

Adam Reynolds statement to CTE Panel – 13<sup>th</sup> March 2017

Quays Bridge/CAF2 Timeline:

Jan 2015 :- Council worked with CycleBath puts in bid for towpath, Locksbrook Bridge renovation, and new Widcombe Bridge.

Mar 2015 :- Bath wins £3.8M to build Widcombe Bridge, Rennovate Locksbrook Bridge, and upgrade towpath.

Sep 2015 :- Bath Quays Competition for £2.5M cycle/foot bridge

Nov 2015 :- Bath Quays Bridge Chosen

Jan 2016 :- Council applies to DfT for change to CAF2 funding to:

“To allocate £3.137m as a contribution towards the proposed Bath Quays Bridge within Bath’s Enterprise Area and to the development and implementation of cycle schemes to improve links between the Bath Quays Bridge, the Enterprise Area and other areas of Bath.”

Mar-June 2016 : DfT approve change.

Mar 2017 : Bridge planning approval given.

So what happened to the original £2.5M?

Would the bridge not have been built if it wasn't for CAF2? Funding was in place for the bridge and suddenly it wasn't when CAF2 came along.

What role did officers have in budgeting and where has this £2.5M hole in the Bath Enterprise Area finances gone?

Will the council recognise the role CAF2 money will have in the uplift values of the sale of apartments and commercial rents and create a CAF2 re-imburement fund specifically ringfenced for cycle infrastructure projects with a broader remit than just connecting to the Bath Enterprise Area?

CycleBath has no objection to the bridge. With good segregated cycle lanes on Lower Bristol Road and eventual closure of the Pines Way gyratory it will be a vital connection between the city centre and Oldfield Park and Twerton.

We just want to understand why the council has allowed a funded bridge to lose its funding and be rescued by re-allocated cycling money that was going to provide real benefit to Twerton, Locksbrook, and Widcombe communities and that this lost cycle investment will be recompensed from the revenue generated from the South and North Quays developments.