

South Gloucestershire Core Strategy

Transport Topic Paper



May 2012

1. Introduction - West of England Transport Vision

1.1 The concept, planning and delivery of rapid transit is closely tied to the development framework set out in the Core Strategy for the Communities of the Bristol North Fringe. For the following reasons: First, the rapid transit scheme is a vital component to the sustainable development of the North Fringe. The rapid transit scheme will provide the opportunity to establish sustainable travel behaviours and patterns for travel to and from the planned new neighbourhoods, as well as support more sustainable travel to/from existing developments. Without this high quality public transport linking major housing and employment locations – including the North Fringe and Bristol city centre – it is likely that continued high levels of car use will compromise achieving the Council's sustainable development objectives.

1.2 Secondly,

- the planned development at East of Harry Stoke and Cribbs Patchway strongly reinforce the rapid transit scheme's delivery certainty and the impact that the scheme will have on travel behaviour and travel patterns.
- The new developments will increase the number of potential public transport users that could benefit from the rapid transit scheme; which in turn, will improve the scheme's commercial viability and thereby contribute to SGC securing higher frequencies and longer hours of operation.
- The opportunity to extend the current NFHP rapid transit into the CPNN further improves the commercial case and strengthens the opportunity to deliver high quality and frequent services.
- Through appropriate levels of developer contribution the new neighbourhoods will also provide a component of the funding necessary to achieve the West of England Vision developed by the four councils over the past 4 years, to provide a significant change in the delivery of transport across the West of England and provide rapid, reliable, frequent and punctual public transport that meets both rural and urban needs for all sectors of the population. This Vision is set out in the Joint Local Transport Plan 3 (JLTP3) (EB47).

North Fringe to Hengrove Package

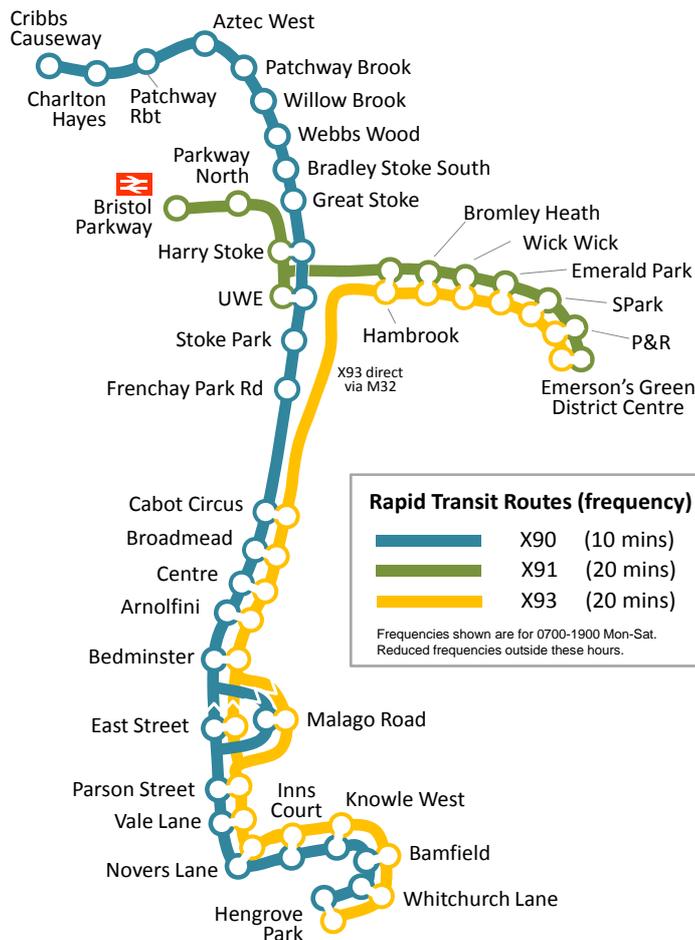
1.3 The principle major scheme to be delivered in South Gloucestershire is the North Fringe – Hengrove Package. This will be part of west of England a rapid transit network. It builds on the success of the Greater Bristol Bus Network (GBBN, See JLTP3 - Examination Library EB47 pg 122-123). The package is designed to facilitate a significant shift from the private car onto more sustainable modes to tackle congestion, improve air quality, facilitate sustainable development and meet national and local objectives for economic development, health, accessibility and quality of life. The route will be segregated from general traffic where possible, be served by new, high profile vehicles with high quality, accessible interchanges and clear information/marketing, to maximise patronage and mode shift from the private car. In summary, it will provide a step change in the quality and frequency of public transport to the North Fringe.

