



West of England Strategic Framework



Planning strategically
across local boundaries

West of England

Bath & North East
Somerset Council



North
Somerset
Council

South Gloucestershire
Council

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Foreward

The four West of England Unitary Authorities are fully committed to delivering sustainable economic growth. The Strategic Framework sets out the ambition, the cooperation and underpinning actions agreed by the Planning and Housing Board to secure investment and to deliver economic growth.

The Strategic Framework sets out our vision and how we have prioritised areas for investment and responded to current economic challenges, with a particular focus on delivering our Enterprise Zone and Enterprise Areas.

The four Unitary Authorities' commitment to a plan led approach for delivering growth is demonstrated by clear focus on striking the correct balance between the social, economic and environmental factors that are so vital to delivering sustainable growth and prosperity.

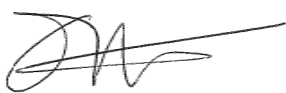
The Strategic Framework outlines how the Authorities have cooperated to arrive at a shared understanding of the challenges and opportunities facing the Bristol and West of England Region and a positive approach to delivery that maximises the opportunity to secure long term sustainable growth.



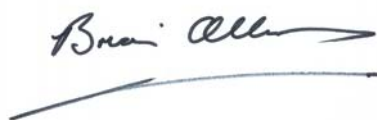
Councillor Tim Ball
Cabinet Member for Homes and Planning
Bath and North East Somerset Council



Councillor Matthew Riddle
Chair of Community Care and Housing
Committee
South Gloucestershire Council



Councillor Guy Poultney
Cabinet Member for Homes, Planning
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Bristol City Council



Councillor Brian Allinson
Chair of Planning Transportation and
Strategic Environment Committee
South Gloucestershire Council



Councillor Elfan Ap Rees
Deputy Leader
North Somerset Council

1. Introduction

This Strategic Framework has been jointly prepared by the four West of England Unitary Authorities in order to set out in one place the over-arching development, investment and growth ambitions for the West of England¹ which unite the strategic visions of each of our Core Strategies.

The 4 West of England Unitary Authorities are statutorily responsible for securing the economic, social, and environmental wellbeing of the area, and for the spatial expression of these ideals through their Sustainable Community Strategies and strategic plan making duties. The vision for these three co-dependent aspects of sustainable development are delivered by the 4 Unitary Authorities working individually, jointly, and through successful stakeholder partnerships such as the West of England Local Economic Partnership (WoE LEP).

The Strategic Framework has been developed primarily to assist investment decision-making (securing funding and directing that funding obtained) by internal and external decision makers. It sets out our approach to investment and our delivery priorities.

The Framework outlines the unrivalled opportunities for investors and the UK plc. For realising growth and competitive advantage through investment in the area.



¹ The West of England area consists of the four unitary authorities of Bath and North East Somerset, Bristol, North Somerset and South Gloucestershire.

The Strategic Framework articulates the benefits of sustainable development and the ambitions of the West of England to:

- create places where people want to live and work,
- create the right conditions for businesses to thrive,
- enhance our natural and built environmental assets,
- enable delivery of essential infrastructure to unlock suitable locations for growth, in a timely and co-ordinated manner
- attract and retain investment to stimulate and incentivise growth.

2. THE BENEFITS OF INVESTMENT IN THE WEST OF ENGLAND

There are significant opportunities for securing a sustainable economic future, building on the many strengths of our area including;

- **Geographical location** and relative close proximity to London and the South East.
- **Good strategic access** to the South East and Wales by the M4, and to the North and South West by the M5, the rail network further improved by electrification, Bristol Airport, and the deep sea Bristol Port at Avonmouth/Portbury.
- **Our high quality environment** made up of rich and varied landscapes across coastal, rural, and urban, areas. International and National designations including the World Heritage City of Bath, the Severn Estuary, the Mendip Hills and Cotswolds Areas of Outstanding Natural Beauty and numerous Sites of Special Scientific Interest.
- **Cutting edge businesses and many anchor institutions** in the area including; the BBC, Aardman Animations, BAE Systems, Airbus, Bristol Airport, GKN, Rotork, Rolls Royce, Toshiba, Watershed, Oxford Instruments, GE Oil and Gas.
- **A highly skilled workforce.**
- **World class universities, a diverse cultural offer and a unique environment that contributes to promoting health and well-being**, of our communities and our businesses.

The West of England has been relatively resilient to the economic downturn thanks to its broad economic base. Unlike other sub-regions that may be dependent upon only a few sectors our workforce is employed across a **wide range of sectors**.

The West of England has particularly **strong and well-established sectors** of the economy such as **financial services, distribution and aerospace engineering**.



Bristol and Bath are becoming a powerful force in emerging high growth sectors such as **microelectronics, creative industries, composite materials, computing and environmental technologies**. The clustering of these activities create opportunities for collaboration across and between these sectors.

A study produced by NESTA² identified the region around Bristol and Bath as the home to **one of the biggest silicon design clusters anywhere outside Silicon Valley**. Silicon Gorge as it is locally known is double the size of the nearest UK competitor, Cambridge.

There is a **strong track record of innovation** across the West of England. Bristol is one of six UK Science Cities, awarded this status in recognition of its consistently world-class academic research, strong scientific SME base and its potential to drive economic development through science and innovation. The public/private investment which has already taken place to secure the development of the Bristol and Bath Science Park in South Gloucestershire will help strengthen this legacy further.

A recent report by HSBC³, identified the Greater Bristol area as a 'super city' with particular strength in pioneering new materials, helping the area secure a position as a centre for advanced engineering. The area is considered to be **leading the way for rebalancing of British manufacturing** through innovations such as the development of Advanced Composites and the state of the art testing facilities of the National Composite Centre based at the Bristol and Bath Science Park.

Bristol and Bath have both been recognised in the NESTA (National Endowment for Science Technology and the Arts) 2009 study as two of **nine hot spots for creative industries outside of London**, with particular strengths in: video, film and photography; music and the visual and performing arts; publishing; software, computer games and electronic publishing; and radio and TV.



Bristol, Bath and Weston-Super-Mare provide the West of England with **a strong Tourism sector**. Due to its diverse offer the West of England is in a strong position to target both the domestic and foreign holiday market. Both Bristol and Bath have seen an increase in room sales/occupancy. This suggests that both locations are rising in popularity as a tourist destination and with business visitors.

² Chips with everything: lessons for effective government support for clusters from the South West semiconductor industry' (2010)

³ HSBC, The Future of Business, 2011; <http://www.business.hsbc.co.uk/1/2/hsbc-publications#future>

Access to a highly skilled workforce combined **with high class education** and training provisions is one of the key strengths of the West of England and is highlighted in the employment led approach to growth in Weston-super-Mare, particularly at the J21 Enterprise Area.

Bristol Green Capital initiative seeks to promote the area as a centre of excellence in **green technology, where waste is minimised, and resources are used respectfully**. As an active member of key leading European networks and initiatives, including Eurocities, the Covenant of Mayors and the Green Digital Charter, **the city's pioneering work in the green technology sector is promoted on the international stage**, and gives the city access to inspiring ideas from other leading cities across Europe.

The combination of, internationally renowned research institutions, a highly networked cluster of SMEs, and the co-location of diverse organisations and businesses, means the **West of England is recognised as a leading competitive area for innovation** and sustainable 'smart' growth. The statistics speak for themselves:

- The West of England has over a million people and half a million jobs. When comparing against other core cities Bristol has the highest Gross Value Added (GVA) per capita of any major city in England outside of London⁴.
- The West of England as a whole has a high degree of self-containment with nine out of ten people who live in the area also working in the area⁵.
- The West of England has a greater proportion of the population with high-level qualifications than any other Core City LEP and the lowest proportion with no formal qualifications at all.
- With an employment rate of 74.8%⁶ the West of England outperforms other Core City LEP areas.

Cities are drivers of the economy, and it is in city regions such as the West of England that returns on infrastructure and transport investment are greatest. A recent KMPG study found that **our five major transport schemes would support an additional £1.10 of GVA for every £1 of transport capital investment** illustrating the potentially high impact that new infrastructure can deliver in the area. The West of England presents a solid investment opportunity and will generate positive returns for our investors.

The West of England Unitary Authorities long-held commitment to working in partnership supported the early creation of the West of England Local Enterprise Partnership, one of the first LEPs to be endorsed by Government in 2010. Through this successful Partnership further recognition that the West of England presents a solid investment opportunity has been achieved and significant additional inward investment has already been secured as a result. The **Bristol and the West of England City Deal announced on 4th July** 2012 sets out an in principle package of investment in the

⁴ UK Competitive Index, 2010.

