

<b>Bath &amp; North East Somerset Council</b>		
MEETING/ DECISION MAKER:	<b>Cabinet</b>	
MEETING/ DECISION DATE:	<b>27 January 2022</b>	EXECUTIVE FORWARD PLAN REFERENCE:
		E3335
TITLE:	City Region Sustainable Transport Settlement	
WARD:	All	
<b>AN OPEN PUBLIC ITEM</b>		
<p><b>List of attachments to this report:</b></p> <p>West of England Combined Authority Committee meeting papers, available on the WECA website:</p> <p><a href="https://westofengland-ca.moderngov.co.uk/ieListDocuments.aspx?CId=141&amp;MId=490">https://westofengland-ca.moderngov.co.uk/ieListDocuments.aspx?CId=141&amp;MId=490</a></p>		

## **1 THE ISSUE**

- 1.1 Bath and North East Somerset approval to the final West of England Combined Authority (WECA) Strategic Outline Case to Department for Transport (DfT) on the City Region Sustainable Transport Settlement (CRSTS).

## **2 RECOMMENDATION**

- 2.1 That Cabinet approve the elements of the West of England CRSTS that relate to activity in Bath and North East Somerset for inclusion in the submission to DfT.
- 2.2 That Cabinet agree to support the recommendations made in the WECA Committee paper.

## **3 THE REPORT**

- 3.1 WECA led the City Region Sustainable Transport Settlement bid into the Department for Transport in August 2021. A settlement of £540m was made as part of the Spending Review in 2021. This is an increase on historic levels of funding and more per capita than other city regions.

3.2 DfT have asked that WECA submit a final Strategic Outline Case for the funding setting out clearly which schemes will be funded. This will be public and the Combined Authority will be held to account quarterly against delivery. This Strategic Outline Case and full list of schemes come to the WECA Joint Committee on 28 January for approval.

3.3 The final allocation to schemes in the Bath and North East Somerset area is proposed to be £129.39m for 2022-27. Matched by a £17.2m local contribution funded by the authority, this will fund:

- (1) Bristol to Bath Strategic Corridor improvements along the A4 – the shortlist of potential improvements was approved at Cabinet on 16 December. It includes public transport improvements and walking and cycling connections that facilitate the delivery of current and future growth ambition in the area.
- (2) Somer Valley to Bristol and Bath improvements along the A37 and A367. To include public transport improvements and walking and cycling connections – a public consultation to identify priority areas for investment closed on 9 January 2022.
- (3) Bath City Centre improvements to public transport, walking and cycling. This will support successful delivery of the Council’s Bath Quays and Milsom Quarter improvement plans, as well as improve bus prioritisation and therefore journey speed.
- (4) Further walking and cycling improvements in Bath and Midsomer Norton, identified through the Local Cycling and Walking Investment Plan, separately identified in addition to improvements funded through the (1)-(3) above:

<i>Bath - Scholars Way connecting secondary schools across the south of the city and University links</i>	<i>Scheme being developed between the city centre, Bath University, Combe Down, Mulberry Park and Midford Road.</i>
<i>Bath - Lower Weston cycle/pedestrian routes between city centre and Oldfield School</i>	<i>Segregated cycleways, upgraded &amp; new controlled crossings, continuous footways, widen footways and reduce junction widths between London Street, George Street, Queens Square, Charlotte Street and section between Midland Road and Newbridge Hill</i>
<i>Bristol Bath Railway path</i>	<i>The Bristol Bath Railway Path forms part of the National Cycle Route 4. It is the busiest traffic free corridor in the country. Over recent years the high number of users has led to conflicts due to sections of the route being less than 3 metres wide. Parallel routes will be delivered using part of the old railway path that has become available to improve safety for pedestrians (particularly disabled people and children). This will form part of a whole route upgrade including providing a more attractive connection to Bristol Temple Meads and Bristol City Centre.</i>
<i>Bath - Fielding’s Bridge</i>	<i>Replacement of existing bridge or adjacent new bridge and improve cycle/pedestrian links in vicinity of bridge</i>

