

Bath & North East Somerset Council		
MEETING/ DECISION MAKER:	Cllr Lucy Hodge, Cabinet Member for Sustainable Transport Delivery	
MEETING/ DECISION DATE:	On or after 16 th August 2025	EXECUTIVE FORWARD PLAN REFERENCE
		E 3632
TITLE:	Bath Quays Links Construction – Acceptance of Grant Offer Letter for Construction	
WARD:	Kingsmead, Oldfield Park	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
None		

1 THE ISSUE

- 1.1 The Bath Quays Links project forms part of the City Regional Sustainable Transport Settlement (CRSTS) Programme, a package of funding provided by the Department for Transport and administered by the West of England Mayoral Combined Authority.
- 1.2 This project aims to provide a series of active travel improvements to be delivered by B&NES in the 2022-2027 funding period.
- 1.3 The Bath Quay's Links 'Final Business Case' was approved by the West of England Mayoral Combined Authority (MCA) Investment Fund committee on 18 July 2025, and B&NES is now in a position to progress with the project.

2 RECOMMENDATION

The Cabinet Member is asked to;

- 2.1 Accept the funding provided by the MCA and approve the spend of £3.849m to be funded from:
 - (1) £1.099.5m WECA Investment Funding,
 - (2) £1.859.5m CRSTS funding
 - (3) £415k WECA Early Works funding
 - (4) £475k BANES match funding.

- 2.2 Delegate approval 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 received.

3 THE REPORT

- 3.1 Bath Quays Links (BQL) is a CRSTS project to improve walking, wheeling and cycling connections on both the north and south sides of the new Bath Quays bridge spanning the River Avon; connecting into wider active travel schemes planned/installed in Bath City Centre. The project will introduce Active Travel improvements on Green Park Road and Lower Bristol Road.
- 3.2 On Green Park Road, the project will install a new zebra crossing adjacent to Quays Bridge and reallocate an existing zebra crossing for a new bus stop bypass. A segregated two-way cycle track on the west side of Green Park will provide a safe environment for cycling and maintaining a footway for pedestrians.
- 3.3 On Lower Bristol Road, new segregated cycles tracks will be installed on either side of the road between the junctions with Westmoreland Road (west) and Oak Street (east), including bus stop bypasses to route cycles behind bus stops. A new toucan crossing will be installed and an existing pedestrian crossing converted into a toucan crossing, with wider improvements to street drainage.
- 3.4 The project underwent a public consultation for six weeks in July 2022, and a subsequent TRO statutory consultation in July 2025.
- 3.5 The route is part of B&NES' [Active Travel Masterplan](#), a comprehensive plan that sets out the existing and future network of active travel infrastructure. Consultation took place during summer 2024 and aims to enable walking, cycling, and other forms of active travel, ensuring safer, healthier, and more accessible transportation options for everyone. It will support all types of journeys, including commuting, education, leisure, and tourism.
- 3.6 Objectives achieved as part of the project include:
- (1) Deliver priority infrastructure in Bath City Centre for pedestrians, cyclists and other non-motorised users
 - (2) Improve safety within the city centre, particularly for vulnerable users, by enhancing accessibility and reducing the potential for conflict between walking/wheeling, cycling, Public Transport, and private vehicles
 - (3) Positively contribute 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

4 STATUTORY CONSIDERATIONS

- 4.1 The delivery of the scheme is subject to Traffic Regulations Orders. These were publicly consulted upon in July 2025. No objections were received, and the orders are being made accordingly.

- 4.2 The public sector equality duty (as per the Equalities Act 2010) requires equality considerations to be reflected in the design of policies and the delivery of services. For further information, please see Section 7 of this report.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Total scheme value is £4.675m, made up of £826k for feasibility to FBC and £3.849m for construction delivery.
- 5.2 Funding of £3.849m is to be allocated to the CRSTS BQL programme for delivery. This comprises:
- (1) £1.099.5 WECA Investment Funding
 - (2) £1.859.5 CRSTS funding
 - (3) £415k WECA CRSTS, Early Works funding
 - (4) £475k BANES match funding – from developer contributions held by the Council
- 5.3 £826k of funding already been spent to date for FBC works has been funded by £495k WECA IF funding and £370k WECA CRSTS grant.
- 5.4 The grant funding identified for this stage of the project has been calculated with input from officers at the MCA and B&NES. This figure will cover internal staff costs, consultancy support, construction costs, and contingency.
- 5.5 This report now seeks approval to proceed with the capital project and accept the Grant Offer Letter, once received from WECA.
- 5.6 Revenue impacts, such as additional energy and maintenance costs have been considered in the medium term financial plan.

6 RISK MANAGEMENT

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.
- 6.2 A full risk register has been agreed with the MCA as part of the FBC submission and will be managed by B&NES throughout construction. Key risks identified include ensuring traffic impact is limited, utilities impacts and possible diversions, and ensuring works are completed within the funding window.
- 6.3 Risk will be managed according to the council's risk management processes and procedures and will include a Quantitative Cost Risk Assessment (QCRA) as part of support from consultants. This will ensure that any contingency allowed for during delivery is calculated as accurately as reasonably practicable.

7 EQUALITIES

- 7.1 A EQIA is deemed not to be necessary for this decision.

- 7.2 Equalities, Diversity and Inclusion impacts are assessed both at a programme level and as part of the individual scheme. A full and specific Equalities Impact Assessment (EqIA) was published in June 2025, with input from relevant colleagues across the organisation. Please see here:
<https://beta.bathnes.gov.uk/equality-impact-assessments>

8 CLIMATE CHANGE

- 8.1 A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this, the council has pledged to achieve carbon neutrality by 2030. Active Travel (walking, wheeling and cycling) routes and enabling better travel choices for residents, are part of a package of measures to mitigate the climate crisis through the adoption of more sustainable and healthy transport options.
- 8.2 This project will provide people with greater transport choice, providing those able to use alternative modes to the car with genuine choice in how they travel, making it easier to use low carbon modes. This will help the council to decarbonise its transport system, promoting the move away from using cars to improve air quality and reduce carbon emissions along the corridor, and therefore actively contributes towards B&NES targets for carbon neutrality by 2030.

9 OTHER OPTIONS CONSIDERED

- 9.1 These are transport priority measures which would otherwise need to wait for other funding to become available.

10 CONSULTATION

- 10.1 Consultation has been undertaken with both ward members at a project level, and with cabinet members, via Transport Members Board.
- 10.2 Senior officers have been engaged throughout the process, via Bath Quays Links Project Board, Transport Steering Group, and Capital Strategy 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.
- 10.3 A full public consultation exercise was undertaken in July-August 2022. This included in-person events and online materials, to gather views on the scheme. Over one thousand responses were received. 167 responses were received with 65% strongly agreeing with the concept of providing cycle lanes on the A367 Green Park Road.

Contact person	Paul Tucker, CRSTS Programme Delivery Manager, Kate Clements, CRSTS Finance Lead
Background papers	<p>The MCA published the consultation report: https://www.westofengland-ca.gov.uk/wp-content/uploads/2025/06/BNES-Walking-and-Cycle-Scheme-Consultation-Feedback-Report.1.1-008_Redacted.pdf</p> <p>Grant Award.</p> <p>https://westofengland-ca.moderngov.co.uk/ieDecisionDetails.aspx?ID=995</p>
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