

# Silver Street Community Footpath project, Thorverton

## Community Benefit

Silver Street is the main route from the A396 into Thorverton and consequently has considerable local traffic. Unfortunately, the existing public footpath ends at the top of the hill down to the location of the old railway bridge. Beyond the end of the path is the bridge over the river Exe, the communities of Latchmoor Green and Up Exe, popular Thorverton Cricket Club and local businesses C&R Motors and the Exe Valley Farm Shop. Access to the popular Hulk Lane footpath and the Exe Valley Way are also via Silver Street.

At present all pedestrians are forced to walk on the public highway just at the entrance to the village and over the brow of the hill. In particular children and mothers from the village school regularly use the cricket club for exercise in the summer evenings and feel particularly vulnerable. It is felt by all that extending the footpath would help mitigate these public safety concerns

## Community Engagement

As well as providing voluntary labour to help construct the project, the community will also commit to maintaining, planting and beautifying the entrance once the project is completed.

## Pre Project viability and preparation

The proposed site and location for this path has been chosen specifically in order to minimise the amount of civil engineering required and disruption to both the highway authority and local landowners. An early decision taken was to have a sloping path suitable for the use of pushchairs rather than the construction of steps.

- 1) A number of meetings have been held with the Area Manager of the landowner, Devon County Council Highways. The scope of works has been discussed in detail and all questions answered. A confirmation of "No objection to proceed" to the proposed project has now been obtained.
- 2) Once completed, as the design of the project will be approved by DCC Highways Engineers DCC are also willing to adopt and maintain the path in the future.
- 3) Buried services and land ownership in the vicinity is quite complicated and Land Registry cadastral maps have been consulted carefully and fully taken into consideration.
- 4) The proposed site leads down to the site of Thorverton Sewage farm. South West Water have been consulted and have kindly provided details of their buried services. These locations have been taken into consideration in the design of this proposal.
- 5) The gas and electrical utilities have also been consulted and their buried services have also been checked.
- 6) A local civil engineering contractor has conducted a site visit and has provided a price for all major civil works on the project.
- 7) A number of members of Thorverton Community have been contacted and confirmed willingness to provide voluntary labour when requested.
- 8) Prior to starting the project final discussions will also be held with DCC Highways to discuss the viability of also resurfacing the layby at the bottom of hill outside the entrance to South West Waters plant. If agreed, this would further enhance the public amenity value of this project.

## Community Finance

It is assumed that the Community of Thorverton and various other local organisations under the overall guidance of Thorverton Parish Council will assume responsibility for fully financing this project. Sources for the supply of plant, materials and labour for the project have already been identified and quotations sought. Various potential sources of public and private grant funding have also been identified. No monies should be committed to the project until authorised permission to proceed has been reconfirmed in writing from Devon county Council Highways.

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## Community Scope of works for an 80m long footpath 1.5m wide.

All generally as per the "On the Right Track" Good Practice Guide approved by DCC Highways. For location and outline site plan please see red dimensioned line on attached scale (1-253) map. No works to be commenced without receipt of final written approval of DCC highways engineering dept.

### *Site Preparation*

- 1) Remove all brambles and undergrowth, cut all adjacent grass
- 2) Cut to ground level and remove from site and legally dispose of all wooden growth for whole length of project.
- 3) Apply a suitable strength weed killer (to kill through to the roots) to the whole site in order to prevent re-growth.
- 4) Mark out and profile line of path generally as per attached drawing. (aprox 30 metres on slope, 50 metres level).
- 5) Construct 30 m of path foundation on slope as per specification approved by DCCH
- 6) Lay approx. 30 m of 80mm land drain on the upside of the footpath on the slope plus short length of solid drain to remove excess water to highway in order to ensure stabilisation of the slope. As per specification approved by DCCH
- 7) Dig out approx. 50 m horizontal path foundation to a depth of 150mm and width on level part of the path line
- 8) Remove any surplus soil and transport to an adjacent local licensed site provided by community
- 9) Supply, install and fix geosynthetic textile membrane 80m X 1.5m to the line of the footpath.
- 10) Supply, install & fix aprox 160 metre sawn treated timber edging, complete with wooden pegs. To be delivered ready to be installed at same time as path
- 11) Dig out approx qty 15 handrail foundations to a depth of aprox 200mm on the downside of slope

### *Installing Path*

- 12) Cover membrane with aprox 150mm depth of crushed foundation of a certified 803 MOT type crushed limestone (or equivalent material). All to be ordered & delivered to site by completion of the installation of edging. (Unless DCCH offer planings to the project)
- 13) Compacted using the right weight of single drum roller as appropriate, to form falls and cross falls to assist water escape
- 14) Supply and install railings (to be approved by DCCH) and set in concrete foundation
- 15) Repair and make good
- 16) **OPTION 1.** Once completed path to be generally Sealed to Class 4 (dependent on prompt application of Slurry by DCCH)
- 17) **OPTION 2** Resurface layby entrance to South West water Site

### *"Assumptions.*

- 1) Agreement to proceed received before December 31<sup>st</sup> 2020
- 2) Unfettered access to all parts of the site for the duration of the project.
- 3) All materials required to complete project are available or ordered and paid for prior to commencing work on site.
- 4) Continuous working and unhindered site access for duration of project.
- 5) All plant, materials (except where specified below) and qualified labour to be provided by community.
- 6) No allowance has been made for unspecified Health & Safety measures.