⁵ Within the sub-region there are some areas with a strategic imbalance between homes and jobs, and issues of in-commuting.

⁶ Annual Population Survey, Nomis (for the period covering June 2010-July 2011).

West of England to the total of some **£1bn**. This in part includes the following successful awards of investment:

- **£244m** from DfT & local contributions for the West of England Major Transport Schemes
- **£24m** from central Government through the Local Sustainable Transport Fund
- **£57m** for the West of England Revolving infrastructure Fund (combined from successful bids to the Regional Growth Fund and Growing Places Fund) and;
- **£12m** from the Super connected Cities Fund (Bristol).
- Three of the West of England local authorities are part of the **£34m** roll out of BDUK Rural Broadband Programmes. B&NES and N.Som, are part of the Devon and Somerset bid area and S.Glos are part of the Wiltshire bid area

3. STRATEGIC ISSUES ARISING FROM SUSTAINED ECONOMIC GROWTH

Economic success has been beneficial to the West of England, but the Authorities recognise that there are consequential impacts as a result:

i) Population growth

Economic success is closely coupled with high levels of population growth that have the potential to lead to higher than average living costs and house prices, and puts pressure on strategic infrastructure such as transport networks, utilities, flood defence, green spaces and environmentally sensitive areas. Initial estimates from the 2011 Census show that the West of England population grew by 76,352 or 7.7 % between 2001 and 2011, a percentage increase that is higher than the averages for both the South West (7.0%) and England and Wales (7.1%). This puts our estimated population now at over 1 million people (1,069,600).

ii) Jobs and skills

Sustained economic growth also requires that strategic investment is secured for the training and support required to ensure that there is a good match between jobs and skills and that all sectors of the community are able to benefit.

iii) Pressure on the environment, services, and infrastructure.

Continued significant growth will increase pressure on a transport system that already suffers from localised congestion, because the investment in transport infrastructure and services has not kept pace with the historically fast rate of economic development and expansion in particular locations and a present resulting imbalance in travel patterns.

iv) Inequality

House prices have risen and exceed the national average, but this has not been matched by a rise in earnings, leading to affordability issues for some people wishing to rent or buy a home in the area. Despite the economic success, not everyone shares in the prosperity. A significant deprivation gap exists, **parts of Bristol and Weston-super-Mare are still amongst the top 10% of deprived areas in England.**

The West of England has a **high quality environment and is an area in which people want to live and work and where business want to invest.** In a recent

business survey over half (52%) of respondents identified the "Overall attractiveness of the area" as the main benefit of being located in the West of England⁷. This presents a challenge for the West of England authorities whose objective it is to plan positively to deliver future growth sustainably and so that all our communities may share in the prosperity.

4. PLANNING STRATEGICALLY ACROSS LOCAL BOUNDARIES

The way in which businesses operate and people live their lives goes beyond their local area, particularly when accessing markets, jobs, major retail and leisure destinations, healthcare, further/higher education opportunities, and open spaces.

The 4 Unitary Authorities are committed to working together and with relevant stakeholders to ensure that the strategic issues for the West of England are addressed in a genuinely joined-up-way. The Authorities will continue to co-operate on supporting activities relating to strategic matters. The vision, delivery objectives and mechanisms set out below explain how through effective partnership working the 4 Unitary Authorities will fulfil both the spirit and statutory requirements of the government's recently introduced '**duty to cooperate**'.

The authorities have prepared their Core Strategies (Local Plans) which set out the statutory strategic planning policy framework for their areas. These documents set out the spatial expression of each area's vision for the sustainable economic, social and environmental development of their areas. In each case the vision is required to be a comprehensive response to the national, strategic and local considerations which are relevant for the area.

The 4 Unitary Authorities working jointly and with stakeholders, and our neighbouring authorities, have sought to ensure that the vision and priorities for the West of England are reflected in the strategic framework. With the aim of ensuring that the burgeoning economic potential of the area is realised through **balanced sustainable growth alongside the provision of supporting infrastructure**.

Whilst the prosperity and competitiveness of our economy has remained resilient in the face of the economic downturn, there is no room for complacency. The economic downturn requires us to continue to be **creative and innovative in how we deliver our ambitions**. The West of England Authorities recognise that our potential can only be achieved through collaborative working, and finding new ways in which we can secure the investment required to stimulate growth. With growing uncertainty surrounding conventional sources of funding for development, and reduced public funding available in particular, it will be important for us to redouble our efforts to work closely with our partners. We need to ensure our priorities are clearly articulated so that we make it easy for our partners to understand where our objectives are shared and to see the benefits of investing in the West of England.

⁷ Business West Survey on behalf of West of England LEP July 2012.

5. OUR VISION AND AMBITION

The Spatial Vision for 2006-2026 for the West of England

The four authorities and social, economic and environmental partners developed a Vision for the West of England to 2026. Endorsed by the West of England Local Enterprise Partnership Board in 2012 it sets out that in 2026 the West of England will have:

One of Europe's fastest growing and most prosperous sub regions which has closed the gap between disadvantaged and other communities – driven by major developments in employment and government backed infrastructure improvements in South Bristol and North Somerset.

A buoyant economy competing internationally, based on investment by innovative, knowledge based businesses and a high level of graduate and vocational skills.

A rising quality of life for all, achieved by the promotion of healthy lifestyles, access to better quality healthcare, an upturn in the supply of affordable housing of all types and the development of sustainable communities.

Easier local, national and international travel, thanks to transport solutions that link communities to employment opportunities and local services, control and reduce congestion and improve strategic connections by road, rail and through Bristol Airport and seaport.

Cultural attractions that are the envy of competitor city regions across Europe, making the West of England the place of choice for talented, creative workers and affluent visitors.

Success secured in ways that are energy efficient, protect air quality, minimise and manage waste and protect and enhance the natural and built environment.

Built upon the benefits of its distinctive mix of urban and rural areas.

Real influence with regional and national government, by demonstrating vision and leadership and delivering these achievements.

The four Unitary Authorities are responsible for the spatial expression of this Vision primarily through their Sustainable Community Strategies, and through the strategic planning and transport policies set out in their Core strategies and the Joint Local Transport Plan. The authorities have responsibility for delivering a broad set of objectives, to strike the correct balance between the competing socio, economic and environmental factors. This holistic approach recognises that our natural environment is one of our greatest assets, and that there are benefits to be gained from sustainable growth.

Working together through the Planning, Housing & Communities Board, the four UAs in the West of England have a shared commitment and responsibility for providing the Leadership to deliver the strategic components of the West of England Vision.

6. OUR OBJECTIVES TO DELIVER THE VISION

This Strategic Framework has been jointly prepared by the four West of England Unitary Authorities in order to set out in one place the over-arching development, investment and growth objectives for the West of England which unite the strategic visions of each of our Core Strategies.

As summarised in figure 1, the shared objectives are;

- i. Create places where people want to live and work, with an appropriate range of housing and job opportunities for our communities and to take strategic measures to address imbalances.
- ii. Create the right conditions for business to thrive.
- iii. Plan positively to deliver a significant step change in growth
- iv. Enhance & protect our natural and built environmental assets.
- v. Enable delivery of essential infrastructure to unlock suitable locations for growth.
- vi. Attract and retain investment to stimulate and incentivise growth.
- vii. Ensure all our communities share in the prosperity.

The shared objectives closely align with core principles which underpin the National Planning Policy Framework (NPPF) as follows:

- Genuinely Plan led positive vision for the area, based on joint working & co-operation.
- Finding ways to enhance and improve the places where people live their lives.
- Proactively drive and support sustainable economic development,
- Seek high quality design and a good standard of amenity
- Take account of the different roles and characters of different areas, promoting the vitality of our urban centres areas and protecting the greenbelts around them.
- Support the transition to a low carbon future in a changing climate
- Contribute to conserving & enhancing the natural environment & reducing pollution.
- Encourage the effective use of land by re-using land that has been previously developed.
- Promote mixed use development & encourage multiple benefits from the use of land in urban & rural areas
- Conserve heritage assets
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus on significant development in location which are or can be sustainable
- Take account of and support local strategies to improve health and cultural wellbeing for all.