1.4 Its services will eventually connect major existing and proposed residential, employment, retail and leisure locations in the Bristol North Fringe with Bristol City Centre and Hengrove Park, including:

- Cribbs Causeway shopping centre -12 million visitors per annum and 8000 existing jobs;

- The Cribbs Patchway New Neighbourhood (CPNN) - 5700 new dwellings, 50ha employment land, secondary school and other supporting facilities;
- The East of Harry Stoke New Neighbourhood (EHSNN) – 2000 new dwellings and supporting facilities;
- Emersons Green East (EGE) and Bath & Bristol Science Park (SPark) – 2400-3000 new dwellings, 50ha employment land / 6,800 new jobs;
- Communities at Charlton Hayes, Stoke Gifford, Patchway, Bradley Stoke & Filton: 2400 new dwellings & 14ha of employment land (Charlton Hayes), 1200 new dwellings (Harry Stoke), 10,000 existing engineering & aerospace jobs at Filton & Rolls Royce. 54,000 existing residents.
- Aztec West Business Park - 7400 existing jobs;
- Bristol Parkway Station – 2 million passengers per annum;
- Abbey Wood Retail Park, the MoD complex and the University of the West of England – 11500 existing jobs and 35,000 students with plans to expand UWE and construct a new 20,000 capacity Stadium;

The RT routes and services that are proposed to be delivered using the NFHP are shown below.



- 1.4 Details of the North Fringe to Hengrove Package are set out in supporting papers (Examination Library RD12, RD12/1, RD12/2, RD12/3). In summary it is a significant element of the Council's comprehensive vision for transport and growth. It is realistic, flexible and readily deliverable. It will greatly enhance access and connectivity across and beyond the North Fringe, as well as providing improvements in journey time and reliability for all residents and workers, providing a step change in public transport provision in the WoE. Appendix 2 summarises the objectives and position.

Cycling City

- 1.5 A second scheme that has delivered major benefits to the North Fringe Communities is the Cycle City Project. 'The scheme began in 2008. By spring 2011 the project had added 31 miles of new and up-graded traffic-free cycle paths, 21 miles of on-road cycle lanes, 2000 extra bike parking spaces and new cycle signage across the city' (See JLTP3 – Examination Library EB47, pg60). This Government-funded scheme with match-funding from Bristol and South Gloucestershire Councils totalled £22.8m. The aim of the project is to double the number of cyclists in Greater Bristol. Appendix 1 shows the improved routes.
- 1.6 The Local Sustainable Transport Fund (LSTF) has continued to build on the success of this scheme with three further cycle routes currently being provided into the North Fringe (Appendix 1). 4 West of England Unitary Authorities (4UAs) submitted a 4UA joint 'WEST' large bid for £25m (South Glos component £9.6m - 40% capital 60% revenue) worth of funding will significantly enhance the ability of the LA to engage with its communities in promoting sustainable transport options. An announcement is expected in June 2012. Details of the LSTF can be found in the IDP (Examination Library EB22/1 – Transport Paper para 7.5-7.6) & LSTF Bid documents (Examination Library RD30 & RD30/1).
- 1.7 The location and nature of the Core Strategy New Neighbourhoods at Cribbs Patchway and East of Harry stoke will significantly benefit from these improvements and provide the opportunity to create new connections to enhance the walking & cycling network in the locality, particularly by improving connections from The Mall and Patchway localities south to Henbury and Brentry across the airfield site, and similarly from localities such as Winterbourne and Hambrook to Parkway Station and Filton. The New Neighbourhoods growth areas are thus closely aligned with existing, new and improved walking and cycling options and thus provide the prospect of further enhancements/connections that will benefit existing surrounding communities as well as new residents.

2. Transportation Strategy

- 2.2 The need for good transport connections within South Gloucestershire, Bristol and the West of England sub-region is vital to economic prosperity and the quality of life of residents. The scale of development proposed in the Core Strategy will have significant implications for the transport system. To avoid congestion acting as a constraint on economic growth substantial investment in transport infrastructure and the implementation of transport strategies will be needed. This has been recognised as a key influence in preparing the Core Strategy.

