

TWO TUNNELS GREENWAY

MEETING OF THE TTG/BathNES/Sustrans STEERING GROUP HELD AT TRIMBRIDGE HOUSE BATH ON 1 MAY 09

MAIN POINTS AND ACTIONS

Present:	TTG	Gitte Dawson	Chair
	BathNES Council	Neil Butters	Councillor
		Glen Chipp	Director Customer Services
	Sustrans	Adrian Clarke	Transportation & Planning
		Adrian Roper	Director South West
		Paddy Tully	Two Tunnels Project Manager
	TTG	Andrew Nicolson	Committee Member
		Frank Tompson	Secretary

1. Apologies

Malcolm Shepherd, CEO Sustrans; Alison White, BathNES Property Services; Alison Sherwin, BathNES Area Traffic Engineer; Gary Peacock BathNES BRT

2. BathNES Council/Sustrans MOU/Contract

CG advised the Council's decision was that Council-commissioned surveys of both tunnels and Tucking Mill Viaduct will be required and that if not undertaken by their approved consultants, Mott McDonald, a time-consuming competitive tender process would be necessary. It was agreed that Mott McDonald should go ahead and undertake the task but that a sense of urgency be injected into the process. The Council would ask them to reconsider their fee and suggest they might subcontract to Sustrans consultant tunnel engineers, Simon Ballantine Associates. .

Actions: AC

Once the surveys had been conducted, and assuming no major problems were encountered, the MOU could be signed following the required Council approval process.

The good news was that The Council had agreed that it made sense for those additional elements of footpath created by the project to be maintained by them.

The Council was also happy to assume responsibility for the lighting in the tunnels so long as it remained within the estimated £9k pa ballpark.

The position on horses was that the Council was unlikely to allow access to any path less than 4m wide and to enclosed spaces less than 6 m wide; that therefore the TT route was unlikely ever to qualify. The TTGroup had no objection to horses but it did not make sense to try and widen any part of the path because the tunnels could not, of course, be widened. Council officers were interested to know Sustrans' criteria for enabling horse use with pedestrians and cyclists and Adrian Roper undertook to make that information available.

Action: AR

It was hoped that the MOU could be signed by 27 Jun 09 which was the Two Tunnels Project contribution to Sustrans national 'Connect2 Day', when Combe Down tunnel would be opened to the public. This could be a golden opportunity for the major stakeholders to celebrate a big step forward and for a positive joint publicity event.

3. Project Management

Security

Following a Sustrans presentation/Q&A session with the Widcombe and Greenway residents associations it had been agreed that gates would be installed at each end of both tunnels. These would be locked open, but could be locked at night in the unlikely event that such a requirement arose. BathNES Council would have the ability to effect such a closure, both ad hoc and longer-term. This would only occur following appropriate consultation with Sustrans, the Two Tunnels Group and local community representatives and such provision would be included in a tunnel management plan requested by The Council.

Action: AR to reflect this policy in the business case/MOU

Lighting

Prof Wang, a leading expert on LED design and installation from Bath University had been contacted and was keen to visit the tunnel(s) and offer advice on potential options.

Action: GD to arrange a meeting in liaison with PT and AN

PT would provide a copy of the Sustrans lighting specification for tunnels to AN

Action: PT

Starting Work

Paddy Tully would need to speak with John Grimshaw, the former project manager, to gain his advice on how best to organise the project, in particular identifying key access points for plant and machinery. He would then assemble a project plan to map the way forward. Given that the finance is in place, Sustrans might now commission the whole project from one contractor – especially as this might bring economies of scale. Given the Council's lack of full commitment to the final two years financial contribution, it may be that the bridges might be commissioned as the last phase.

Action: PT

The Council still looked to work to be undertaken in phases.

Planning Application for new bridges

All relevant information had been gathered by Sustrans. PT would now meet with Neil Harvey, the BathNES Planning Dept, for initial discussions prior to formal submission of the planning application.

Action: PT

4. Funding – Incl Routes To Schools

The application based around the new St John's school was being re-examined to see how it might be improved so that more of the core route could be included, thereby justifying a greater cash contribution. Once this had been done consideration would also be given to the link via Brickfields and other potential areas.

Action: AR/PT with AS

The Railways Heritage Trust had kindly agreed to roll over the £40k for the restoration of Devonshire Tunnel.

5. Northern Links

It was disappointing that Gary Peacock, the officer expert in the BRT proposals, was not able to attend to discuss how this project's requirements might be met. AC advised that Gary was well aware of the project's needs which would be fully taken into account. It was suggested that if completion of the Showcase Bus Project on the Lower Bristol Road section did not dovetail with Two Tunnels Project timescales, an interim solution might be considered for the western link initially passing up Jews Lane.

Action: AS to take forward with PT and FT

6. Community involvement

Combe Down Tunnel open day – Sat 27 Jun 09: In unison with Sustrans and Wessex Water, TTG would coordinate publicity and bookings via the Two Tunnels website and lead the walks on the day in accordance with Wessex Water requirements. GD would liaise with Mark Annand with a view to gathering a number of King Bladud's Pigs together for display in the tunnel entrance as an extra visitor attraction.

Action: GD

Route Walks – The next one was scheduled for 2 May 09, part of the series of TTG walks, this one being held in liaison with Twerton TimeBank Plus.

PMN: A very successful day with some 30 people in attendance

Widcombe Association and Greenway! meeting – 22 Apr 09: Follow-on meeting from the one held last year. Adrian Roper had addressed these two groups as part of ongoing consultation. It was felt that progress was made, in particular with the concession of installing gates on both tunnels which could be closed at night should the need arise. A number of supporters had attended this time which was encouraging.

Work Day – In liaison with Monkton Combe School, with pupils being available 28 Jun-2 Jul. Potential task(s) needed to be identified. The best current option appeared to be clearing part of the land to the north of Tucking Mill Viaduct.

Action: FT and PT

Another option might be to clear the Network Rail bridge across the Bath-Bristol railway, although authority to do so might be a lengthy process. Cllr Butters knew the Head of Corporate Responsibilities and would be prepared to contact him to hopefully ease the way.

Action: PT to draft and approach for NB to submit

Connect2 Conference – 24 Apr 09: Jointly hosted by Adrian Roper, this was a Sustrans half day event in Birmingham. Frank Tompson and Alison Sherwin attended a worthwhile session to network with others and understand some of the sticking points in other projects.

7. Any Other Business

Once the MOU was signed The Council would take a step back and allow Sustrans to take the lead for delivery of the project. Given that the Senior Partners Meeting was being held on a 6 weekly basis, did the steering group need to meet as often, or would a more public meeting on a less frequent basis be more effective? Following discussion it was agreed that the current frequency would continue, but would be kept under review in the light of experience.

8. Date and Location of Next Meeting

Fri 12 Jun 09 at 13.30 prior to the senior partners meeting.

Action: NB to arrange a room in Trimbridge House please.

7 May 09

Frank Tompson
Secretary