The shared objectives are also consistent with the principles of sustainable development as set out in the NPPF namely:

- Building a strong competitive economy
- Ensuring the vitality of town centres

- Supporting a prosperous rural economy
- Promoting sustainable transport
- Supporting high quality communications infrastructure
- Delivering a wide choice of high quality homes
- Requiring good design
- Promoting healthy communities
- Protecting green belt land
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

The shared objectives of the 4 Unitary Authorities are also closely aligned with The West of England LEP Vision and Objectives. The LEP vision necessarily and appropriately focuses on economic growth objectives, whilst the shared objectives of the 4 Unitary Authorities have a wider scope, as described above, to fulfil the wider statutory remit of the Unitary Authorities.

Nonetheless the Authorities support that one of our shared aims is to ensure our GVA growth continues to consistently outperform the national average and to improve on this position, until we are in line with the most competitive LEP City Regions, and their European counterparts.

7. OUR APPROACH

To achieve our shared economic, social and environmental objectives the 4 West of England Authorities are committed to taking an integrated approach so these co-dependent aspects are delivered sustainably. The West of England Vision includes accommodating significant growth in homes and jobs in the right locations to meet development needs and the needs of communities. Our approach is to ensure the investment in infrastructure, required to support more sustainable patterns of growth which maximise the social and environmental benefits to the area, is secured.

The communities of the West of England deserve well planned, high quality and well integrated developments. This will create successful places which function well, reflect and sustain the diversity of our communities and add to the unique character and quality of the built and natural environment.

Figure 1: Summary of shared objectives and how they are addressed in Core Strategies



8. DELIVERING OUR OBJECTIVES

There are several objectives that must be addressed for us to achieve our objectives and deliver our Vision. These include:

Objectives	Actions
i) Create places where people want to live and work, with an appropriate range of housing and job opportunities for our communities and to take strategic measures to address imbalances.	<p>Integrating the provision of homes and jobs: providing jobs and homes in the right locations and at the right time, is intrinsically linked to the future economic prosperity of the area. By providing for a range of housing type and tenure the area can retain and attract the workforce required in particular within the higher skilled, knowledge based sectors, to support the economy.</p> <p>Maintaining a robust and current evidence base for market assessment and land availability (Strategic Housing Market Assessment (SHMA) & Strategic Housing Land Availability Assessment (SHLAA).</p>
ii) Create the right conditions for business to thrive.	<p>Ensuring: digital connectivity, a skilled workforce, suitable premises in accessible locations which are attractive to businesses, high quality environment, supporting infrastructure.</p> <p>Addressing the 3 elements of sustainable growth, Economic, Social and Environmental in plan making and decision making to ensure growth benefits all sectors of the community and maintains a high quality natural environment where people want to live and work, and business want to locate.</p>
iii) Plan positively to deliver a significant step change in growth: Manage the delivery of substantial growth	<p>Focusing on delivery through the Enterprise Zone (EZ) and Enterprise Areas (EAs).</p> <p>Strong collaborative working with providers, employers and government to deliver skills of growth</p> <p>Establish a clear inward investment approach to supporting those businesses who wish to expand or locate in the West of England.</p> <p>Aligning our funding priorities: with the funding strategies and capital programmes of Government and agencies including Homes & Communities Agency (HCA), Highways Agency (HA) and Environment Agency (EA) to make best use of limited resources.</p>

<p>iv) Enhance & protect our natural and built environmental assets: Promote the growth of a low carbon economy.</p>	<p>Direct investment in both physical & digital infrastructure that promotes & support less carbon intensive work & life styles.</p> <p>Improved design and use of materials for new housing, encouraging house-builders to adopt higher Code for Sustainable Homes (CSH) code levels (Core Strategy Policies).</p> <p>Developing renewable energy.</p> <p>Protection of the Green Belt.</p>
<p>v) Enable delivery of essential infrastructure to unlock suitable locations for growth: ensure key sites remain deliverable.</p>	<p>Invest in infrastructure and improve scheme viability by:</p> <ul style="list-style-type: none"> -using new mechanisms to direct the significant upfront investment in new infrastructure required to unlock priority stalled schemes and bring forward development sites to the market. -Working with scheme promoters to ensure schemes remain deliverable. -Collaboration between public and private sectors and funding streams. -Bringing forward public sector owned land -Promoting opportunities to encourage institutional investment. -provide consistency and certainty for the development industry -lobby on structural financial issues
<p>vi) Attract and retain investment to stimulate and incentivise growth:</p>	<p>Ensuring EAs and EZs act as a catalyst for growth and regeneration.</p> <p>Up grading of town centres and public realm to improve investment prospects in South Bristol, and Weston-super-Mare town centre.</p> <p>Securing economic restructuring following the loss of major employers/industries in Keynsham and Somer Valley.</p>
<p>vii) Ensure all our communities share in the prosperity.</p>	<p>Addressing disadvantage & exclusion by:</p> <ul style="list-style-type: none"> - providing opportunities for appropriate housing choice, & investment in renewal, improved local services & access to employment. -ensuring training and skills match new employment opportunities. -Improved collaboration with health, education, training, skills development and welfare services. <p>Balancing economic growth and focusing employment opportunities at South Bristol and at Weston-super-Mare.</p> <p>Creating sustainable communities:</p> <ul style="list-style-type: none"> -place-making and community building, and consideration of how physical, economic, social & cultural aspects of a place all contribute to its success. - recognition of the multiple benefits and functions of a co-ordinated approach to delivering Green Infrastructure, and the contribution it can make.

9. INVESTMENT PRIORITIES

We have identified priorities to help us address our challenges, so that we can deliver our shared Objectives and the Vision for our area. Our priorities have been informed by those contained within Core Strategies. Each priority has been selected because it is truly a cross boundary issue, of strategic importance to the West of England as a functional economic area, and will be required to be addressed at the sub-regional spatial level. The priorities represent opportunities for investment and in particular where investment could support phasing and delivery issues to accelerate growth.

- 1. Priority Growth Locations-** including; opportunities for sustainable growth, tackling barriers, delivering strategic regeneration
- 2. Housing to meet local need-** Market, Affordable and Specialist Housing.
- 3. Creating the right conditions for business to thrive-** including digital infrastructure, & skills provision to meet the needs of our businesses & workforce.

Later in this document, potential mechanisms to deliver these priorities are set out in sections on 'Strategic Framework 2026 and beyond' and 'Robust Leadership and Governance'.

1. Priority Growth locations

There are two categories of priority growth locations, Enterprise Zone/Areas and Strategic Development Locations.

A. Enterprise Zone and Areas

- Bristol Temple Quarter Enterprise Zone
- Bath 'City of Ideas' Enterprise Area
- J21 Enterprise Area (incl Parklands and Winterstoke Developments)
- Avonmouth/Sevenside Enterprise Area
- Filton Enterprise Area
- Emersons Green/ Bristol and Bath Science Park Enterprise Area

B. Strategic Development Locations

- Bristol City Centre (BCC)
- South Bristol (BCC)
- Northern Arc of Bristol (BCC)
- Inner East Area of Bristol (BCC)
- W-s-M Town Centre and South Ward. (N.Som)
- Keynsham (B&NES)
- Old Mills/Somer Valley (B&NES)
- Communities of the North Fringe of the Bristol Area (S.Glos)
- Communities of the East Fringe of the Bristol Area (S.Glos)
- North Yate New Neighbourhood (S.Glos)

Delivering the new homes and jobs, community support and the high quality built and natural environment, which are needed to support sustainable economic growth will require significant investment in infrastructure to unlock our priority growth locations.

Tackling barriers to growth is a key priority for the 4 West of England Authorities, other LEP Partners and other strategic partners. In some instances the significant up front cost of the infrastructure requirement renders some locations or sites unviable in current market conditions. A co-ordinated, targeted approach to investment, through an appropriate blend of funding will assist in 'unlocking' these locations/sites in a timely and co-ordinated manner to achieve the most development potential.

Positive planning in this way will support opportunities to accelerate sustainable economic growth. Using this Strategic Framework to direct investment to our shared priority growth locations, to seek alignment with other agencies capital investment programmes and to collaborate with the development industry, gives us the best opportunity to implement our plans.

Careful consideration of phasing and supporting growth in tandem with the necessary infrastructure will prevent piecemeal development that has little or no strategic contribution to the sustainable growth agenda in the West of England.

Figure 2 illustrates the strategic fit of our Spatial Priorities (focusing on the Local Enterprise Zone, Enterprise Areas and other priority growth locations) to the existing planned investment in our programme of 5 major transport schemes and Greater Bristol Metro proposals. We will use our strategic framework to ensure potential investment opportunities can also demonstrate strategic fit with our priorities and with investment already secured.