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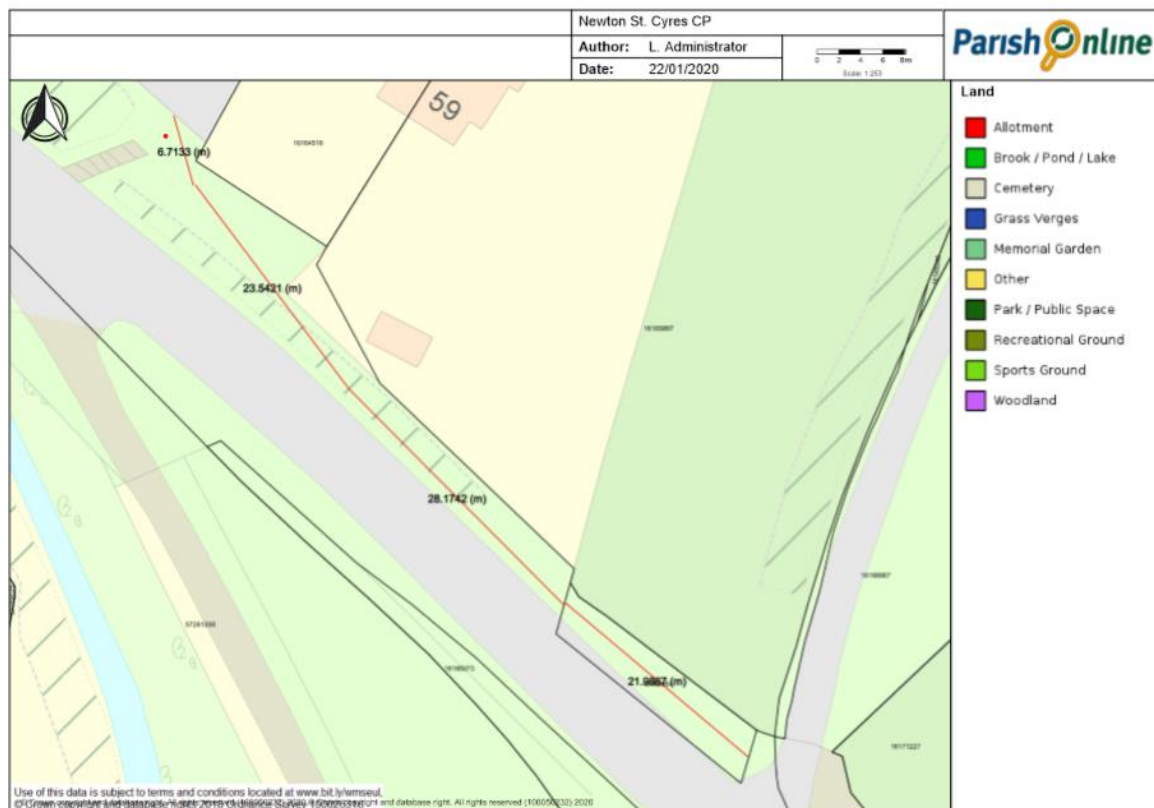
- 7) Site works not assumed to last longer than 30 days continuous working or to involve more than four men working simultaneously at any moment in time.
- 8) All works provided by qualified labour and, where appropriate, contract labour who will be covered by <£2million PI Insurance Cover.
- 9) Once completed path to be generally Sealed to Class 4 (dependent on prompt application of Slurry by DCCH)
- 10) No allowance for any additional drainage works identified or required

### *Inclusive Works provided by the Community*

- 1) Delivery of project before 30<sup>th</sup> June 2021
- 2) Project and site management,
- 3) Liaison with DCCH to agree final specification, progress reporting and final handover for ongoing maintenance
- 4) **All** locations required for the licensed disposal of soil and temporary storage of plant and materials necessary for the completion of the project not already made available from DCC Highways.
- 5) Communication and record keeping to a pre- agreed standard (including regular photographic records of works in progress)
- 6) Attendance on off and on site meetings as necessary.

### *Additional Works expected to be provided by Devon County Council*

- 1) Seal surface with tar slurry within an agreed period of time from project handover (only if required by DCCH)
- 2) Prompt and timely agreement on edging option and final scope of works and responsibilities.
- 3) Any additional costs associated with compliance of any as yet unspecified H&S requirements



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