Context- Cross Boundary Sub Regional Working

- 2.3 The main objectives of the NPPF (para 29-41) with regard transport is to:
1. Balance the transport system in favour of sustainable modes, giving people a real choice about how they travel,
 2. Support reductions in greenhouse gas emissions and reduce congestion, thereby Local Plans should support a pattern of development which facilitates the use of sustainable transport modes, and
 3. Only prevent or refuse development on transport grounds where the residual cumulative impact is severe.
- 2.4 South Gloucestershire Council has responded positively and pragmatically to this agenda by ensuring growth proposed in the Core Strategy is aligned with the most accessible locations and a programme of proposed transport investment that has been developed jointly with its principal neighbouring authorities through the West of England Partnership (WoE) / Joint Local Transport Plans (JLTP).
- 2.5 Joint working between the 4 West of England Unitary Authorities (4UAs) in the planning and delivery of transport infrastructure in the West of England sub-region has advanced considerably over the past decade since the first LTP (2001). The focus of the first JLTP (2006-2011) (Examination Library RD11) was a comprehensive transport study to assess the current and future strategic transport needs of the West of England region up to 2031. Known as the Greater Bristol Strategic Transport Study (GBSTS) (Examination Library EB50) this was commissioned by the Government Office for the South West in partnership with the Highways Agency and the West of England Authorities and was completed in 2006. It enabled the development of a series of further transport strategies for all modes, but key to the proposals was delivery of a step change in the quality of public transport in the sub-region based on development of the Greater Bristol Bus Network (GBBN). JLTP3, whilst being the second **Joint** Local Transport Plan will be the third LTP produced by the West of England Councils. JLTP3 is also different as it extends from 2011-2026.
- 2.6 The step change in delivery has been evident since developing the first LTP (2001). At the time the 4UAs had been recipients of only limited major capital investment from the DfT, but has since made considerable advances by (see *JLTP3 Chapter 10 – Delivery Plan – Examination Library EB47*):
- Securing £42m from DfT and £20m from First Group Ltd to deliver the Greater Bristol Bus Network,
 - Award of the UK's first 'Cycling City' in 2008 enabling the successful delivery of £22.8m of investment in the cycling network in Bristol & South Gloucestershire over two years. (See Appendix 1)
 - Securing in principle approval (Programme Entry from DfT) for the Bath Package, Weston Package and Ashton Vale to Temple Meads Rapid Transit schemes, and

- Development of successful business cases and entry into a 'development pool' for the South Bristol Link and North Fringe to Hengrove Package. (*The NFHP & South Bristol Link bids where approved for Programme Entry DfT in Dec 2011*) (Programme Confirmation - Examination Library RD12/3)

3. Development & Transport Infrastructure Programme

- 3.1 Development phasing in South Gloucestershire essentially breaks down into two ten year periods. The first 10 years (2006-2016) predominantly sees planning and delivery on the existing SGLP allocations at Charlton Hayes, Cheswick Village, Harry Stoke, Land East of Coldharbour Lane & Emersons Green East. The second ten year period (2016-2026) will see the construction of the Core Strategy New Neighbourhoods at East of Harry Stoke, Cribbs Patchway, North Yate and North Thornbury.

South Gloucestershire 2006-2016

- 3.2 With specific regard to South Gloucestershire, the work undertaken on the Greater Bristol Strategic Transport Study (GBSTS) informed the GBBN and much of the North Fringe Development Major Schemes (NFDMS) (Transport Measures) set out in the South Gloucestershire Local Plan (Examination Library LR1 - Figure 8.2, pg201-202).
- 3.3 The NFDMS package of measures was devised specifically to enable the delivery of the strategic allocations at Charlton Hayes, Cheswick Village, Harry Stoke, Land East of Coldharbour Lane, Emersons Green East and Hortham Hospital. These sites form the mainstay of growth planned in the first 10 years of the Core Strategy (2006-2016) as set out in Chapter 4 of the Core Strategy – Development Strategy. Much of the NFDMS transport package has now been delivered or works in kind and funding secured through respective S106 agreements. S106 agreements supporting the strategic allocations are referred to in the IDP (Examination Library EB22/1). Appendix 3 of this paper summarises the infrastructure delivered under the GBBN & NFDMS to date. In addition to these measures the Highways Agency is now delivering the Managed Motorways scheme on the M5/M4 intersection which will significantly improve capacity at peak times, and Parkway Station will benefit from significant improvements, including a new platform through the Great Western Main Line Electrification project.

Transport Strategy 2016-2026

- 3.4 The spatial planning strategy set out in the Core Strategy for the following 10 years is closely determined by the existing transport infrastructure and proposed transport investment that is supported by the WEP (LEP). Growth is not proposed where there is little choice in travel mode and there is no prospect of delivering a step change in transportation options within the plan period such as along the Bristol East fringe. Here transportation choice and investment opportunities are limited to highway and bus based travel solutions along the A420 and A4174. Further information is set out in the *Justification for the Strategy for Housing to 2026 Topic Paper – Appendix 1* (Examination Library EB21) and Atkins Review of Strategic Transport Case (Examination Library – RD41).
- 3.5 Hence, with respect to transport infrastructure, the rationale underpinning investment in strategic transportation choices has been to recognise the nature of the place and uncertain funding context. This has meant the Core Strategy

concentrating development where there are most existing travel options and thereby most 'infrastructure efficient' investment opportunities. Building on considerable success at delivering transport infrastructure, particularly through improvements made in the North Fringe areas of Bristol through the GBBN, NFDMS and Cycling City project and recognising that Yate and the Bristol North Fringe (at Bristol Parkway, Filton Abbey Wood & Patchway) benefit from main line passenger rail stations with regular connections to central Bristol, the Core Strategy has therefore proposed a number of further strategic housing allocations at Cribbs / Patchway, East of Harry Stoke and North Yate.

