

Single Member Cabinet Decision

**Executive
Forward Plan
Reference**

E 3604

CRSTS Bath City Centre Phase 2

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| Decision maker/s | Cllr Sarah Warren, Cabinet Member for Climate Emergency and Sustainable Travel |
| The Issue | This project, funded through the City Region Sustainable Transport Settlement, aims to improve the experience of passengers using local buses by implementing a series of low cost, high impact measures in the city centre, following suggestions from bus operators and the highways authority team, including, but not limited to, signals optimisation, parking and bus stop enforcement, bus stop improvements and lining improvements. To date, this has been managed by the Combined Authority as the responsible body, with B&NES taking over management as of April 2025. |
| Decision Date | 7th April 2025 |
| The decision | <p>The Cabinet Member agrees that:</p> <ol style="list-style-type: none">1. The position of responsible body to be assumed by the council for Phase 2 of the Bath City Centre project, to be delivered according to milestones agreed with the Combined Authority.2. Approval to be delegated to the Executive Director of Sustainable Communities, in consultation with the S151 Officer, to accept the Grant Offer Letter (GOL) from the West of England Mayoral Combined Authority when it is provided.3. Approval of capital budget of £711k to develop the Full Business Case (FBC), final Preliminary and Detailed Designs for the scheme. This is entirely funded by CRSTS grant.4. The intention for further approval of grant funding acceptance to be sought at an appropriate time, following Combined Authority approval of the Full Business Case, for delivery of the works associated with the Bath City Centre Phase 2 project. |
| Rationale for decision | <ol style="list-style-type: none">1. Improve accessibility of Bath city centre by Public Transport through measures such as the prioritisation of bus movement at problem areas for reliability and congestion, re-routing of buses to more direct routes, and segregation of buses from general traffic. Interventions will deliver journey time benefits and corridor cohesion for CRSTS Strategic Corridor projects where they interface with the city centre, improving reliability, and strengthening the end-to-end impact of the schemes.2. Positive contribution to a reduction in transport-related emissions, and an improvement in air quality within the city centre, helping Bath to achieve net-zero carbon by 2030 |
| Financial and budget implications | <ol style="list-style-type: none">1. The £711k grant funding identified for this element of the scheme has been calculated with input from officers at the CA |

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| | <p>and the council. This figure will cover the consultancy support required in terms of design and Business Case development, as well as internal staff costs across technical assurance, highways, project and programme management, and other council teams. Costs are also included for surveys to support design, contractor advice and an amount of inflation and contingency.</p> <ol style="list-style-type: none"> 2. These figures have been shared and approved via a Project Initiation Document signed off by the council's Capital Strategy Group, including the Section 151 officer. 3. The grant funding is based upon milestones being achieved as per a schedule agreed with the Combined Authority. These milestones include design completion, FBC approval, construction start and construction completion. Detail behind these milestones has been shared with members and key officers. 4. The Full Business Case work will include full cost summaries and contractor advice which will inform a detailed cost estimate for the delivery and construction of the scheme. This will then form the basis for further grant funding for a delivery stage, likely to be received in 2026. |
| Issues considered | Social Inclusion; Sustainability; Equality (age, race, disability, religion/belief, gender, sexual orientation) |
| Consultation undertaken | Ward Councillor; Cabinet colleagues; Local Residents; Community Interest Groups; Stakeholders/Partners; Chief Executive; Monitoring Officer |
| How consultation was carried out | <ol style="list-style-type: none"> 1. Consultation has been undertaken with cabinet members, via Transport Members Board. 2. Senior officers have been engaged throughout the process, via Bath City Centre Project Board and Transport Steering Group. This has included specific engagement with the S151 officer and the Executive Director of Sustainable Communities with regards to the recommendations in this report and the delegated authority sought within. 3. A full engagement exercise was undertaken by the Combined Authority at the end of 2023. This included in-person events, online materials, online drop-in sessions and sessions held at the university and other locations, to gather views on both Phase 1 and 2. Over one thousand responses were received. In terms of Phase 2, 61% responded that they would use buses if they were more punctual. The Combined Authority are due to publish the full findings of this report. 4. Further consultation with statutory stakeholders is expected prior to delivery as part of any TRO applications. |
| Other options considered | <ol style="list-style-type: none"> 1. The Combined Authority could continue to lead the project, with council time limited to an advisory role and Highway approval only. However, the council is the Highway Authority so the delivery of highway interventions would be more complex in this delivery model. Local community engagement will be enhanced through increased cross-service liaison and interfaces with other council projects. |

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| | <p>2. To not proceed with the project beyond its current phase and return CRSTS grant funds to the Combined Authority for distribution across other projects within the sub-region, or to be returned to central government. However, this is a transformational opportunity for the corridors in question and not proceeding would prevent this scale of investment and improvement from taking place.</p> |
| <p>Declaration of interest by Cabinet Member(s) for decision:</p> | <p>None.</p> |
| <p>Any conflict of interest declared by anyone who is consulted by a Member taking the decision:</p> | <p>None.</p> |

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| <p>Name and Signature of Decision Maker/s</p> | <p>Cllr Sarah Warren Cabinet Member for Climate Emergency and Sustainable Travel</p> |
| <p>Date of Signature</p> | <p>07/04/2025</p> |

Subject to Call-in until 5 Working days have elapsed following publication of the decision