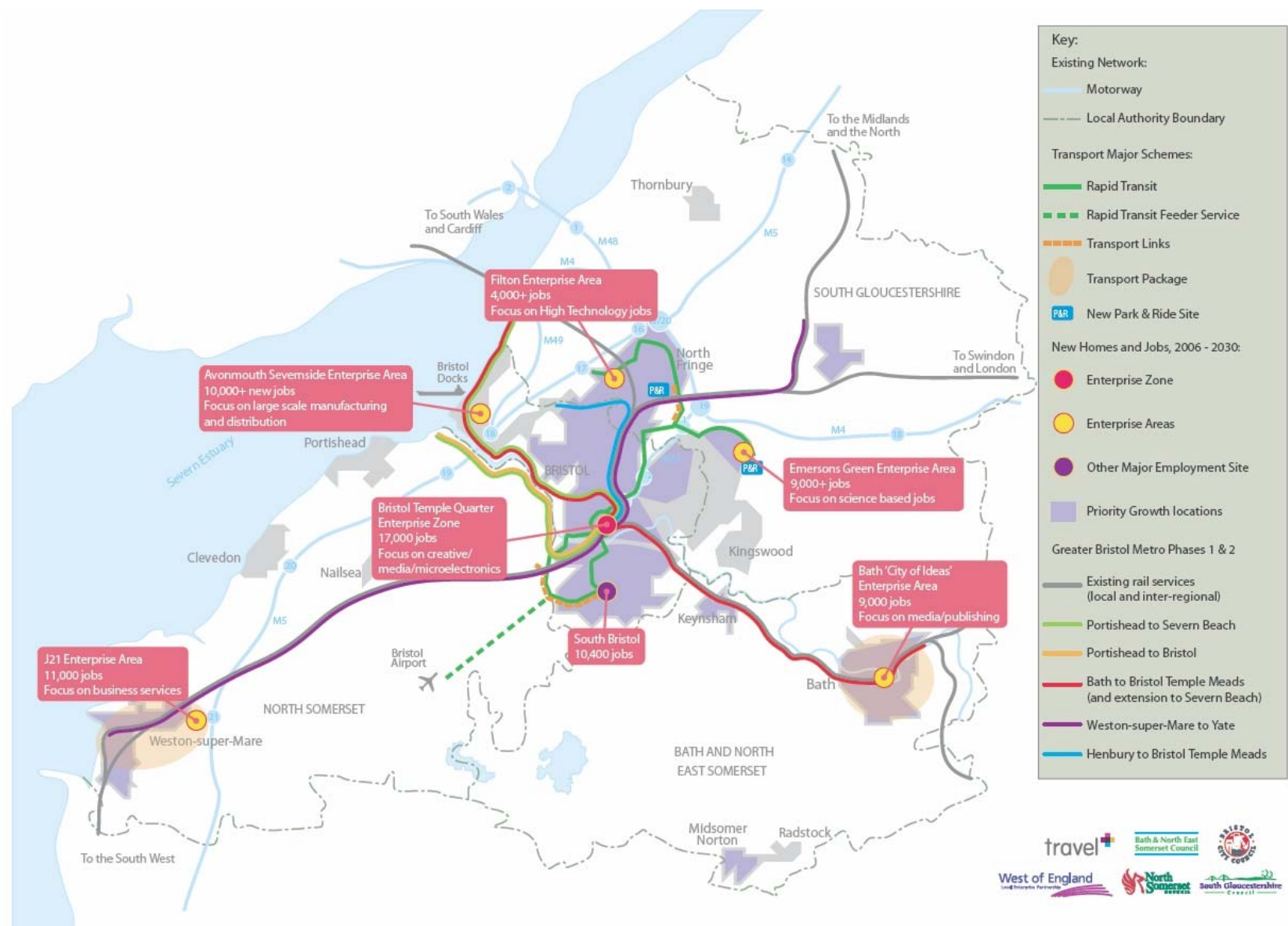
2. Housing to meet local needs

There is a continuing need to provide market and affordable housing both at priority locations and generally across the districts to meet local needs. Local Authorities enable the provision of new affordable housing using Section 106 contributions, funding secured through the Homes and Communities Agency Affordable Housing Programme and funding provided by Registered Providers and the Local Authorities themselves. The Local Authorities are already working with partners to develop innovative solutions to delivering housing, some of these approaches are set out in section 14. The Authorities will build on these successes and continue to work in partnership with developers, registered providers and the Homes and Communities Agency to enable the development of market and affordable housing that meets needs, supports regeneration and economic growth and delivers sustainable communities.

3. Creating the right conditions for business to thrive.

Decisions relating to business location, investment and expansion are influenced by the availability of good quality, affordable housing and a high quality environment. This situation has proven to be particularly true in recruitment to the knowledge sector and for business seeking to recruit to lower paid or new graduate jobs (DTZ Consulting and Research). New housing, and in particular new affordable housing, can support a prosperous and growing economy. There is a link between housing supply and labour markets, which revolves around the need for a steady supply of certain skills to meet the needs of local and potential local businesses. In areas of high cost housing, this steady supply of skills does not necessarily exist, as employees have difficulty in recruiting to lower paid jobs, which in turn can restrict economic growth.

Figure 2: West of England Future Ambitions.



10. DELIVERING OUR INVESTMENT PRIORITIES

This Strategic Framework has been developed by the 4 West of England Authorities to assist investment decisions (securing funding and directing that funding obtained) helping to ensure that the priorities for funding take forward the delivery of our strategic priorities.

The Framework establishes a robust approach to responding to the strategic issues identified and to help inform decisions on where best to invest limited resources for infrastructure. By setting out what we need to do together now, with the future in mind, we will set a clear direction travel and provide certainty and confidence for our investors and our communities.

It is intended that the Framework will be a living document. Whilst our objectives and priorities will remain consistent elements of the framework will need to be flexible to react to emerging policy changes/ new funding initiatives.

Strategic Added Value

The Framework focuses on areas of activity and investment that will complement on-going plans and programmes being advanced by individual local authorities and other bodies. It does not replace local level strategies but seeks to add strategic value by :

- **Accelerating economic growth**, by joint action to stimulate investment
- **Greater efficiency** through collective influence, joint working and investment planning;
- **Encouraging creative solutions** to bringing forward sites and overcoming viability issues through collaborative working with the development industry;
- **Delivering a better scheme** through targeted investment and co-ordinated delivery.

Infrastructure Funding and Delivery:

Infrastructure delivery will be enabled through **the most appropriate blend of funding** and a range of funding mechanisms from the West of England and our partners. The principle of funding development is clear-an equitable share of costs between the public and private sector and we should seek to maintain this. The diagram at figure 3 sets out the potential funding streams across the area. City Deal will influence the funding landscape, and it is anticipated that as part of the City Deal that an Economic Development Fund will be established (comprising some of the potential streams identified below for example Revolving Infrastructure Fund).

Figure 3 Potential funding streams.



The schedule in the Annex of this document, sets out a high level picture of key infrastructure requirements to unlock our priority growth locations. This is a fundamental part of the framework which identifies the infrastructure that is required, outside of what funding is available. This part of the framework is a living document that will be updated as new information becomes available. The aim is to meet these requirements through the most appropriate funding stream. Where no funding stream is currently identified this is noted. In this instance the infrastructure requirement itself doesn't change but the way in which it is delivered may require a blend of funding streams or a new way of working to identify an innovative funding mechanism.

11. CRITERIA FOR DIRECTING OUR INVESTMENT

It is important that funding is directed at those schemes which demonstrate 'Strategic Fit' with our Vision and Objectives to maximize any investment opportunity. This framework has sought to set out what and where our investment priorities are. Any opportunities should therefore be considered against the following criteria.

Figure 4 Criteria for directing our investment.

Criteria
Fit with Core Strategies
Fit with Joint Local Transport Plan
Links with Enterprise Zone and Areas
Links with wider programmes
Identification in previous technical studies and programmes
Stakeholder Support
Deliverability
Reliance on Third Parties eg Network Rail, Highways Agency, Registered Providers
Current State of Development
Ability to draw on other funding
Assist in delivery of jobs
Assist in delivery of homes to meet our local needs
Other significant wider benefit (n.b. these criteria are not exhaustive)
<ul style="list-style-type: none"> - Carbon/noise/Air Quality - Accidents - Natural resources - Landscape/Townscape - Heritage
<ul style="list-style-type: none"> - Social, and Equalities

Crucially, we will continue to work with our partners to identify and resolve the barriers to fully servicing our strategic locations, including; remediation highways infrastructure, utilities, digital & other telecoms, flood solutions.