- 3.6 This is given spatial expression at Policy CS7 – Strategic Transport Infrastructure which identifies the transport projects considered a priority to reduce congestion and further improve accessibility by means other than the private car. The IDP and its appendices provide the context to these projects and funding assumptions. CS7 also sets out a series of 'transport packages' for the Cribbs Patchway, East of Harry Stoke, Yate/Chipping Sodbury and Rural Areas. The packages provide a range of transport investment options and thereby the flexibility to respond to new unidentified development that may arise and the availability of funding. Given the complexity of the interrelationships between the growth areas and the funding environment, the totality of the packages and funding priorities between individual elements is subject to ongoing review and negotiations with respective developer and public and private sector partners. The following paragraphs and Atkins Transport Reviews (Examination Library – RD38-41) set out the current position with regard the elements of CS7.

CS7 Components

The GBBN

- 3.7 The GBBN is a network of high-quality bus corridors which have been implemented throughout the greater Bristol urban area. GBBN was completed and received ministerial transport launch in March 2012.

The North Fringe to Hengrove Package

- 3.8 See above. A key component of the NFHP is Stoke Gifford Transport Link which has been demonstrated would have wide benefits to the economy and reduction of congestion in the North Fringe (Examination Library - RD26). The Stoke Gifford Transport Link is estimated to cost in the region of £22m (including land), but provides the main distributor link through the proposed East of Harry Stoke New Neighbourhood, so has the potential, (subject to ongoing negotiations with the master developer), to benefit from a substantial 'in-kind' or financial contribution from this development.

Rapid Transit: Ashton Vale to Emersons Green (Phase 2 – Temple Meads to Emersons Green)

- 3.9 JLTP3 (Examination Library – EB47, pg130) recognises priority to be given to further expansion of the Rapid Transit network that would benefit growth in the North Fringe and at Yate. Within South Gloucestershire this includes the Emersons Green to Temple Meads Rapid Transit. The *Justification for the Strategy for Housing to 2026 Topic Paper – Appendix 1* (Examination Library EB21) explains the current position in more detail, but given Bristol City's rejection of utilising the Bristol-Bath Railway Path as a route option, there is no clearly defined alternative route through this dense urban area. Consequently, the scheme is unlikely to be delivered before 2020 at the earliest. The 4UAs as

expressed in the JLTP however, at this time continue to intend to work together and with other partners to deliver this aspiration in future spending rounds.

Electrification of the Great Western Main Line and associated improvements to Bristol Parkway Station

- 3.10 This project received approval by DfT in 2011 and is due to commence construction in 2012 with completion by 2016. Improvements to Parkway Station are expected to include increased train capacity and passenger facilities. The electrification project will improve the capacity and frequency of services to London from locations such as Bath, Bristol and Cardiff.
- 3.11 The scheme is most likely to include the reinstatement of four tracks on Filton Bank. This will materially increase the train capacity of the northern approach to Bristol Temple Meads. This is the key to improving the capacity and frequency of rail services throughout the West of England and beyond. Details of the Electrification scheme can be found in the Rail Utilisation Strategy (RUS) March 2010 (Examination Library – RD31, pg98).

The Greater Bristol Metro Project & Re-introduction of passenger services on the Hallen Line / Henbury Loop.

- 3.12 The Greater Bristol Rail Metro Project would provide half hourly services between Bristol and Yate via Filton and Parkway. The 4UAs are committed to its delivery and continue to work on development of the project. The 4UAs are currently, lobbying government for substantial elements of the Metro Project (including opening of new passenger stations on the Loop to serve the Cribbs Patchway locality, improved train capacity at Yate Station and environmental improvements at local stations) in the Great Western Rail Franchise agreement to be announced in 2013.
- 3.13 Re-introduction of passenger services on the Henbury Loop has been subject to a study by Halcrow on behalf of South Gloucestershire Council & the West of England Partnership (Examination Library – RD46). This study has indicated that a viable option for this service is available.

- 3.14 The following paragraphs summarise the Atkins Transport Reviews:

The Cribbs Patchway New Neighbourhoods Package

- 3.15 The package has evolved as the Core Strategy has moved through its various stages reflecting changing circumstances and opportunities. The package essentially promotes a step change in public transport into the locality built on its existing assets. These include:
- Highwood Road Bus-only Route which forms a primary public transport corridor into the New Neighbourhood that will accommodate the Rapid Transit Route.
 - Cycle City Routes into the NN and along the A38 and A4018. Connections will also be made to the local road network in Southmead / Brentry via Fishpool Hill (ped & cyclist only) and Charlton Road (ped, cyclist and bus only) which will be extended.
 - New crossing facilities across the A38 & A4018 to assist address severance issues.
 - Existing bus services will be extended along Charlton Road and new services to supplement existing services along the A38 and A4018 will be provided, to serve the new neighbourhood. This includes extension

of a new orbital service that is required as part of the Charlton Hayes development contributions package.

