

**PANEL NOTE 1 : SCENARIOS FOR HIGHER LEVELS OF GROWTH  
RESPONSE OF THE BARTON WILLMORE PARTNERSHIP**

1. The Panel Note relates to the Greater Bristol Transportation Study (GBSTS) and how it fits into the growth scenarios for the West of England.
2. We are not able to respond to all the questions posed by the Panel but we have some observations and questions which we wish to raise.
3. The GBSTS is based upon growth levels of 138,000 dwellings and 95,000 jobs to 2031. This begs two questions. First, no base date is quoted for these growth levels. Second, it is not clear whether they relate to the West of England only or the wider study area which includes parts of Wiltshire.
4. The growth in dwellings is said to be based on RPG10 + 25%. It almost exactly matches a 25% increase on RPG10 figures for the West of England spread over 30 years:

$$3700 \times 1.25 \times 30 = 138,750$$

We therefore conclude that the growth levels relate to the West of England only over the period 2001 to 2031.

5. We consider that this model can be used to examine higher growth scenarios by simply accelerating the programme proposed in the GBSTS to use it as a model with a 2026 end date. This would have implications for resources and the timing of infrastructure provision.
6. Barton Willmore's alternative strategy would require 129,500 dwellings to be provided between 2001 and 2026. This figure is arrived at by adding approximately 19,500 dwellings built between 2001 and 2006 to our proposal for 110,000 dwellings in the West of England for the period 2006 to 2026.
7. The conclusion we would wish the Panel to draw from this is that the GBSTS is flexible enough to provide information on levels of growth up to and above our alternative strategy provided it is assumed that the programme can be accelerated to cover a shorter time period.

8. Of more concern to both the RSS and RES strategies is the level of job growth on which the GBSTS is based. This is 95,000 jobs which, again, we assume are to be provided between 2001 and 2031 in the West of England.
  
9. The growth levels on which the RES is based assume growth of +3.2% GVA. These are endorsed by the RSS albeit at the top of the range for Bath Travel to Work Area (TTWA) but the bottom of the range for Weston-super-Mare TTWA. In order to convert this to a job growth equivalent for the period 2001 to 2031 we have added the figure from the Cambridge Econometrics projections used by SWRDA for 2001 to 2006 and used a pro-rata increase on the 2006 to 2026 growth level to cover the period 2026 to 2031. The results are shown below.

<b>TTWA</b>	<b>2001 – 2006</b>	<b>2006 – 2026</b>	<b>2026 – 2031</b>	<b>Total</b>
Bath	12,200	20,100	(5,025)	37,325
Bristol	27,100	91,800	(22,950)	141,850
Weston-super-Mare	2,300	8,600	(2,150)	13,050
<b>Total</b>				<b>192,225</b>

10. It can be seen that the level of job growth could be approximately **double** that modelled by the GBSTS. This should be of some concern since it could be argued that job growth has a greater impact on travel patterns than growth in homes.
  
11. We understand that further runs of the GBSTS have been commissioned to replicate the RSS Strategy and higher levels of growth. We trust that these will address some of the issues we have raised.