

Somer Valley Links Outline Business Case Addendum

This document is an addendum to the Somer Valley Links Outline Business Case (OBC) that was presented to the West of England Combined Authority Committee on 26 January 2024. The purpose of this addendum is to clarify which schemes will be developed further in the next stage of the project with an aim to future delivery. Critically, this addendum clarifies schemes where there is no intention for any future consideration or development of proposals.

The OBC refers to two packages of measures which were identified and appraised within the OBC.

- A High-Cost package (also referred to as the 'Preferred Package' in the OBC) containing all the elements which were considered to be potentially viable and likely to represent value for money. The high-cost package does, however, exceed funding allocated to the project to date. **This package is not considered for future development;** hence an additional package was also appraised.
- A lower cost alternative package, containing elements of the preferred package considered likely to represent value for money, but aligned to the funding allocated to the project through the CRSTS (City Region Sustainable Transport Settlement) programme secured to date. **This package is proposed to be taken forward to the next stage of project development, with consideration for future delivery subject to the Full Business Case demonstrating a continued case for the schemes.**

Section 2.9 of the OBC document provides a description of the schemes as they were before public engagement in 2023. These descriptions present the schemes as they were appraised in the OBC.

However, not all the schemes will be pursued further (i.e. the schemes which are not included in the lower cost alternative).

Those which are being considered for future delivery (i.e., schemes included within the lower cost alternative), are not presented as finalised designs. Concept design proposals were presented at the 2023 public engagement, and further development of the evidence base including transport modelling, site surveys and design work incorporating feedback from engagement, safety audit and technical review are still required to progress the design into the next phase.

The content of each package is shown in the following table.

Scheme	Preferred "High Cost" Package	Lower Cost Alternative
Multimodal provisions at Odd Down Park and Ride	✓	✓
50 space transport hub near Whitchurch adjacent to Sleep Lane	✓	✗
Pensford transport hub	✓	✓
Temple Cloud transport hub	✓	✓
Farrington Gurney transport hub	✓	✓
Midsomer Norton transport hub	✓	✓

Scheme	Preferred "High Cost" Package	Lower Cost Alternative
Radstock transport hub	✓	✓
Peasedown St John transport hub	✓	✓
Bear Flat transport hub	✓	✓
500m Bus lane on approach to Bristol	✓	✓
Bus Signal priority at Staunton Lane, A37/A39 and A37/A362 signalised junctions	✓	✓
Redesign of southern access into Peasedown St John to reduce delays for buses.	✓	✓
Odd Down roundabout to Old Fosse Road	✓	✓
Wellsway inbound bus lane and walking and cycling facilities	✓	✓
Extend bus lane on approach to Churchill Gyrotory to include camera enforcement	✓	✓
Midsomer Norton to Hallatrow railway path	✓	✗
Shared use walking and cycling route parallel to the A362 from Farrington Gurney to Midsomer Norton	✗	✓
Quiet lane improvements on Old Mills Lane	✓	✓
Walking and cycling link parallel to A362 between Somer Valley Enterprise Zone and Farrington Gurney	✓	✓
On street provision between Hallatrow and Bristol	✓	✓
Conversion of on-street sections of NCN24 to off-street using former railway alignment.	✓	✗
Improved access to NCN24 from Peasedown St John via quiet lanes	✓	✓
Various bus stop improvements inc. pedestrian crossings	✓	✓
Midsomer Norton to Westfield - Somer Valley Route 2	✓	✗
Midsomer Norton to Norton Hill School via 5 Arches Greenway - Somer Valley Route 3	✓	✗
Silver Street to Fosseyway Walking Route	✓	✗

The next table shows the differences between the two packages.

Scheme	Preferred "High Cost" Package	Lower Cost Alternative	Comment
A 50-space transport hub near Whitchurch adjacent to Sleep	✓	✗	Neither the Combined Authority nor B&NES have any current plans to develop this proposal further.

Scheme	Preferred "High Cost" Package	Lower Cost Alternative	Comment
Lane			
Midsomer Norton to Hallatrow railway path	✓	×	Neither the Combined Authority nor B&NES have any current plans to develop this proposal further.
Walking and cycling route parallel to the A362 from Farrington Gurney to Midsomer Norton	×	✓	This is an alternative to the Midsomer Norton to Hallatrow railway path scheme listed above, this scheme is proposed for delivery as part of the Lower Cost Alternative.
Conversion of on-street sections of NCN24 to off-street indicatively following former railway alignment	✓	×	Neither the Combined Authority nor B&NES have any current plans to develop this proposal further.
Midsomer Norton to Westfield - Somer Valley Route 2	✓	×	Options to be delivered within an independent joint business case and delivery led by B&NES
Midsomer Norton to Norton Hill School via 5 Arches Greenway - Somer Valley Route 3	✓	×	Options to be delivered within an independent joint business case and delivery led by B&NES
Silver Street to Fosseyway Walking Route	✓	×	Options to be delivered within an independent joint business case and delivery led by B&NES

In conclusion, there are no proposals to develop the Whitchurch Mobility Hub, the Midsomer Norton to Hallatrow railway path, or the NCN24 route. These no longer form part of the CRSTS programme. The Somer Valley Routes 2 and 3 and the Silver Street to Fosseyway Walking Route still form part of the CRSTS programme and will be delivered under a separate project.