, however, there are no numbers of homes identified with this policy at the time of writing.

Please describe any other significant wider benefit eg impact on Carbon/noise/Air Quality, Accidents, Natural resources, Landscape/Townscape, Heritage, Social and Distributional and Equalities, Congestion Reduction

- By improving accessibility by public transport in rural areas, the Rural Package would have a positive impact on SDI indicators.

Deliverability:

Please describe and where possible evidence stakeholder support.

- Consultation on the South Glos Core Strategy started in 2007 and included extensive stakeholder and public engagement, which is detailed in the 'South Glos Core Strategy, Regulation 30(1)(d) Statement of Consultation and Engagement', February 2011
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/6314629.1/pdf/-/SD11.pdf>
- Consultation on the JLTP3 was undertaken during 2010 and is reported in the JTLTP3.

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Please describe the technical work, design and business case development undertaken to date.

- No detailed business case development work to-date.
- Other technical work:
 - 'Land South of Butt Lane, Thornbury, Transport Assessment', FMW Transport Consultancy Ltd, July 2010
<https://groups.southglos.gov.uk/gf2.ti/f/237762/5201541.1/PDF/-/Transport%20Assessment%202nd%20Draft%20with%20NTS.pdf>
 - 'South Gloucestershire Core Strategy, Thornbury Transport Review', Atkins, May 2012
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7112869.1/PDF/-/RD42%20Thornbury%20Transport%20Review.pdf>

Please outline the statutory powers and consents required to bring this scheme forward.

- Land could be required for bus priority schemes that would need to be secured by negotiations or, if these fail, by CPO; sites would require planning consent.

Please explain any reliance on third parties eg NR, HA and engagement undertaken to date.

- The scheme is linked to the delivery of the Thornbury Housing Opportunity Area; common ground between South Glos Council and the developer has been agreed
<https://consultations.southglos.gov.uk/gf2.ti/f/251202/7257157.1/PDF/-/.....Barratts%20et%20al.pdf>

What is it earliest possible construction start date. What is the expected construction period (years).

- Construction start would be determined by the availability of local funding, which in turn depends on the Thornbury Housing Opportunity Area; subject to its inclusion and adoption in the Core Strategy, it is estimated developer contributions could be secured by 2014 with construction starting thereafter.
- Allowing 2-years for any statutory processes (CPO), construction could be completed within 2-years.