12. THE 'OFFER' OF OUR PRIORITY GROWTH LOCATIONS.

This section sets out the 'offer' of our priority growth locations as identified at section 9 of this framework.

Our Enterprise Zone

In June 2011, the LEP selected Temple Quarter as an Enterprise Zone to act as a magnet for inward investment and boost the local economy. The Zone covers 70 hectares (173 acres) of land surrounding and to the north and east of Bristol Temple Meads Railway Station.

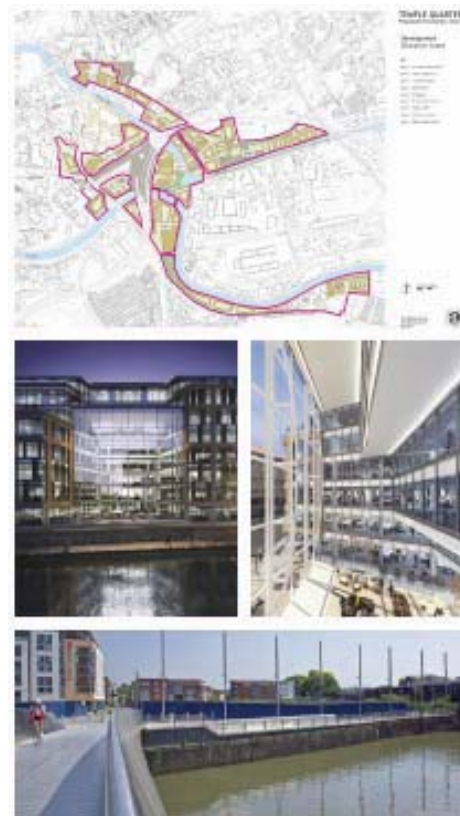
Initial analysis suggests that its renewal and redevelopment will lead to the creation of almost 17,000 new jobs over a 25 years.

These jobs will be accommodated in over 240,000 sq m (2.6 million sq ft) of new or refurbished space featuring offices, research and development floorspace and retail as part of a wider mixed use development that is highly attractive to businesses looking to relocate.

There will be a particular focus on attracting creative industries and technology, but it will be a hub for all creative minded businesses. Very high speed, pervasive digital connectivity will be a central feature of the Zone.

The Zone will also benefit from the highest sustainability credentials befitting

a Green Capital. It will be highly accessible, benefiting from electrification of the Great Western mainline plus local transport enhancements such as the Bus Rapid Transit.



Our Enterprise Areas

Junction 21 Enterprise Area

Junction 21 Enterprise Area in Weston-super-Mare covers 72 hectares of employment land 'ready to go' with planning permission and access. There is the potential to deliver 2,000 jobs by 2017.

The Area has excellent fit with transport links (close proximity to the M5, mainline rail, Bristol Airport and Portbury Docks) and a highly skilled workforce.

Making it happen with landowners and developers with:

- Serviced sites
- Simplified planning process
- Skills and training support
- Joint Delivery Board

Ready to go –we are delivering:
Knightstone Housing Association regional HQ under construction at Weston Gateway Business Park, at 40,000 sq ft this is the second largest office development to start on site outside London in 2012.

Leisuredome £50m indoor ski and activities centre approved at Locking Parklands to provide a new premier regional tourism attraction and more than 583 direct and 380 indirect jobs.



Infrastructure works underway for the Weston Airfield 17ha Business Quarter, incorporating the North Somerset Enterprise Agency 20,000sqft managed workspace scheme with co-located business support, opening early 2014.

Locking Parklands First offices to be completed by the end of 2012, with permission in place for a further 1,400sqm office building and a 3,000sqm innovation centre.

Bath 'City of Ideas' Enterprise Area

The Bath Enterprise Area is a collection of development sites and buildings along the river corridor, beginning in central Bath and continuing west along Upper and Lower Bristol Roads;

Covering an area of 98ha, the Bath Enterprise Area has a development area of circa 36ha, 25% of which is owned by Bath and North East Somerset Council;

Analysis reveals that the area has the potential to create up to 9,000 new jobs; The Bath Enterprise Area has the capacity to deliver 200,000m² in new office space, commercial and leisure

space; Concentrating on growth sectors – creative industries; professional and financial services; engineering consultancy activities; software, technology and other computer related groups – these jobs have the ability to increase the local economy by £1.6billion GVA over a 25 year period.



Avonmouth/Sevenside Enterprise Area

The Avonmouth Sevenside Enterprise Area is an industrial location of internationally significant scale, extending for 5 miles along the Severn Estuary and covering some 1,800ha. The area is located between Bristol and the River Severn, immediately adjacent to the M5 and M49 motorways.

It consists of two main areas of economic activity – Avonmouth in the south and Sevenside in the north.

Analysis reveals that the area has the potential to create between 6,000 to 12,000 new jobs by 2026.

The key components of employment in Avonmouth Sevenside reflect its attractiveness as an area for large-scale industrial, warehouse and distribution,

energy and waste processing uses in addition to the activities of the Port and its associated storage and distribution facilities and associated industries.



The Area will benefit from significant forthcoming infrastructure investment including an already approved deep-water container terminal at the port and improvements to provide direct access to strategic road and rail networks.

The Avonmouth Sevenside Enterprise area predominantly services the following activities:

- Storage and distribution centres
- Energy and waste schemes (incl. bio mass power plants)
- General industrial development

Filton Enterprise Area

The Filton Enterprise Area is located on the north fringe of Bristol alongside the A38 & in close proximity to the M4/M5.

The area covers some 95ha including: a strategic new allocation of 50ha of essentially greenfield employment land within the Cribbs/Patchway new neighbourhood and around another 50ha on surrounding sites.

Analysis reveals that the area has the potential to create between 7,000 to 12,000 new jobs by 2026.

Filton Enterprise area has a focus on:

- Aerospace design & manufacture
- Defence, Advanced manufacturing
- Emerging materials technologies (working closely with the National Composite Centre at the Bristol and Bath Science Park),
- Information Technology, maximising the potential of superfast broadband

-Micro electronics research and design
The regeneration of land will be a key objective facilitating investment in infrastructure, and creating opportunities for enhanced growth.



A key measure of success will be the extent to which development achieves community cohesion & integration.

The Area will be developed collaboratively. Universities and Colleges will educate, innovate and develop skills in close partnership with industry creating a long term, high quality skills and employment base which will serve to further attract and secure businesses within the area.

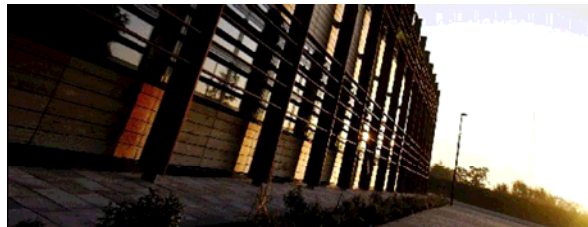
Emersons Green/Bristol and Bath Science Park Enterprise Area

The area lies along the A4174 ring road providing excellent transport access around the eastern edge of the city and directly to the M32 and M4/M5 motorway corridors. A new multi-modal interchange is planned in close proximity.

With the potential for 45ha of employment development the area is a flagship employment site for the West of England, set within a wider new residential community. Analysis reveals that the area has the potential to create between 4,000 to 7,000 new jobs by 2026.

The Bristol and Bath Science Park area includes the highly acclaimed National Composite Centre, which provides a focal point for the coming together of science, innovation, technology, creative and digital media.

The Area will provide a focus for science and technology based companies engaged in research and development and advanced manufacturing. It offers innovative flexible space for growing businesses with different needs.



The surrounding employment land within the EA offers a broader range of opportunities building on the existing mix of small and medium office developments, light industrial, warehousing and logistics.

Strategic Development Locations:

Bristol City Centre

Bristol City Centre's role as a regional focus will be promoted and strengthened, enhancing its status as the foremost shopping and entertainment centre in the South West and as a place to live, work and visit. There are significant opportunities for development and renewal throughout the area, including in the Temple Quarter Enterprise Zone and also at Newfoundland Street, where a mixed-use extension to the city centre is proposed.

