

TWO TUNNELS GREENWAY

MEETING OF THE TTG/BathNES Council/Sustrans STEERING GROUP HELD IN THE GUILDHALL BATH ON 20 JAN 12

MAIN POINTS AND ACTIONS

Present:	TTG	Frank Tompson	Chair and Secretary
	BathNES Council	Cllr Neil Butters	
		Adrian Clarke	Transport Policy Manager
		Steve Froggatt	Design and Partnership Mgr
	Sustrans	Paddy Tully	TT Project Manager

1. Introductions and Apologies

Apologies: Cllr Roger Symonds. (FT chaired in RS's absence.) Graham Evans, Parks Dept.

2. Main Points and Actions from 18 Nov 11 meeting

Before the Tunnel Management Plan could be issued confirmation of the positioning of the CCTV to be installed was awaited.

Action: AC and PT would look to talk with Tim Campbell directly after this meeting

3. Budget and Funding

No change since the last meeting. Sufficient funding was believed in place for all aspects of the work shown on the project plan. Additional funding to divert the Millmead Road gas main had been found. The requirement to include VAT in the feature lighting costs needed to be addressed but was achievable. Connect2 funding expires in March 2013. Should the works to the Midford Castle stretch extend beyond this date then they would be funded from elsewhere.

4. Remaining Programme of Works:

The meeting considered each aspect, working with updated copies of the project plan supplied by PT.

Monksdale Road Bridge – Work had started on Mon 16 Jan 12 for a period of 13 weeks. Hydrock is the contractor. The road would be closed towards the end of that period for 2 days; one day for the emplacement of the prefabricated abutments which would be shipped in by low loader and one day for the delivery and emplacement of the steel bridge. A further letter would be delivered to local residents explaining the situation nearer the time. Due to the situation of the adjacent gas main it would not be possible to install a ramp on the west side up to the path so the current steps would be left in place.

Millmead Road Bridge - Issues had been discovered with the positions of buried services, particularly the gas main, and a buried sewer + watercourse. The bridge construction will require rerouting of the gas main, hence construction is postponed until after the winter. The bridge would require a 10m extension from 30-40m length, requiring an application for a variation of condition to the original planning application. As the line/level of the bridge was not changed it was hoped that this would be approved by officers at an early stage. Given the variation of condition application and the notice required by Wales and West, it was now planned to start work end Jul 12.

Action: PT

As tree removal would be conducted at the same time as Monksdale Road works to avoid bird nesting season, advisory letters to Millmead Road/Dartmouth Avenue residents would also be issued.

Action: PT

Bellotts Road bridge – PT was to meet with Network Rail w/c 23 Jan 12 with a view to agreeing a timescale for work to be undertaken: at this stage, however, nothing was certain.

Devonshire Tunnel to Tucking Mill Viaduct - Tender preparation was well advanced by PT who had submitted draft documentation to BathNES Council. This excluded the lighting element which would also be forwarded shortly. SF agreed to examine and turn-around the documentation as soon as practicable.

Action: SF

Lighting – The basic lighting was in design, and a field trial within Combe Down Tunnel was planned for early Feb 12. Regarding the feature lighting, United Visual Artists (UVA) had been chosen to undertake the commission in Combe Down Tunnel. This would include both light and discrete and controllable audio elements. UVA would also be invited to attend the CDT opening to gain a more detailed understanding of the tunnel environment and discuss with the basic lighting engineers how the two systems would work together.

Midford Castle path – Discussions with the owner were continuing and PT hoped that an amicable solution and financial settlement could be achieved. If not Sustrans would pursue the CycleTrack Act legislative process. This could prove lengthy but may ultimately be required to ensure a proper 3m wide surfaced path to be established.

Action: PT ongoing

Lyncombe Vale access – Sustrans was now preparing detailed designs for the planning application for the access ramp for submission in the near future. This was dependant upon a satisfactory result to a geotechnical survey to confirm that the embankment was sufficiently robust to support the ramp. If planning permission was granted in sufficient time the access ramp would be included in the Devonshire Tunnel to Tucking Mill viaduct package of work: if not it would be conducted at a later date. The results of the geotechnical survey to confirm the general stability of the Lyncombe Vale path embankment were also due shortly. No surprises were expected.

Health and Safety - No particular issues. Appropriate consideration would be incorporated into the Devonshire Tunnel to Tucking Mill viaduct works.

5. Link to Railway Path via Inverness Road and Fieldings Road Bridge

The proposal is to widen the pavement alongside the Lower Bristol Road for a short stretch then upgrading the crossing to a 'Toucan' and further widened shared-use pavement on the north side. This was dependant upon a satisfactory Section 106 agreement with LIDL which is seeking to use the adjacent and vacant former Herman Miller building. Discussion on this and the impact of the Tesco proposal to build on the former Bath Press site had proved complex and a resolution was currently unclear. In the meantime consideration would be given to seeking to utilise any S106 funding that might be available to at least part fund the required works.

Action: AC

Given that the major sections of the route should be available for use by Oct 12, appropriate signage from the Bath-Bristol Railway path would be required. PT agreed to address the issue and raise a set of signage proposals. These should include requirements for cyclists to respect pedestrians and for everyone to use the path with consideration for others.

Action: PT

6. Publicity

The Bath Chronicle had been provided with and printed a short statement on the Monksdale Road bridge works. Wider publicity would be conducted on completion of the work, although this would not take the form of a formal opening ceremony. FT was continuing to conduct presentations to local groups as and when requested. An article for Sustrans In-house magazine 'Connected' was in preparation and would include updates on bridge and lighting works. The TTG construction blog would also be similarly updated shortly.

7. BathNES Council Performance Reward Programme

TTG had submitted a proposal to enhance the environment and biodiversity following path completion. The second workshop to be held to take forward the various bids to secure up to £1M was to be held Tue 24 Jan 12. FT to attend.

Action: FT

8. Any Other Business

New Sainsbury proposed development – NB, RS and FT had attended an initial discussion session with Sainsbury representatives to determine if the opportunity may exist for a financial contribution, either via the S106 process or a direct grant, eg for additional feature lighting in Devonshire Tunnel. A charrette (workshop) to discuss future proposals had been delayed from 26 Jan 12. FT had asked who had been invited but a response was not yet forthcoming. He would pass on to SG members if required to ensure appropriate Council attendance.

Action: FT

Opening Ceremony – It was suggested that this should be held once the tunnel work and Tucking Mill Viaduct had been completed. Although the Network Rail bridge section, Millmead Road bridge and Midford Castle stretch may not be complete, the main elements should be in place by the first week-end of October. It was agreed in principle that this would be a suitable target date before the onset a winter and would be adopted as such. A variety of events would be held. A VIP list would be drawn up by PT.

9. Date and location of next meeting

Tue 20 Mar 12 subject to confirmation – room to be booked by Neil Butters please once confirmed.

Action: NB

23 Jan 12

Frank Tompson
Secretary