

## TWO TUNNELS GREENWAY

### MEETING OF THE TTG/BathNES Council/Sustrans STEERING GROUP HELD AT TRIMBRIDGE HOUSE BATH ON 9 APR 10

#### MAIN POINTS AND ACTIONS

<b>Present:</b>	TTG Sustrans BathNES Council	Gitte Dawson Paddy Tully Cllr Roger Symonds Cllr Neil Butters Adrian Clarke Sue Grzadkowski Frank Tompson	Chair TT Project Manager Council Cycling Champion Councillor, Bathavon South Transport Policy Manager Property Services / Parks Secretary
	TTG		

#### 1. Introductions and Apologies

Sue Grzadkowski was welcomed to the meeting as a representative of the B&NES Parks Dept, temporarily in lieu of Graham Evans.

#### 2. Main Points and Actions from 19 Feb 10 meeting

No **detailed** breakdown of the various elements had been received for the estimated £75k B&NES fees and charges for oversight of the project, including hourly staffing rates. AC agreed to get Steve Froggatt to provide as the charges would be made for work in his area. SG members would then consider if the estimates were reasonable and represented value for money.

**Action:** AC to get Steve Froggatt to provide detailed cost breakdown

#### 3. B&NES/Sustrans Project Management and Steering Group Meetings

It was considered that while some duplication/loss of communication would inevitably result from two different meetings, the B&NES/Sustrans Project Management Meeting was sufficiently different in content, concentrating on the technical detail, from the SG, which generally considered higher level issues, that two separate meetings could be justified. If Adrian and Paddy continued to attend both perhaps continuity could be achieved. See Item 7 below for future scheduling.

#### 4. Budget and Funding

The removal of spoil offsite had further eroded the contingency by some £35-£40k. PT was meeting with Rosie Fairchild, Sustrans fundraiser, w/c 12 Apr 10, to examine the potential for future funding streams.

**Action:** PT to meet with Rosie Fairchild re extra funding

#### 5. Project Management

**Excavation of Devonshire Tunnel** – With the exception of the Parks Dept having been unaware of the impending work and the resulting delay and increase in costs, and some operational issues which had since been discussed and resolved between the Parks Dept and Sustrans, work had proceeded well and Hope and Clay had done a very professional job. Following some minor landscaping works, excavation/spoil removal would be complete and equipment was planned for removal from site by w/e

16 Apr 10. The breezeblock wall and access shaft would remain in place until a bat license was granted by Natural England. Detailed landscaping requirements would be discussed between Sustrans/Parks.

**Action:** PT to discuss detailed landscaping requirements with Parks.

**Subsequent Elements of Work** – These would be in accordance with PT's earlier project plan. This had been updated with changes to the coherence of certain elements and passed to Rob Shiels in TTG for comment.

**Action:** FT to speak with Rob Shiels about PT's revised plan

## **Tunnels and Major Structures**

### **Transfer of ownership**

Devonshire Tunnel – Arrangements were now in place between BRBR (Residuary) and Railway Paths Ltd (RPL), Sustrans sister organisation, for transfer or a long-term licence.

Combe Down Tunnel – Discussions were proceeding with Wessex Water.

Tucking Mill Viaduct – The legal charge against it had now been lifted and Sustrans had agreed a 125 year lease with the owner.

**Action:** PT to advise why a license to TMV was being pursued rather than an outright purchase

### **Lighting**

Paddy would shortly be turning his attention back to a demonstration of concepts. He would also approach Phillips Lighting which was understood to be making big strides in led technology and might perhaps be a potential sponsor of the TT lighting.

### **Tunnel Management Plan**

Paddy had revised Section 2.3 relating to gate closure and a draft method statement and circulated a paper version. He would circulate an electronic version also. These were working drafts which all were invited to comment upon.

**Action:** Paddy to circulate electronic version; all to comment.

Adrian Dent, the Crime Reduction Officer, had commented on lighting, gating and the potential for anti-social behaviour. The bottom line was that the tunnels were considered to provide little cause for concern and that the police would not propose lighting around the clock. Adrian Clarke requested an e-copy of Adrian Dent's comments.