Development in Bristol City Centre to 2026 will be for a range of uses including:

- Around **150,000m²** of net additional office floorspace;
- The provision of around **7,400** new homes;
- Additional retail, leisure, entertainment, tourism, arts and cultural development; and
- Improved transport systems and connectivity, including new public transport, pedestrian and cycle routes and transport hubs

South Bristol

South Bristol combines a concentration of social needs with significant opportunities for development and renewal. There are substantial opportunities for development at Knowle West and in the Hengrove Park area, where the new South Bristol Community Hospital and the South Bristol Skills Academy are now located.

South Bristol will be a priority focus for development and comprehensive

regeneration. Development will be for a mix of uses to include:

- Around **60,000m²** of net additional office floorspace
- Up to **10 hectares** of new industrial and warehousing land
- The provision of around **8,000 new homes** of a mix of type, size and tenure.

Northern Arc

Targeted regeneration and renewal will take place in the Northern Arc, a broad arc along the northern part of Bristol from Lockleaze to Lawrence Weston. The emphasis will be on:

- Encouraging higher density and mixed forms of development in the most accessible locations;
- Making more efficient use of underused land;
- Promoting improved access and linkages to neighbouring areas.

Development will include:

- Provision of around **3,000** new homes;
- Continuing redevelopment of Southmead Hospital to provide a new acute and community 'super-hospital'.

Inner East Bristol

The Inner East is a diverse, multi-cultural area containing vibrant neighbourhoods with a mix of residential and commercial land uses. Targeted regeneration and renewal will take place to extend social cohesion and integration and improve health and wellbeing. The emphasis will be on retaining employment sites and

supporting centres, ensuring a mix of new housing to meet local needs and encouraging development which provides a mix of uses.

- Development will include the provision of around **2,000** new homes.

Weston Town Centre and South Ward

Weston town centre is a priority location for investment to provide an attractive and vibrant centre for the urban area. Recent public realm improvements have delivered significant environmental improvements but further regeneration is essential to secure an enhanced range of retailing, leisure and employment opportunities to better reflect its role and function and support self-containment objectives.

To the south of the town centre the South Ward area is an area of social housing which experiences significant social issues. This area provides an opportunity for investment and redevelopment to improve accessibility, jobs and the quality and range of housing.

Keynsham

Keynsham occupies a key strategic location, just seven miles west of Bath and five miles east of Bristol City Centre. The role and function of the town has been remarkably consistent over its history, being a trading, political, administrative and manufacturing centre (for example Somerdale) serving the town and its surrounding rural hinterland. At present however, the overall image of the town is poor, mainly due to the declining town centre which is in need of revitalisation and the range and quality of accommodation for retailers and businesses, which needs improving.

In this context there are substantial opportunities for development in and around Keynsham. In responding to the loss of a major employer, it will evolve as a more significant business location. Keynsham will retain its independence and its separate identity within an attractive rural setting. It will become a more

sustainable, desirable and well-connected place in which to live and work, with an enhanced town centre inspired by its heritage, cherished rivers, park and green spaces. Developments will be for a mix of uses to include:

- **1,500** net new homes to be built between 2006 and 2026 to support economic growth of the town and accommodate a growing population. The principal new developments will be at K2 in South West Keynsham and the Somerdale sites
- **1,500** net additional new jobs to be created between 2006 and 2026 primarily by increasing the stock of office floorspace in the town. The town centre and Somerdale are the main focus for business activity and will be complemented by the Broadmead/Ashmead/Pixash Industrial Estate area.

Somer Valley

The Somer Valley covers the market towns of Midsomer Norton and Radstock together with their rural catchment area containing the principle villages of Peasedown St John and Paulton. The area retains a rich industrial heritage and an engineering skills base. The area provides a high quality environment to live with good accessibility to services, particularly highly successful schools and open countryside. However in order for the Somer Valley to continue to thrive, it is necessary to create a more sustainable balance by enhancing economic activities and wealth creation.

In this context, this part of the District will become more self-reliant, facilitated by

economic-led revitalisation alongside local energy generation, building on its industrial expertise and improving skill levels. Developments will enable up to **2,700** new homes between 2006 and 2026 and the delivery of around **1,000** net additional jobs over the same period, focussing on encouraging the retention and expansion of local companies and the growth of new businesses, such as at:

- The Westfield Industrial Estates, Midsomer Norton Enterprise Park and Bath Business Park in Peasedown St John
- Old Mills in Paulton
- Midsomer Norton and Radstock Town Centres

North Fringe of Bristol

The North Fringe of Bristol is one of the most economically important locations in the South West, supporting in the order of 70,000 jobs across a diverse range of key sectors, including aerospace engineering, defence procurement and supplies, financial services, retail and education.

The North Fringe will be a priority focus for development in recognition of the economic importance of the area and the advantages to be gained by strengthening the inter-relationship between the work place and home, whilst retaining and strengthening the character and identity of existing communities in the area.

Development will be for a mix of uses to include:

- **2,400** new homes and **14 hectares** of employment land at Charlton Hayes
- **5,700** new homes and around **50 hectares** of employment uses at Patchway/Cribbs Causeway

- **2,600** new homes at Wallscourt Farm, Harry Stoke and east of Coldharbour Lane
- **2,000** new homes east of Harry Stoke

The existing concentrations of people, property and mix of uses in the area provides the critical mass to deliver infrastructure efficient, growth, district heat networks, and new public open spaces.

- To achieve this employment land will continue to be safeguarded to provide for the needs of business including the key sectors. This will be supported by enhanced public transport measures, including the Greater Bristol Bus Network (GBBN), quality bus corridors, a bus rapid transit link to South Bristol, Bristol City Centre and Emersons Green, an improved cycling network and, over the longer term, improvements to the heavy rail system.

Communities of the East Fringe of the Bristol Area

The East Fringe of Bristol includes a number of distinct communities, some of which contain pockets of relative deprivation that have been identified as priority neighbourhoods. The area has a strong industrial and cultural heritage. However, the area significantly under-provides for the local workforce which, together with a continued lack of investment, has contributed to challenging economic conditions of some of the traditional centres.

The main focus for the East Fringe is to complete the final development phase at Emersons Green, a major mixed use

development on **177ha** of land, to include:

- around **2,500** dwellings
- a Science Park
- **19 hectares** for local employment.

In total this development is expected to support over **6,000** jobs.

Elsewhere the focus is on managing smaller scale development so that it contributes to supporting local employment opportunities, improving quality of life opportunities and the overall environmental quality of the area.

North Yate New Neighbourhood

At Yate and Chipping Sodbury the main focus is to strengthen their role as successful and progressive market towns and to enhance residents' aspirations and the perception that other people and business have of both towns.

The current focus is on town centre investment, development of an evening economy and broadening leisure attractions and the retail offer. This is supported by remodelling employment sites along the western approach to Yate, limited housing development on previously developed land and providing better public transport, walking and cycling within the Towns and to key destinations.

Over the next 15 years the focus is on strengthening and broadening the social, economic and community base of Yate through the development of a new neighbourhood of 3,000 dwellings on the north side of the town, together with up to 9 hectares of employment land. This development will help to unlock the investment needed to support the delivery of new infrastructure, including strategic sewerage investment. It will also address the needs of existing residents in the towns with regard to housing affordability and broadening housing choice, as well as provide new education provision.

13. WEST OF ENGLAND JOINT WORKING, ROBUST LEADERSHIP AND GOVERNANCE.

The West of England local authorities have a long and successful track record of joint working and together form one of the **longest established city regional partnerships** in the country, that has been working jointly formally for 10 years on transport, planning, housing and economic development.

The partnership has been **consistently supported by** its constituent authorities, with the four local authority Leaders working closely together with a formally constituted **Joint Transport Executive Committee** to agree the Joint Local Transport Plan and a **Planning, Housing & Communities Board**, to take a coordinated approach to planning.

The formal establishment of the West of England Local Enterprise Partnership (LEP) in 2011 augmented existing local authority governance arrangements by developing a model for **effective business and public sector engagement on economic issues**, that brings together not only the main business organisations – IoD, FSB, CoC, CBI and Business West – but also a wide range of sector based organisations that provide a rich evidence base on which to build an economic strategy.

