

Bath City Centre Security

Project Progress Meeting, Monday 1st July 2019

| Attendees | Organisation |
|------------------|---------------------|
| Simon Thomas | B&NES |
| Lynda Deane | B&NES |
| Gary Peacock | B&NES |
| Wendy Maden | B&NES |

Agenda

1. Progress Update

- Supplier meetings now complete, which provided product information, costs and CAD details.
- First tranche of topo/ GPR surveys complete for LBW/ Beau St (E)/ Hot Bath St and York St. Information to be provided to other teams when received.
- Additional VDA tender commissioned, due back 26th June. Likely completion end-July, which will inform security level of products.
- ST to complete draft access restrictions drawings for phase 1, based on the Heald sliding bollard system and provide estimation of cost at this stage.
- In discussion with Royal Borough of Windsor & Maidenhead, we have determined that a visit to Windsor is of no benefit, given the unique circumstances their security provision works around the British Army protection detail for Windsor Castle and where gates are operated by Thames Valley Police. Therefore considered no similarities with our project.
- Met with Avon & Somerset Police Counter Terrorism Security Advisor's early June to provide an update on the project. They are satisfied with the conceptual detail and project progress and offered their assistance at consultation stage of proposed access restrictions.
- Initial discussion with Stuart Batson regarding back office equipment requirements. ST to provide further information and get back to SB.
- Meeting with Jeremy Rogers regarding laser survey progress – 25/6. Determined that JR has covered some of the areas required in Zone 1, but difficulty in obtaining access to cellars in York St and Hot Bath St.

2. Potential on-site Issues

- Hot Bath St – HVM near Hetling Spring access chamber. Require discussion with Mark Williams (Building Control) to identify issues during investigation and installation work.
- Potentially we could be looking at a combination of rising and sliding bollards, requiring between 500 – 1800mm depth excavations. Discussion is required as to whether an archaeological watching brief is needed if excavating to the lower depth.

- As part of the investigation work, there is potential to excavate the complete installation footprint at each site to determine conflict with cellars, utilities etc. As each site is a concrete slab, this will require a road closure, which will be both time consuming and disruptive.
- Beau St – Does the steering group feel that we require all fixed bollards across the junction with Stall St or one/ two lift types for occasional access? This may come out of consultation and/ or advice from police CTSA's.
- Consideration of a temporary reinstatement following investigation works.

3. Other Issues

- A combination of bollard system may require two separate contracts with manufacturers for on-going technical support and maintenance. Further consideration is required as to whether this is appropriate or catch-all contract can be negotiated.
- HVM bollards recently provided in Southgate are supplied by ATG and are bronze sleeves. Whilst in accordance with the pattern book, they are £950 each, which would seem cost prohibitive at this stage. WM to consider whether there is a cheaper alternative or complimentary product on the market.
- SF has met with Paula Freeland, who has suggested the project should be subject to a pre-application process.
- Requirement for adjustment or improvement to the public realm as part of each work site.

4. Other Project Priorities

- Bath Rugby – N Parade Road/ Pulteney Bridge/ Argyle St remains a priority. Work and discussion to commence once topographical and GPR surveys complete in 2nd tranche of survey work.
- GPR surveys to tie in with laser surveys. Further discussion req'd with JR.
- Trial excavations to determine likely construction depths, other constraints and product suitability.

5. Access Restrictions

- GP suggested that it is unlikely an alternative budget is available for TRO's. ST to start reviewing existing TRO's required in phase 1 and preparing a programme and cost, including potential public inquiry. Delivery by Highways.
- An access restriction is proposed in Kingsmead Square. As this does not form part of the HVM project at present, the interim advice is to provide non-rated bollards with maximum gap 1200mm to prevent perimeter access and restrict access both ends through controlled gates or bollard system.
- Graham Lewis is currently looking at a 3.5 tonne weight limit on York Street, albeit Dale Mynett wants more assurance that the road can bare that limit once the scheme has finished. This backs up LD's desire for 24/7 controlled access.
- Might need to consider a weight limit for the rest of the TRO for Stall Street, etc, as we cannot risk someone driving from Lower Borough Walls into Swallow Street and into York Street over the 3.5 tonne limit.

6. Finance & Project Governance

- Financial position reviewed with Finance Team.
- Responsibility of delivery now with Highways.
- Cost centres & project codes now set up following confirmation of budget alignment.
- Costs to include for IT and operations.

7. A.O.B

- Drawing No. MPRPB01-CM-005 (Future City Centre Protection) revised to remove reference to gates where no longer detailed and road alignment in Orange Grove.
- 10/7/19 - CCS pre-brief to Mandy Bishop. 15/7/19 – CCS brief to members.
- Possible brief to DDG before September.

8. Date of next meeting

- End of July