- The Mall Bus Interchange which will be improved to accommodate new services and the RT.
- Bus priority measures will also be focussed on sections of road between Lysander Road and Crow Lane Roundabout and on the A38 between the M5 (Jct 16) roundabout and Aztec West and the approaches from Almondsbury and between Filton Avenue and the A4174 Air Balloon Roundabout building on the GBBN.
- The Henbury Loop / Hallen Freight Line which is proposed for new passenger services.

3.16 This step change will be delivered broadly in phase with the new development. Extension to the RT routes and Cycle City network into the New Neighbourhoods will be part of the master planning process and thereby delivered in-kind. The new neighbourhoods will also provide additional funding to support delivery of new public transport services.

East of Harry Stoke New Neighbourhood

3.17 East of Harry Stoke primarily benefits from the provision of the Stoke Gifford Transport Link and the RT, which will provide a step change in public transport into the locality. In addition cycle and foot links will be provided to Bristol Parkway Station, UWE and Abbeywood and connections into and improvements to the existing foot & cycling network.

Yate & Chipping Sodbury / North Yate New Neighbourhood Package

3.18 Yate and Chipping Sodbury benefit from an extensive foot & cycle network and a main line rail station with direct connections to Bristol Parkway & Temple Meads. There are also a number of existing bus services serving the town and linking it to the Bristol North Fringe and the City Centre. The transport package has therefore been designed to maximise these sustainable travel modes. Principally it will:

- Prompt the reorganisation of existing bus services in Yate to provide for a new circular route around Yate taking in the new neighbourhood and to key destinations in the North Fringe.
- Provide new and improve foot & cycle paths from the new neighbourhood to Yate & Chipping Sodbury town centres, the rail station and employment areas.
- Seek improvements to rail services to and the condition of Yate Station, principally through the Greater Bristol Metro Project.

Thornbury (Rural Package)

3.19 The Cribbs Patchway Package proposes improvements to the A38 approaches to the M5 (Jct 16) at Almondsbury which is consistent with improving bus (showcase corridor) and cycle connections to Thornbury. In addition the housing opportunity area at North Thornbury will provide for some localised improvements to the foot and cycle network and extension of existing bus services via a dedicated bus link into the site itself.

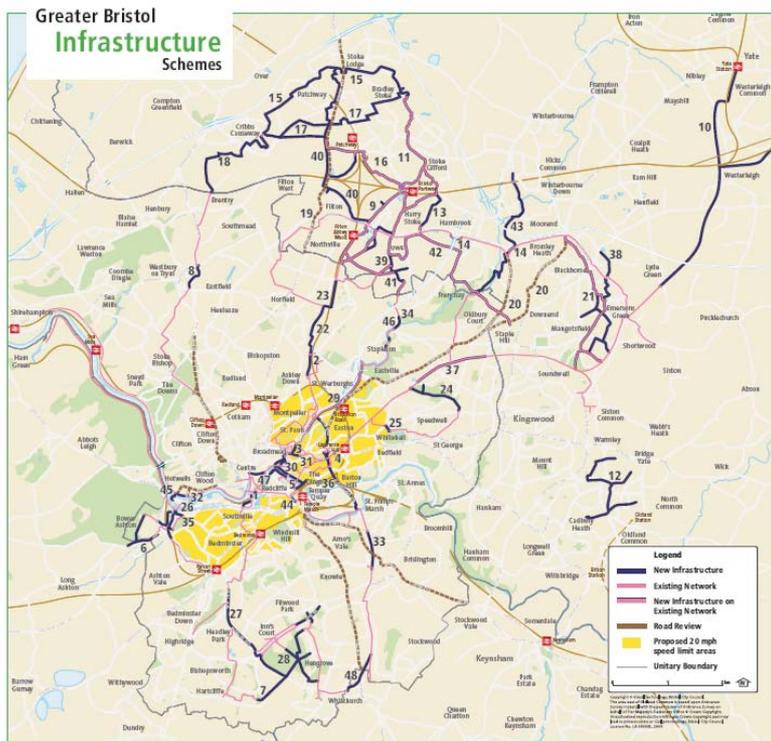
3.20 The Atkins Review papers also set out a series of local improvements to the highway network required to serve each of the new neighbourhood areas.

