

Cabinet Meeting Resolution

**Executive
Forward Plan
Reference**

E3403

CRSTS Programme - Funding and Next Steps

Date of Meeting	10-Nov-22
The Issue	Summary of the B&NES elements of the CRSTS Programme, and authorisation to accept grant funding from WECA to proceed with the schemes.
The decision	<p>(1) To delegate approval to the Directors of Sustainable Communities and Place Management, in consultation with the S151 Officer, to accept CRSTS grant funding from the Combined Authority for schemes led by B&NES, currently the Liveable Neighbourhoods Programme and the Maintenance Challenge Fund. As capacity increases within B&NES this may also include: Somer Valley Links to Bristol and Bath; Bath City Centre Sustainable Transport Corridor; and Bath Sustainable Walking and Cycling Links.</p> <p>These funds will be spent over a four-year period (22/23 - 26/27), and progress through the documented approvals process with CA and B&NES. These grant awards, along with the funding local match requirement of 20%, will be approved into the B&NES Capital Programme and revenue budget.</p> <p>(2) To note that for schemes which remain led by the CA B&NES officer time will be recharged to the CA. This will be undertaken through a process of quarterly recharges.</p>
Rationale for decision	<p>The CRSTS programme is central to achieving the aims of B&NES in tackling the declared Climate Emergency, delivering carbon neutrality by 2030. This step change in funding is necessary to tackle the significant impact of transport on our natural and built environments, where reductions in emissions have typically been modest compared with those of other sectors. The programme aims to:</p> <ul style="list-style-type: none"> • <i>drive growth and productivity through infrastructure investment,</i> • <i>level-up services towards the standards of the best; and</i> • <i>decarbonise transport, especially promoting modal shift from cars to public transport, walking, wheeling, and cycling.</i> <p>For B&NES, the programme will deliver significant public transport infrastructure, improving connectivity across our communities and enabling better and more equitable access to sustainable transport choices. In particular, the Strategic Corridor projects passing through rural communities will offer improved access to sustainable travel options.</p>

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Other options considered

There is an option to decline the grant and not progress with the CRSTS programme; however, this would present a significant missed opportunity to deliver a step change in the sustainable transport offer within B&NES, essential for the delivery of a key component of the Net Zero commitment.

Rather than a programme level approval for the CRSTS schemes, it would be possible to return to Cabinet with each of the business cases to seek individual project level approvals. The programme is, however, constrained in terms of its budget and timescales for delivery and this approach would risk delays to implementation. The proposed delegated decision making to the Director for Sustainable Communities and Place Management in conjunction with the S151 Officer and the lead portfolio holders enables rigorous oversight while ensuring streamlined decision making.

Alternative means by which the objectives of the fund, and the B&NES' commitments to achieve net zero by 2030 will be rigorously assessed through the Outline and Full Business Cases for each scheme and considered through the B&NES and the CA processes to ensure that the most effective schemes are progressed.

The Decision is subject to Call-In within 5 working days of publication of the decision