<p>Midsomer Norton - Silver Street/Fosseway walking route</p>	<p>Improvement to pedestrian routes between Midsomer Norton High Street, Norton Hill School and Fosseway via Charlton Road. This also includes a missing section of pedestrian/cycle off road route between the proposed Silver Street housing development and Charolt Road. These improvements will improve safety for pedestrians (particularly disabled people and children) moving around the area.</p>
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- (5) Further liveable neighbourhoods investment, to be developed in line with the Council’s strategy – Cabinet approved the first 15 areas in June 2021 and initial consultation on those areas closed on 3 January 2022. Any future expansion of the liveable neighbourhoods programme will be decided by Cabinet.
- (6) Highways maintenance requirements and transport improvement programme for the period 2022-27, replacing existing grants. The programmes of works are included in the Council Budget Report. The Council intends to bid into the Maintenance Challenge Fund for a project to repair Manvers Street which has underlying vaults.

3.4 WECA will lead work across the region to bring in integrated smart ticketing across the transport network and introduce uniform regional transport branding.

3.5 DfT have confirmed that there will continue to be separate funding available for liveable neighbourhoods and active travel and city regions are able to apply for these. We can also expect a further 5-year CRSTS to follow this one (if delivery is a success in this period) to further decarbonise travel and support growth. Schemes that are not programmed for delivery now therefore will have future opportunities to seek funding. Specifically, further investment in A37/A367 corridor, Bath city centre, cycling and walking schemes and liveable neighbourhoods are already identified in the WECA papers for priority for ‘Phase 2’ (these future funding pots).

**4 STATUTORY CONSIDERATIONS**

4.1 None

**5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

5.1 The Strategic Outline case has a proposed Local Contribution of 20% for the programme of schemes included. Maintenance Funding and Integrated Transport Block does not require a Local Contribution (unless considered an Enhancement).

5.2 The WECA Joint Committee report sets out the key principles for managing Local Contribution and these have been reviewed by the Council’s S151 Officer.

5.3 The Local Contribution for B&NES based on the proposed schemes is £17.2m as detailed below and will be included for approval in the 2022/23 Council Budget Proposal.

<b>Funding Source</b>	<b>Local Contribution 2022/23 - 2026/27 (£ m)</b>
Clean Air Zone	2.500
Community Infrastructure Levy	2.500
S106 Receipts	0.954
Council Approved Borrowing	1.000
Capital Financing Reserve Contribution	3.000
Development Receipts	7.265
<b>Total</b>	<b>17.219</b>

5.4 The total match funding element will be managed at a programme level, adopting a pooled approach, with the proportionate risks of the programme managed through the WoE Section 151 Officer Group.

5.5 In the event that specific Local Contribution elements are not realised in line with current projections, an alternative funding source will need to be identified within the Council's capital budget and resourcing plan.

5.6 Detailed schemes will be incorporated into the Council's capital programme following WECA Committee approval and full approval of the Strategic Outline Case by the DfT.

5.7 This scale of investment in transport improvement across the region is unprecedented, BANES therefore welcomes the commitments by WECA to invest in Unitary Authorities' capacity. The Council will begin recruitment to expand transport strategy and delivery teams in order to achieve good design and delivery of the schemes set out in the CRSTS Strategic Outline Case.

## **6 RISK MANAGEMENT**

6.1 Individual schemes will follow appropriate processes to design and deliver high quality transport investment.

## **7 EQUALITIES**

7.1 Each transport scheme will be subject to an individual Equalities Impact Assessment to ensure that all opportunities to promote equality are taken, and any potential negative impacts are considered and mitigated.

## **8 CLIMATE CHANGE**

8.1 The CRSTS investment will be crucial to enable the reduction in car use necessary to achieve the Council's net zero by 2030 commitments.

## **9 OTHER OPTIONS CONSIDERED**

9.1 Not applicable

## **10 CONSULTATION**

10.1 The schemes identified for funding through the CRSTS were included in the Joint Local Transport Plan and/or Local Cycling and Walking Infrastructure Plan which were subject to consultation in 2020.

10.2 The detailed design of individual transport schemes funded through the CRSTS will be developed following consultation with residents, businesses and the general public.

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