TWO TUNNELS SHARED PATH - FIRST MEETING OF THE TTG/BANES/SUSTRANS WORKING GROUP HELD AT THE GUILDHALL BATH ON 12 JUN 06 – MAIN POINTS AND ACTIONS

Attendees:	B&NES	- Cllr Gitte Dawson – Chair
		- John Price
	SUSTRANS	- Mark Tucker
	TTG	- Mark Annand
		- Frank Tompson - Secretary

1. Representation – B&NES, Gitte Dawson will chair meetings: TTG will provide the Secretary. Mark Tucker may be replaced at some point by another SUSTRANS rep. John Price's post is currently funded until Jan 07.

2. Roles - Agreed in meeting and subsequently as per Annex.

3. Project Size and Scope – While much of the infrastructure is in place, there is much work to be done to turn the project into a reality. This should not be underestimated.

4. Feasibility Study – Sustrans will produce to determine project requirements. They will produce an initial specification, including study cost (about £5k), and pass to B&NES by 26 Jun 06. When completed the study will include a programme of works with potential timescale for completion of the project. **Actions:** MT, and GD/JP to seek funding.

5. Walking The Route – Needed to ensure all parties are familiar with the path. **Actions:** FT to arrange. MA to email a copy of the aerial photo to GD.

6. Western Riverside Development – Status of Supplementary Planning Guidance (SPG) to be checked with a view to including reference to this project. **Action:** GD.
Meeting then to be arranged with Crest Nicholson to discuss matters of potential common interest. **Action:** FT.

7. Land Negotiation – Sustrans first action. This is progressing, but details are not given here to maintain any required commercial confidentiality. **Action:** GD to consider talking to one of the key players in her ward following the initial route walk.

8. Tunnels Ownership – MT to confirm in writing that Sustrans will assume responsibility for ownership, liability and maintenance; ie not B&NES. **Action:** MT. Both Wessex Water and British Rail (Subsidiary Body) are known to be happy to co-operate with the project.

9. Funding for capital works – Current main source is Big Lottery 'Living Landmarks'. This project is in the last 76(?) and Sustrans is optimistic that we are part of a good bid. The bid is for 'matched funding', so the Lottery will not provide all monies. Should we fail in that bid other routes will be explored, eg Heritage Lottery; 'Section 1 of 6'; Countryside Agency. **Action**: MT to advise exact status and timescale for Lottery bid process and the correct definition of 'matching'.

10. Path Maintenance – It is assumed that B&NES will maintain Council-owned land, Sustrans will maintain the rest. No Sustrans funding stream is in place and this will need to be addressed in addition to capital works funding. The Council may wish to take on the design work. It usually works to a higher spec than Sustrans, resulting in higher costs – but designed to minimise long-term maintenance requirements.

11. Path Surface – The preferred Sustrans solution is to lay blacktop (tar macadam) to minimise future maintenance and shed water efficiently.

12. Pedestrians vs Cyclists – Oldfield Cllr Ruth Griffiths wishes to ensure that particularly in Linear Park any possible conflict between pedestrians and cyclists on the route is taken into account and minimised. **Action:** All WG members agree and will pursue.

13. Linear Park and Lyncombe Vale paths liability – Clarification of maintenance liability for B&NES-owned land (Linear Park and Lyncombe Vale) is required, including viaducts, and its legal status (eg permissive path, bridleway etc) established – **Action:** JP

14. Linear Park Bridges – MT confirmed that provision for bridges at the two current road crossings and reinstatement of the rail-crossing footbridge would be included in any funding bid.

15. Tucking Mill Viaduct – Needs to be kept under observation to ensure small shrubs/growths do not undermine structural integrity.

16. Bats – There are bats in Combe Down tunnels. **Action:** JP to discuss with Nick Routh of Wessex Water and Council experts.

17. TTG Leaflet – A reprint will be undertaken shortly.
Actions:
JP to obtain a quote from B&NES In-house resource and pass to FT.
TTG to submit draft to B&NES to agree display of their logo.
FT to send 100 of current version to JP for distribution.
TTG to amend to correctly reflect NCN numbers.
TTG to reflect the fact that horse riding may be included. NB – The Council's policy is that horse riding on shared-use permissive paths is permitted subject to a satisfactory risk assessment being conducted and a 12 month trial that will commence shortly for existing paths.

18. Meeting Press Release – **Post Meeting Note:** Issued .

19. DONM – Wed 6 Sep 06 at 10.00 **- Action**: JP to arrange a room.

Frank Tompson
Secretary

19 Jun 06

Annex

TWO TUNNELS SHARED PATH PROJECT
ROLES OF PARTNERING ORGANISATIONS

The three partners will work together to ensure the project becomes a reality.

Sustrans will:

- act as lead partner
- prepare a feasibility study (subject to funding from B&NES)
- negotiate with landowners to obtain necessary land rights
- apply for planning and any other necessary statutory consents
- seek grant funding (in conjunction with other partners)
- prepare design proposals and implement construction (in conjunction with B&NES)
- agree proposals for future management and maintenance including funding

Bath & North East Somerset Council will:

- ensure that any action required from the Council to facilitate the project receives proper attention (subject to budget constraints)
- facilitate and channel communications with any part of the Council involved in this process
- assist with fundraising applications, subject to known time constraints.

The Two Tunnels Group will:

- publicise the project
- promote community support
- identify and encourage new partners
- act as a conduit and a catalyst for new and emerging issues and ideas, and flag them up with SUSTRANS/B&NES for resolution or implementation as appropriate
- where possible, assist in the identification of grant funding.