

**CS10: Transportation and Movement****Scheme :** Barrow Gurney Bypass**Scheme Prioritisation within Infrastructure Delivery Plan:** Necessary in the longer term, but only necessary if South Bristol Link is not delivered.**Cost Estimate:** £11.2m in 2010/11 prices. Estimate extrapolated from South Bristol Link scheme cost estimate.**Funding Source:**  
Funding package to be determined**Expected Completion Date:**

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

**Scheme Description:**

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

**Scheme Deliverability:**

In 2002 North Somerset Council submitted a funding bid to the Department for Transport (DfT) for the Barrow Gurney bypass; “the orange route”. The DfT declined to fund the project, preferring to defer consideration of the proposal to the Greater Bristol Strategic Transport Study.

Bristol Airport has planning consent to expand its facilities to cater for a passenger-throughput of 10m p/a. The Section 106 agreement in relation to this consent requires the Airport to make funding contributions to the South Bristol Link, providing a strategic link between the A370 and the A38. If the South Bristol Link fails to proceed (for any reason, but most likely because it fails to attract DfT funding) the Airport will make contributions of £2.054m towards ‘alternative schemes to improve accessibility to the airport’. It should be noted that this funding would be triggered when the Airport commences the development to which the planning consent relates. As of September 2011 development has not commenced.

In a scenario where the South Bristol Link fails and S106 funding were to be made available to the Barrow Gurney Bypass project, there would remain an estimated funding shortfall of over £9m.

The by-pass alignment ‘orange route’ was reserved from development that would prejudice construction in the North Somerset Replacement Local Plan. The scheme is included in a list of potential longer term schemes in the 3<sup>rd</sup> Joint Local Transport Plan (2011-2026).

**Consultation:**

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

**Scheme Justification:**

The Scheme Objectives are;

- To reduce the negative impacts of traffic upon the village;
- Reduce community severance;
- Improve local air quality;
- Increase opportunities to walk and cycle;

# Barrow Gurney By-pass 'Orange Route' – Scheme Plan