**Action:** GD to provide AC with an e-copy of Adrian Dent's comments

## **Lyncombe Vale Pedestrian/Cycle Link**

The only currently available option was a ramp up from Watery Bottom bridge crossing council allotment land which was currently un-cultivated as it was on the 'wrong' side of the brook and was very shady. Paddy had now had the opportunity to consider the potential for the site. This revealed that at its maximum length of 85m this would not achieve the DDA-required gradient of 1:20, although it would provide a satisfactory degree of slope for most cyclists and pedestrians. Given the degree of earthworks required, costs would be roughly £20k, not budgeted for. Such a link would require agreement from Parks to make the land available at no cost and a complicated legal process to release the allotment land. Local residents groups were very much in favour of a proper link. As a first

stage it was agreed that Paddy should approach Parks to determine if they would be agreeable for the land to be used, and to gift it to the project. If Parks were agreeable then the legal process should be embarked on (as it might be lengthy but not costly). In the meantime the link would remain part of the overall project plan.

**Action:** PT to approach Parks re gifting and utilisation the allotment land for the project

**Midford Castle Stretch** – A date had been fixed to meet with Mr Scott Adams, the new owner of Midford Castle regarding the purchase of a small piece of his land to facilitate upgrading the path for cycling in addition to walking.

**Action:** PT to meet with Scott Adams

## 6. Northern Links

Current proposals were part of the Bath Transport Package (BTP) which was being held up by legal challenges over the compulsory purchase elements of the Rapid Transit Route. The enquiry was scheduled for August. If BTP funding were withdrawn as a result then the modifications to the Lower Bristol Road would need to be funded from the annual Government transport grant – which could not be guaranteed. Agreed to await developments.

## 7. Events

**Thu 22 Apr 10 - Setting Up a Two Tunnels Sustrans Volunteer Group** – With work on the route now underway, thoughts were turning to looking after and caring for the path once it was complete. A recruitment and training session towards setting up this group would take place in the Percy Community Centre New King Street at 6.30pm. Anyone interested was welcome.

**Sat 29 May 10 - Route Walk** – This had been timed to coincide with BathNES Council Healthy Living Week. Everyone was welcome. Full details would appear on the website shortly. Any opportunity for publicity would be helpful.

**Action:** All to publicise the route walk wherever possible

**Sat 17 Jul 10 - Public Open Day** – To be held as in previous years to coincide with **Sustrans Festival** (volunteer rangers event at Wellow) 16-19 Jul 10. Paddy would negotiate with Wessex Water to open Combe Down Tunnel for Sat 17 Jul 10. TTG would once again take the lead.

**Action:** PT to negotiate with Wessex Water

## 8. Any Other Business

**Equestrian Usage** – The emergent Sustrans view was that a 3-month trial should be conducted once the tunnels were open to establish the viability of horses using the route. This would include consultation with stakeholders, including representatives from equestrian organisations. Adjustments would be made to certain structures to accommodate temporary equestrian use which could then be considered for permanent inclusion should the outcome of consultation warrant it. Potential access along the Midford Castle stretch was dependent upon the outcome of discussions with Mr Adams, who may or may not be agreeable. The new bridges across Dartmouth Avenue and Monksdale Road would be excluded as they would not be suitable for horses and upgrading them for such use would be prohibitively expensive, including strengthening the deck. The bridge across the Bath-Bristol mainline would also be excluded as Network Rail would not sanction such usage.

**Action:** PT to agree detail of trial with Council

**Planning Permission for the two new bridges** – Paddy proposed a public consultation to ensure that local people were aware of the construction of the bridges and could give feedback prior to the

submission of a planning application. This would include a public display with someone on hand to give advice and record comments. This would be scheduled within the next month or so. Two Tunnels Group were requested to assist in this process. Being such a localised issue, a neighbourhood venue was considered necessary to minimise travel for residents with an interest, and Hillside Hall, adjacent to the path, was agreed to be the best option. Local councillors would be informed along with other publicity measures, including the leafleting of local houses in the immediate vicinity.

**Action:** FT to advise TTG

**Action:** PT and FT to liaise on a date and planning

## **9. Date and Location of Next Meeting**

The meeting considered it desirable for SG meetings to be synchronised with the project management meetings attended by Paddy Tully, Steve Froggatt and Adrian Clarke. Paddy would advise Frank of those meeting dates. SG meetings would then be planned to fit in with every other such meeting, still on Fridays, making SG meetings two-monthly.

**Action:** PT to advise FT of meeting dates

**Action:** FT to schedule SG meetings to suit

13 Apr 10

Frank Tompson  
Secretary