

## Two Tunnels Greenway – Public Display on an Access Ramp at Lyncombe Vale – Sustrans Response to Comments Received

This note sets out Sustrans response to the comments received at the public display for proposals of a ramped link to the Two Tunnels route at Lyncombe Vale Road held on 24/10/11 at St Matthews Church, Widcombe. This note has been sent to all those who left contact details with their comments, along with a copy of all comments received.

The comments have been reviewed and there were many repeated points. This note addresses those key points as opposed to individual comments.

### Reasoning for the choice of a ramp

- The proposed link is a ramp to allow access for all, including the less able, those with small children in push chairs and younger cyclists. Previously Sustrans had raised at project steering group meetings with Bath and North East Somerset Council the option for steps to be installed. Officers advised that as the budget for a ramp is available then the project must construct a ramped access as this will ensure compliance with the Disability Discrimination Act.

### Traffic/Road Safety

- We have assessed Lyncombe Vale Road in accordance with Government Guidance (Local Transport Note 2/08 – Cycle Infrastructure Design) and concluded that given the average speeds and vehicle numbers using the road there is no identifiable reason for a decrease in road safety or a requirement for separate infrastructure for cyclists. We note that the road is within a 20mph zone.
- With respect to school traffic it is considered that the current situation with higher volumes at drop-off and collection times, while certainly not ideal, does not present a hazard to cyclists and similarly cyclists will have little impact on this issue. It is hoped that the delivery of the route will act as encouragement for some school trips to be made by foot or bicycle.

### Parking

- Any publicity surrounding the route will not recommend parking at any location along the route. It is expected that the majority of users will use the wider national cycle network or other local roads to join the route.
- Sustrans considers that an extension to the proposed residents parking zone along Lyncombe Vale Road may be worthy of further consideration. This is a matter for discussion with the Council.

### Allotment interaction

- The proposed ramp would not use any part of the allotment land.
- Following suggestions at the public display the ramp would be realigned to exit onto Lyncombe Vale Road slightly closer to the bridge, This should avoid impact on allotment parking and the opening of the gate.
- Sustrans will propose a fence along the side of the ramp at the next project steering group meeting with the Council and request that this be discussed with the allotment association.

### Tunnel Security/Noise/Motorcycles

- Sustrans has prepared a detailed tunnel management plan which outlines how and when the tunnel gates will be closed and also how this arrangement will be reviewed. This has been agreed with Avon and Somerset Police and is currently awaiting formal sign off by the Council. Once this has been achieved this document will be made available to the public. If there are persistent anti social behaviour issues within the tunnels a proposal to close the gates shall be made by either the police, the council or Sustrans. This will go through a formal process of advertisement prior to closing and the gates shall then be closed at night on a daily basis for a period of three months. Once this period is complete all parties shall meet to decide if this should be extended or if the gates are to be left open again. However, experience in other similar tunnels does not suggest that they will present problems in their use.
- Abuse of the path by motorcycles, should it occur, is a matter for the Police. Based on experience across the National Cycle Network Sustrans policy is to not install access barriers unless there is a known issue. We have 30 years experience managing greenways such as the Two Tunnels route and have few significant issues regarding misuse. As such we will not be installing barriers preventing motorcycle access during construction of the project, however if there are issues we will ensure that such barriers are put in place. Should regular motorcycle abuse persist we would discuss with The Council and The Police whether permanent barriers would present a practical solution. Such barriers provide a large obstacle to disabled users of greenways. This proposal has been agreed by the project steering group.
- There will be CCTV cameras installed at the portal of each tunnel and these will be monitored by the Council remotely.
- The security issues surrounding the route have been discussed with the local police Designing Out Crime Officer and he approves of our approach.

#### Signing

- Access at Lyncombe Vale will be signed locally only and will only indicate this access is for Lyncombe Vale Road. The route will sign people heading for the City Centre through Devonshire Tunnel, along Linear Park and across the river onto the existing riverside path.

#### Surfacing

- The ramp would be surfaced in a limestone dust surface similar to that used on many canal towpaths. The main route along the former railway line will be surfaced in bitmac (tarmac) in line with existing planning permission for the main route.

#### Trees

- About 30 trees would be removed for the construction of the ramp. A minimum of 30 new trees would be planted along the route to compensate for this loss. Other undergrowth and sapling trees (which under planning regulations are not required to be identified individually) will also be removed. A planting scheme for the whole route would be put in place upon completion.