In relation to the economic agenda for the West of England, the LEP, along with associated sector-based and thematic groups, has developed as a natural progression from local authority partnership arrangements. Whilst a Business Advisory Group provides a forum for the wider business community to advise, challenge and hold to account the business members on the Board, a Stakeholder Group performs a similar function for the local authority Leaders. This group engages all political parties, as well as other social, economic and environmental partners, ensuring that the partnership is resilient to political change within any one of its member authorities and engages with a range of partner organisations.

Partnership working between the local authorities is strong and underpinned by robust working relationships between the four local authority Leaders and Chief Executives, who meet regularly and work together on a whole range of issues, including those presented by the LEP. The model is agile and responsive, not constrained by undue formality, and seen as a robust mechanism for delivering on behalf of the West of England.

In addition to these arrangements, some specific, detailed governance arrangements have been developed in response to the City Deal opportunity, including the agreed, strengthened governance arrangements for major schemes devolution and transport delivery.

14. WEST OF ENGLAND INITIATIVES TO HELP DELIVER OUR STRATEGIC FRAMEWORK.

Planning Toolkit – launched April 2012 and is adopted by all four authorities. It promotes a more positive and consistent approach to handling large-scale and complex development proposals, where UAs, developers and stakeholders work together to deliver high quality planning applications and effective decision-taking.

Future-proofing of affordable housing – report published April 2011 and in practical use by all four authorities. It sets out options for maximising affordable housing contributions during the economic downturn by ensuring that site viability on multi-phased developments is not fixed at the bottom of the market so that affordable housing delivery increases alongside market improvement. It provides a robust framework for reviewing affordable housing contributions at different stages of a development, and identifies other innovative approaches to unlocking stalled schemes through collaborative working.

West of England Housing Delivery Panel - launched October 2011 with the objective of maximising the opportunities to increase the number of new homes delivered by 2015. A mix of registered providers and house builders, the aim is to improve collaborative working and achieve efficiencies, and to create a strong housing sector that is capable of attracting new investment, and by working together along with the development industry, to prioritise and direct this investment to support the delivery of the four Core Strategies.

Working with the HCA on future funding options including:

- working with lenders to resolve structural financial issues including mortgage; availability/affordability and barriers to financing of shared ownership housing;
- creating more flexible forms of tenure and better use of the private rented sector;
- making best use of existing public sector and/or RSL assets and better management of existing stock.

City Deal

The City Deal is an agreement between Government and the West of England authorities and their partner stakeholders giving increased financial flexibilities and other freedoms to local authorities in exchange for a focussed programme of investment to enable the region to achieve specific ambitions to help realise the full economic growth of their areas. The West of England deal will be made up of five elements:

- A Growth incentive proposition
- Transport devolution Programme
- People and Skills Programme
- City Growth Hub
- Bristol Public Property Board (Bristol only part of the deal)

Memorandums of Understanding (MoU) with our partners.

Environment Agency and Natural England MoU and Action Plan.

An MoU between the Environment Agency, Natural England and the Authorities was agreed in June 2011. The MoU provides the framework for a more consistent and transparent working relationship in the field of Spatial Planning, where the priorities of the authorities, the Environment Agency and Natural England are aligned. The MoU is underpinned by ongoing work on an Action Plan.

Highways Agency MoU and Action Plan.

In November 2009 an MoU was signed which set out at a high level how the authorities and the Highways Agency would develop effective co-ordination and co-operation. In order to develop the MoU and define a set of outcomes to be delivered a series of annual Action Plans have been produced and endorsed by the Joint Transport Executive Committee. These seek to build upon existing processes and arrangements between the authorities and the Agency, and to provide improved communication, greater cooperation or coordination of activities.

Rail Industry MoU and Action Plan

The Memorandum of Understanding (MoU) between the West of England authorities, Network Rail, First Great Western, CrossCountry and South West Trains was signed at the Joint Transport Executive Committee on 2 July 2010. Its purpose is to promote effective co-ordination and co-operation between the organisations. It includes consultation on timetable changes, investment and planning decisions, input into the Joint Local Transport Plan 3 and co-ordinating data collection. In order to develop the MoU and define a set of deliverable outcomes, an Action Plan has been drawn up. Following discussions with the rail industry, the action plan is based around the short term (2009 - 2014: Network Rail Control Period 4), the medium term (2014 - 2019: Network Rail Control Period 5) and the long term (2019 onwards: Network Rail Control Period 6+). The Action Plan includes joint processes for influencing Government policies on rail spending and priorities and informing, contributing and influencing the next rail franchises.

Annex: Indicative key infrastructure requirements at priority growth locations (Enterprise Zone and Enterprise Areas)

This table is intended to be a living document that will be updated with any further technical work undertaken by the Authorities. As such the table should be seen as a snapshot in time that will be subject to regular review.

Priority Location/Theme	Known schemes & infrastructure investment requirements-likely to require public funding.	Indicative Phasing	Indicative Funding Mechanism	Indicative funding levels	Alignment with our partners funding strategies	Priority Immediate – 5 yrs Mid term 2016- 26 Long term 2026+
Temple Quarter Enterprise Zone & City Centre	<ul style="list-style-type: none"> -Temple Circus improvements -Vehicular /site access -Arena/Conference facility -Utilities & Digital -Highways measures programme -M32 Park & Ride -Long Ashton Park & Ride extension -Car Parking programme -GBM-See Strategic Transport section below -BRT-approved Ashton Vale to Temple Meads-see Strategic Transport section below -King Street Bridge -Mobius Bridge -Flood risk mitigation measures -Development of the BRI/Bristol Royal children's Hospital 	2011-2016 2016-2036 2013-2020 Pre 2026 See below See below Not currently programmed 2011-2016 2012-2050 2011-2016	EDF/RIF/DfT TQEZ Business Rates Developer contributions EA/Defra TBC	£21 RIF Funding £40m plus cost of borrowing £72m (5 schemes) -P&R (M32) £19m -P&R extension (Long Ashton) £2m -£30m -King st bridge £1-2m -Mobius bridge £1.7m -Flood risk £3.25m -Hospital- not yet available	HCA DfT, Rail Industry EA, LEP, NHS	Immediate Immediate-Mid Term Desirable Immediate ,Mid-term, Long term Mid term
Bath City of Ideas Enterprise Area & City Centre	<ul style="list-style-type: none"> -Remediation -Compensatory flood scheme -Highways (including A36 Lower Bristol Road corridor improvements) -Pedestrian/site access -Utilities and digital -East of Bath Park and Ride -Relocation of Waste Transfer & Civic Amenity Site -Relocation of Coach Station -Expansion of existing P&R(s) -A36/A46 Link -GBM-See Strategic Transport section below 	2011-2020 2026+	EDF/RIF Other sources including CIL to be explored	£65m -Expansion P&R(s) £6m -A36/A46 Link £65m	EA DfT,HA, Rail Ind HCA LEP	Immediate Immediate-mid term Long-term
J21 Enterprise Area (including Weston-super-Mare – Parklands and Winterstoke Developments)	<ul style="list-style-type: none"> -Strategic Flood mitigation -M5 J21 improvements -Weston package Phase 2 incl Phase 1 of CAL -Utilities & Digital -Herluin Way to Locking Rd Link -Cross Airfield Bridge link Road Phase 2 -GBM-See Strategic Transport section below 	2011-2020	EDF/RIF/DfT	£69m £18m £29m	EA HA HCA LEP	Immediate Immediate-Mid term Immediate-Mid term
Avonmouth/ Severnside Enterprise Area	<ul style="list-style-type: none"> -M49 Junction -Local Road improvements -Flood mitigation -Ecological mitigation -Utilities (gas pipeline) -Heat Grid -Second Avon Crossing 	2013-2026 2026+	-Transport: SG RGF bid, Major Scheme bid, Local Transport Plan (LTP), developer contribution. -Flood mitigation EA -Utilities	-Transport £30m -Flood mitigation £60m -Ecology £5m -Utilities Gas £5m -Heat Grid £8m -Second Avon Crossing £194m	DfT EA HA NE LEP	All Immediate Long term

Annex: Indicative key infrastructure requirements at priority growth locations (Enterprise Zone and Enterprise Areas)

