

## **Appendix A – Further essential background / detail on the proposal**

Redcliffe Way and its adjoining areas form Redcliffe Corridor: the western face of the Temple Quarter Enterprise Zone (TQEZ). Its regeneration is a once in a lifetime opportunity to shape one of the key city gateways, enhancing linkages between the centre, TQEZ, Redcliffe and south Bristol.

This Cabinet Report seeks approval to submit an Outline Business Case (OBC) to the West of England Local Enterprise Partnership (LEP) for securing £3.27m Local Growth Fund (LGF) to make improvements along the Redcliffe Corridor. This appendix provides further information on the key LGF milestones, and the process for selecting a layout which provides Bristol the most benefits.

LGF provides Bristol the means to make changes to the existing highways and potentially remove the Redcliffe roundabout: the first major step in transforming Redcliffe Corridor. This will facilitate housing-led development plots and a promenade of public space and green infrastructure in brownfield parcels between Portwall Lane and Redcliffe Way, transforming the area into a place that is welcoming to all – and creating a stronger connection between north and south Bristol.

### **LGF milestones**

If Cabinet approves, the OBC will be submitted in September 2018, with a decision due from the LEP in November. Prior to this, feasibility investigations of potential layouts of roads and development plots are being coordinated by BCC's Housing Delivery and conducted by City and Engineering Design with input from Transport, Temple Quarter Enterprise Zone (TQEZ) and various other teams.

The OBC will be submitted on a 'do something' (i.e. make changes) or 'do nothing' (keep current situation) basis. The feasibility investigations are providing the evidence to inform the OBC bid *and* an options assessment of different layouts.

LGF timescales currently require spend by March 2021. To avoid delay, BCC aim to select a preferred option layout on or before hearing back from the LEP in November. This allows the preliminary design to be progressed immediately, leading to full design and submission of LGF Full Business Case (FBC) in 2019.

### **Option Selection Process**

Following the work of the Council's design teams and various assessments (including utilities, land ownership, trees and heritage impacts); each layout of highways and development plots will be assessed on the following factors:

- Development capacity including floor areas, number of residential units (affordable and market housing), potential for ground-floor active uses and potential parking provision
- Transport benefits: including junction performance, traffic management, bus movement and cycle improvements
- Place making: green infrastructure, public space, setting, heritage
- Cost / values taking account of development value and highway requirements
- Deliverability

An options report will be compiled by Housing Delivery and Transport. It will then:

- Be tabled at a Redcliffe Joint Delivery Board meeting to gain input on different layouts from community representatives in September 2018
- Reviewed by a panel of senior BCC officers including TQEZ Programme Director, Head of Strategic City Transport and City Design Manager in September/October
- Presented at a Joint Member Briefing including Cllr Paul Smith (Cabinet lead for Housing), Cllr Mhairi Threlfall (Cabinet lead for Transport and Connectivity) and Cllr Nicolar Beach (Cabinet lead for Strategic Planning and City Design) in September/October to seek their view on which option to take forwards

Following this, the Options Report would be finalised with a recommendation on the layout to take forwards for approval as an Officer Executive Decision by the Executive Director for Growth and Regeneration. If the initial design funding has is secured, the preferred transport option will be developed to preliminary design and then, subject to the Mayor's approval, put out to public consultation (estimated early summer 2019). In parallel to this, proposals for the development of the released land will be drawn up and presented to Cabinet either in December 2018 or early 2019.

### **Brief history of the project**

Redcliffe Way was built in the 1930s as part of Bristol's inner circuit road (A4044) before cutting diagonally across Queen Square. It was subsequently widened in the 1970s when the railway goods yard closed (and Portwall Lane Car Park was established as a meanwhile use). In 1993 the road across Queen Square was removed as an experiment, which was deemed a success and in 1997 traffic was permanently rerouted from Queen Square. Ever since, the width of lanes and scale of the roundabout have not performed efficiently or as originally intended.

In 2005 Redcliffe Futures, a local community group, started work on a spatial plan. This led to the formation and BCC adopting "Future of Redcliffe" Supplementary Planning Document 3 in 2006. Members of Redcliffe Futures and other members of the community started working on a neighbourhood plan in 2011/12, leading to the Council and community establishing the Redcliffe Joint Delivery Board in 2013. The City's aspirations for the area became part of adopted planning policy within the Bristol Central Area Plan in 2015, Policy BCAP 40 which allocates the land for housing-led development facilitated by changes to highways.

### **Links to further information**

Bristol Central Area Plan (see policy BCAP40) adopted March 2015:

<https://www.bristol.gov.uk/documents/20182/34540/BCAP%20Adopted%20March%202015%20-%20Main%20Document%20&%20Annex%20-%20Web%20PDF.pdf/d05a0c22-ab91-4530-926a-f26160ab72a5>

June 2013 Cabinet Report approving establishing Redcliffe Joint Delivery Board:

[https://democracy.bristol.gov.uk/Data/Cabinet/201306271800/Agenda/0627\\_12.pdf](https://democracy.bristol.gov.uk/Data/Cabinet/201306271800/Agenda/0627_12.pdf)

"Future of Redcliffe" Supplementary Planning Document 3 (adopted July 2006):

<https://www.bristol.gov.uk/planning-and-building-regulations/supplementary-planning-documents>

Redcliffe Forum website with details of their emerging draft neighbourhood plan:

<http://www.redcliffeforum.org.uk/>