4. Conclusion

- 4.1 Transportation improvements have been delivered or are secure through S106 agreements to deliver growth identified in the South Gloucestershire Local Plan up to 2016. The Core Strategy spatial plan then closely aligns further growth areas with locations that benefit from a range of existing travel options thereby maximising the overall potential to secure further significant improvements in sustainable travel modes. Transport infrastructure packages have been identified to support the growth areas. But critically, none of the growth points identified in the Core Strategy is reliant on delivery of a single strategic transport scheme that the prospect of delivery is wholly unrealistic. The 'Package' approach thus identifies a range of measures allowing flexibility to deliver necessary transport improvements as funding allows or changing circumstances may present themselves, including and upturn in economic activity. SGC also continues to work closely with other 4UAs through the WoE and JLTP3 thereby enhancing its chances of benefiting from further Government transport funding. Transport infrastructure to support the proposed levels and locations for growth is thus flexible and deliverable.

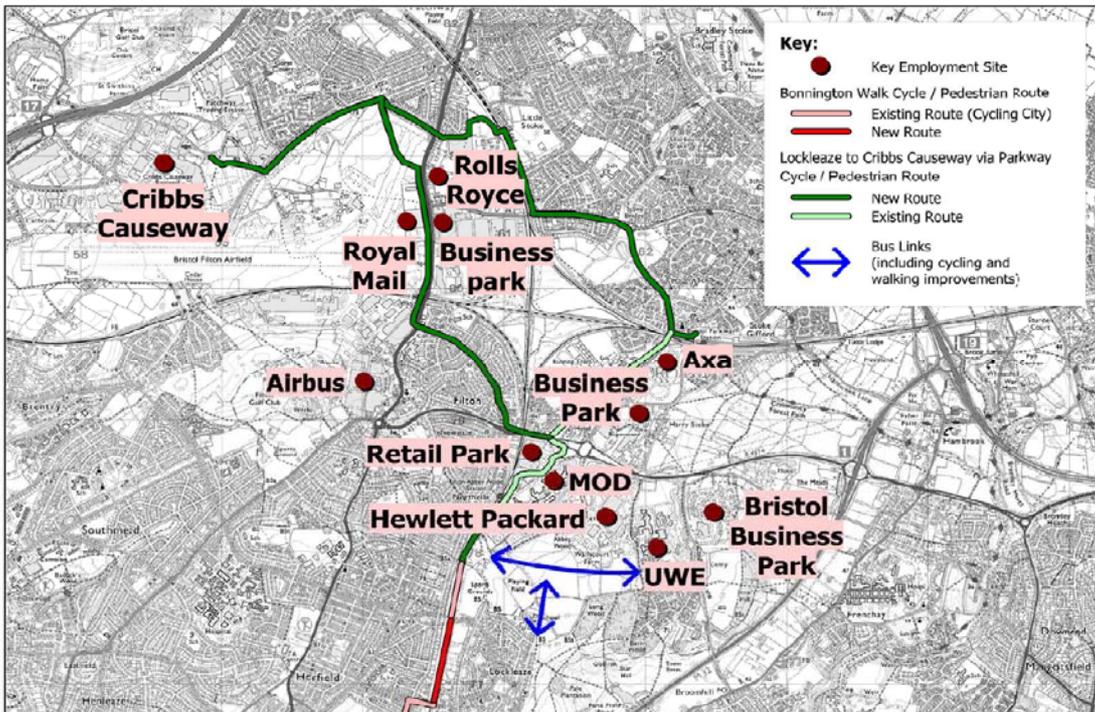
Appendix 1 – Cycle City & Local Sustainable Transport Fund