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Priority Location/Theme	Known schemes & infrastructure investment requirements-likely to require public funding.	Indicative Phasing	Indicative Funding Mechanism	Indicative funding levels	Alignment with our partners funding strategies	Priority Immediate – 5 yrs Mid term 2016- 26 Long term 2026+
Communities of the East Fringe & Emersons Green East & Bristol & Bath Science Park Enterprise Area	-A4174 Ring Road Scheme (incl M4 overbridge reconstruction) -Secondary School -RIF forward funded bid for spine road (Spark) and multi-modal interchange (EGE) and J1 M32 improvements -M4 Link -BRT Emersons Green to Temple Meads -BRT (approved) NFHP See Strategic Transport section below	2013-2026	-Transport-Major Scheme bid CIL/ LTP -Education DfE /LEA /CIL	-Transport £27m -EGE secondary school £6.2m from developer s106 funding gap £15m-£20m -Affordable Housing TBC -RIF bid/developer contributions £5m -M4 Link £37m -BRT Emersons Green £96m	DfT DfE LEA LEP	Immediate: - RIF bid items -EGE -Affordable Housing Mid Term: Secondary School Mid-Long Term: Ring Road -BRT Immediate
Cribbs Patchway New Neighbourhood (CPNN) including Filton Enterprise Area	-Highways (including A38 & A4018 Jct improvements, -Gypsy Patch Lane Widening & M5 Jct 17) -Extension of BRT from CPPN to Parkway Station along -Gypsy patch Lane & Winterbourne Road -New Rail Stations at Filton & Henbury-see GBM strategic Transport below -New secondary School -Utilities (incl strategic sewer extension to Avonmouth, & digital) Power to serve Enterprise Area -New Waste Transfer & civic Amenity Site -Rail spur to Cribbs Causeway -BRT (approved) NFHP See Strategic Transport section below	2013-2026	-Transport –Major Transport Schemes (incl Greater Bristol Metro) funding-City Deal,/CIL/LTP/S106 developer contributions -Education: CIL/LEA/S106 -Utilities: Wessex Water/ OFWAT/Western Power/RIF -Waste: Part funding via SGC Waste Management Client Unit Budget /CIL/S106	-Transport £58m -Education £20-30m -Waste £1.78m identified-funding gap approx £4m -Utilities: Strategic Sewer-£15m Power to EA £7.25m Affordable Housing see below -Rail Spur £54m	LEP DfT HA Rail Industry HCA LEA	All Immediate Mid-term

Key

EA- Environment Agency

HA-Highways Agency

BRT-Bus Rapid Transit: North Fringe to Hengrove (NFHG), Ashton Vale to Temple Meads (AVTM)

Transport costs at 2016 prices

HCA-Homes & Communities Agency

DfT-Department for Transport

RP Registered Providers

- -

RIF-Revolving Infrastructure Fund

EDF-City Deal Economic Development Fund

DfE –Department for Education

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LEA Local Education Authority

GBM-Greater Bristol Metro

Annex: Indicative key infrastructure requirements–Transport related (either across several priority growth locations or priorities elsewhere)

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Priority Location/Theme	Known schemes & infrastructure investment requirements-likely to require public funding.	Indicative Phasing	Indicative Funding Mechanism	Indicative funding levels	Alignment with our partners funding strategies	Priority Immediate – 5 yrs Mid term 2016- 26 Long term 2026+
Strategic Transport	Greater Bristol Metro Phase 1 Half hourly service for the Severn Beach Line, local stations between Bristol Temple Meads, Bath Spa and W-s-M and the re-opened Portishead line	2015-2018	DfT	£50m	DfT	Immediate
	Greater Bristol Metro Phase 2 Half hourly train services on a reopened Henbury line with additional stations at Horfield and Ashley Down	2018-2023	DfT	£41m	DfT	Mid-term
	New Rail Stations Package New Stations at Saltford, Ashton Gate and Corsham.	2015-2023	DfT	£30m	DfT	Mid-Term
	Bus Rapid Transit (Approved)	2014-2017	Dft	£194m	DfT	Immediate
Cycling Major Scheme	West of England package of new cycling Infrastructure	Pre 2026	To be identified	£23m		Immediate-mid term
Transport Others	Barrow Gurney Bypass Single Carriageway linking A370 to A38 avoiding B3130 through village			£13m		
	Banwell Bypass Single Carriage way bypass of Banwell village on the A371			£30m		
	Bristol Airport Link Rd			£104m		
	Whitchurch Bypass			£20m		
	Temple Cloud/Clutton Bypass			Retained as scheme for future investigation in period to 2026 as per JLTP3		
	South Glos Rural Package			£4m		
	South Glos Rural Package (Thornbury)			£4m		

Annex: Indicative key infrastructure requirements at priority growth locations

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Priority Location/Theme	Known schemes & infrastructure investment requirements-likely to require public funding.	Indicative Phasing	Indicative Funding Mechanism	Indicative funding levels	Alignment with our partners funding strategies	Priority Immediate – 5 yrs Mid term 2016-26 Long term 2026+
South Bristol	-Callington Rd link/Bath Rd -BRT (approved) SBL & NFHG- See Strategic Transport section	2011-2020	To be identified	£97m	HA	To be identified
Northern Arc	-BRT NFHP See Strategic Transport section -M32 P&R -Emersons Green to Temple Meads -New Rail stations at Filton & Henbury -Flood Risk mitigation measures -Southmead Hospital redevelopment	2012-2050 2011-2016	EA,Defra PFI	£1.1m £430m	EA, NHS	Immediate ,Mid-term, Long term Immediate
Inner East Bristol	-BRT NFHP See Strategic Transport section -M32 P&R -Emersons Green to Temple Meads					
Communities of the North Fringe of the Bristol Area (S. Glos)	-Site Infrastructure -Digital -BRT (approved) NFHG- See Strategic Transport section -Stoke Gifford Transport Link -Secondary Education -Under grounding Pylons	2012-2020 2014-2026	-Harry Stoke –Get Britain Building Fund (GBB). -Transport-SGC Capital Receipts/CIL -Digital-BDUK/DCMS/Big Society/Capital Fund/SGC LSVT. -Education: CIL/LEA -Utilities: Western power	-Transport BRT: £51m DfT contr- Subject to business case £31m-£11m secured SGC local contr £19.5 m funding shortfall (excluding NN contributions and SGC Capital receipts). -Harry Stoke: GBB £1.5m -Digital: £2.9m -Secondary Education: £7m subject to viability. -Pylons tbc subject to viability- estimate £10m	HCA. BDUK, DfT, Utilities, DfE. LEA	Immediate Mid Term
North Yate New Neighbourhood	-Strategic Sewer connection -Greater Bristol Metro (GBM) -Yate/Chipping Sodbury Package	2013-2026	-Utilities: Wessex Water/ OFWAT/developer contribution -GBM: City deal	-Strategic Sewer (scheme under review £25m exc developer contribution) -Yate Chipping Sodbury Package £13m	Utilities, Rail Industry, HCA	All immediate Immediate-Mid term
W-s-M Town Centre/South Ward W-s-M	Improved infrastructure and accessibility - GBM-See Strategic Transport section	2013 - 2016	To be identified	£16m	HCA, RP, Rail Ind	Immediate

Annex: Indicative key infrastructure requirements at priority growth locations

This table is intended to be a living document that will be updated with any further technical work undertaken by the Authorities. As such the table should be seen as a snapshot in time that will be subject to regular review.

Priority Location/Theme	Known schemes & infrastructure investment requirements-likely to require public funding.	Indicative Phasing	Indicative Funding Mechanism	Indicative funding levels	Alignment with our partners funding strategies	Priority Immediate – 5 yrs Mid term 2016-26 Long term 2026+
Keynsham (B&NES)	-Highways, cycle, pedestrian access improvement -Public Realm -Utilities -GBM-See Strategic Transport section	2011-2026	To be identified	£ 7.6m	HCA, Utilities	To be identified
Old Mills/Somer Valley (B&NES)	-Land assembly & Utilities -Highways	2011-2026	To be identified	£7.5m	HCA, Utilities	To be identified
Affordable Housing – Thematic and Priority Locations	Total subsidy requirement to meet AH targets (N.B. information for specific locations is primarily not presented to protect commercial sensitivity).	2011-2026	HCA/LA	£82m 2012-2015 £152m 20125-2020 £184m 2020-2026	HCA	Immediate, until 2015 long term to be identified

Key

EA- Environment Agency

HA-Highways Agency

BRT-Bus Rapid Transit: North Fringe to Hengrove (NFHG), Ashton Vale to Temple Meads (AVTM)

Transport costs at 2016 prices

HCA-Homes & Communities Agency

DfT-Department for Transport

RP Registered Providers

RIF-Revolving Infrastructure Fund

EDF-City Deal Economic Development Fund

DfE –Department for Education

GBM-Greater Bristol Metro

LEA Local Education Authority