Cycle City Routes

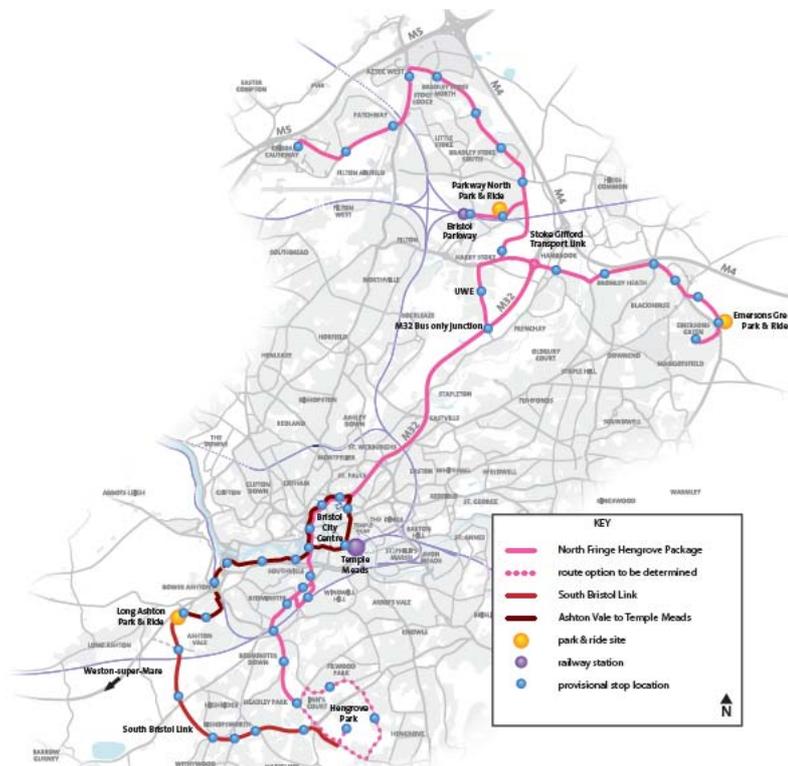


- Prince Street Bridge Trial project to close one side of the bridge to motor vehicles. January 2009.
- The Northern Route Link from St. Werburgh's City Farm to Muller Road. January 2009.
- River Street Link between Cabot Circus and the Ffome Greenway. Winter 2008.
- Lovells Hill underpass Improving width and gradient with link improvements to Church Road. October 2008.
- Healds Reach Bridge A new pedestrian and cycle bridge crossing. September 2009.
- Long Ashton Road Create a shared traffic free path. December 2008.
- The Bridge crossing Campus Linking the school to Hartcliffe and Hengrove Park. December 2008.
- Workley on Tron Sider Road to Schools Traffic calming and a 20mph zone on NCN 4. November 2008.
- City Centre to Parkway Station Links from housing, education and employment areas to Bristol.
- Callington Road Link. Cycle facility between Sandy Park Depot and Callington Road.
- Frederick Park Road / Broadmill Road Improvements to the junction with Durdash Gate and Stoke Park.
- Frederick Park Road / Broadmill Road Improvements to the junction with the railway path and Ring Road path.
- Greville Smyth Link Improved cycle to link Brunel Way open space and NCN 41 to Greville Smyth Park and Ashton.
- St Philip's Station Way Possible cycle access along the spine road to link Bristol and Easton.
- Bristol Bath Railway Path New lighting from Alceve Road to the outskirts of the city.
- Emersons Green Science Park Linking to the railway path and Ring Road path.
- Western Link to UWE (from Fishponds) Links from residential areas and train stations to university buildings.
- Parway Station to Parkway via Filton Links from residential areas to local schools.
- Southern Link to UWE (from Broadmill) Links from residential areas to university buildings.
- Eastern Link to UWE (from Mangosfield) Links from residential areas and train stations to university buildings.
- Bristol to Withernsme via Frome Valley Links from Whitebourne / Frampton Cotterell to road via Ring Road Path for cycle safety.
- Temple Gate Linking the Brunel Mile with the St Philip's Greenway.
- Brunel Lock Link Work on the lock gates to link the Connect2 Festival Way to Hotwells.
- Earville Park Improvements to bridges and a new ramp up to Broadmill Road.
- Cadle Park and Centre Link - a high quality route across the city centre to link with Broadmill and Cabot Circus via Bathin Street and Cadle Park.
- Whitchurch Link from the Whitchurch Railway path under the A37 Salthay Viaduct to avoid the busy road crossing.

Local Sustainable Transport Fund Routes



Appendix 2 – Rapid Transit Routes



Reliability

The NFHP route between Cribbs Causeway and Bristol city centre includes a variety of rapid transit measures that will significantly reduce journey times and improve service reliability. As indicated in the diagram above services will run every 10 minutes.

An example of the journey time savings which will be achieved are as follows:

- From Parkway to the City Centre using rapid transit = 32 mins, or using a conventional bus = 52 mins, giving a saving of 38%.

The priority measures contained in the NFHP will also benefit other 'conventional' bus services in the North Fringe, thereby delivering travel improvements throughout the area.

Connectivity

The NFHP will deliver parallel walking and cycling routes, improving the quality and extent of walking and cycling networks between key destinations. It will readily connect with existing 'conventional' bus services, the Greater Bristol Bus Network (GBBN) and the national rail network.

The Stoke Gifford Transport Link will not only provide a route for RT services but also provide a highway link that will relieve traffic congestion in Stoke Gifford, improve access to Bristol Parkway Station, serve the East of Harry Stoke new neighbourhood and reduce local traffic on the adjacent M4/ M32 motorways.

The NFHP has also been designed to allow connection with a variety of potential future transport schemes, such as the M32 Park and Ride site and the enhanced heavy rail services delivered by the electrification of the Great Western Main Line

and the Greater Bristol Metro Project. It can therefore offer benefits not only in the North Fringe but also across the West of England as a whole, now and in the future.

Flexibility

The NFHP as currently proposed will offer significant capacity to accommodate new residents and workers from the new neighbourhood at 'East of Harry Stoke', and terminates at Cribbs Causeway.

The package has the flexibility in its design and operation to be extended through the Cribbs/ Patchway new neighbourhood, thereby serving new residents and workers, and existing and proposed businesses at Filton as well.

Deliverability

The delivery of the North Fringe to Hengrove package will run in tandem with the Core Strategy, and development arising will provide an important funding stream through planning gain and Community Infrastructure Levy contributions.

The NFHP was granted 'Programme Entry' by the Department for Transport in December 2011, which approves the scheme in principle subject to local funding and statutory processes being secured. Contributions will be expected from all new developments in the North Fringe.

To ensure that the NFHP is delivered on time negotiations are already underway to acquire the third party land required for its completion. Should these not be successful, a fall-back position using Compulsory Purchase Orders (CPOs) is being put in place.

Therefore, having secured funding and powers, the promoting authorities will be able to submit a bid to DfT for 'Full Approval' in winter 2013/14. Construction could then start in spring 2014 and it would be complete 3 years later, in spring 2017. Critically, this assumes the Core Strategy is adopted in 2012. Any delay to this programme would result in a delay to the delivery of this important transport package.

Appendix 3 – Transport Improvements delivered through the GBBN & NFDMS
GBBN and North Fringe Development Major Scheme completions

Task order	Corridor	Task name	Current stage
N/Fringe			
South Gloucestershire North Fringe Development Major Scheme			
4027	4	Filton Avenue A4174 Bus Gateway	TBC
4028	4	Standing Stone Roundabout, Highwood Road	NFHP
4029	7	Rosary Roundabout Traffic Signals	EGE S106
4030	7	Abbey Wood Retail Park Crossing	LTP Block Allocation
4032	7	Wick Wick to Lyde Green Roundabout	EGE S106
4033	7	Bromley Heath to Wick Wick Roundabout Eastbound HOV Lane	EGE S106
4034	7	Wick Wick to Lyde Green Roundabout, Eastbound HOV Lane	EGE S106
4035	7	Hewlett Packard to Coldharbour Lane	NFHP
4036	7	A38 Gloucester Road Northbound Bus Lane	CPNN Package
4037	7	A4174/B4058 Bristol Road, Hambrook Crossroads	TBC
4041	4	Northfield NF8/NF3 Junctions	Constructed
4042	4	Northfield East-West Link (NF3 to San Andreas Roundabout)	Constructed
4043	4	Northfield Highwood Road (Pegasus Road to Durban Road)	Construction

GBBN

South Gloucestershire Council			
4001	2	Bus Stop improvements - general along showcase routes	Constructed
4006	2	Lysander Road (Pegasus Road to Retail Park)	Constructed
4007	2	Lysander Road (Retail Park to Merlin Road)	Constructed
4008	2	A4018/Lysander Road Roundabout	Constructed
4011	4	Aztec West Roundabout	Constructed
4014	4	New Road Bus Link	Constructed
4015	4	Great Stoke Way Southbound Bus Lane	Constructed
4016	4	Filton Avenue Northbound Bus Lane	Constructed
4020	7	A4174 Westbound to B4058 Frenchay	Constructed
4021	7	A4174/M32 Junction 1 Roundabout Works	Constructed
4022	7	A4174 Coldharbour Lane to M32	Constructed
4024	7	Coldharbour Lane Bus Lanes	Constructed
4025	7	Abbey Wood Roundabout Signalisation	Constructed
4026	7	A4174 Abbey Wood Eastbound Bus Gate (linked with 4025)	Constructed
Bath & NE Somerset			
1001 - 03	3	Bus Stops - A4 B&NES	Construction

1004	3	A4 Hicks Gate	Constructed
1005	3	A4 Twerton Fork	Constructed
1008	6	A37 Staunton Lane Signals	Constructed
1009	10	A367 Odd Down	Constructed
1010	10	A367 Midford Rd to Red Lion	Constructed
1011	10	A367 Wellsway Lower	Constructed
1012	10	A367 Bear Flat	Constructed

Bristol City Council			
2001	All	Real Time Passenger Information	Construction
2002 - 12	2	Bus Stops - general	Construction
2013	2	A4018 Westbury Road	Construction
2016	3	A4 Callington Road to Stockwood Road	Construction
2017	3	A4 Totterdown Bridge to Three Lamps	Constructed
2018	4	Filton Avenue/Lockleaze Road Signals	Constructed
2019	5	A432 Staple Hill to Lodge Causeway	Construction
2020	5	A432 Muller Road Junction	Construction
2021	5	A432 Coombe Road to Robertson Road	Constructed
2023	6	A37 Haverstock Road to Three Lamps	Constructed
2025	1	M32 Junction 2 to Houlton Street Bus Lane (was 7001)	Constructed
2026	2	A4018 Whiteladies Road (was 2014b)	Construction

North Somerset Council			
3002	9	Bus Stops - A369 North Somerset	Constructed
3008	9	St Georges Hill / Portbury High Street HOV Lane	Construction
3009	9	A369 Beggar Bush Lane HOV Lane	Constructed
3010	9	A369 Bridge Road Signals	Constructed