

Ford to Winterbourne

Pedestrian and cycle route

Feasibility study

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Report prepared by

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1.0 Executive summary

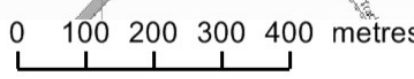
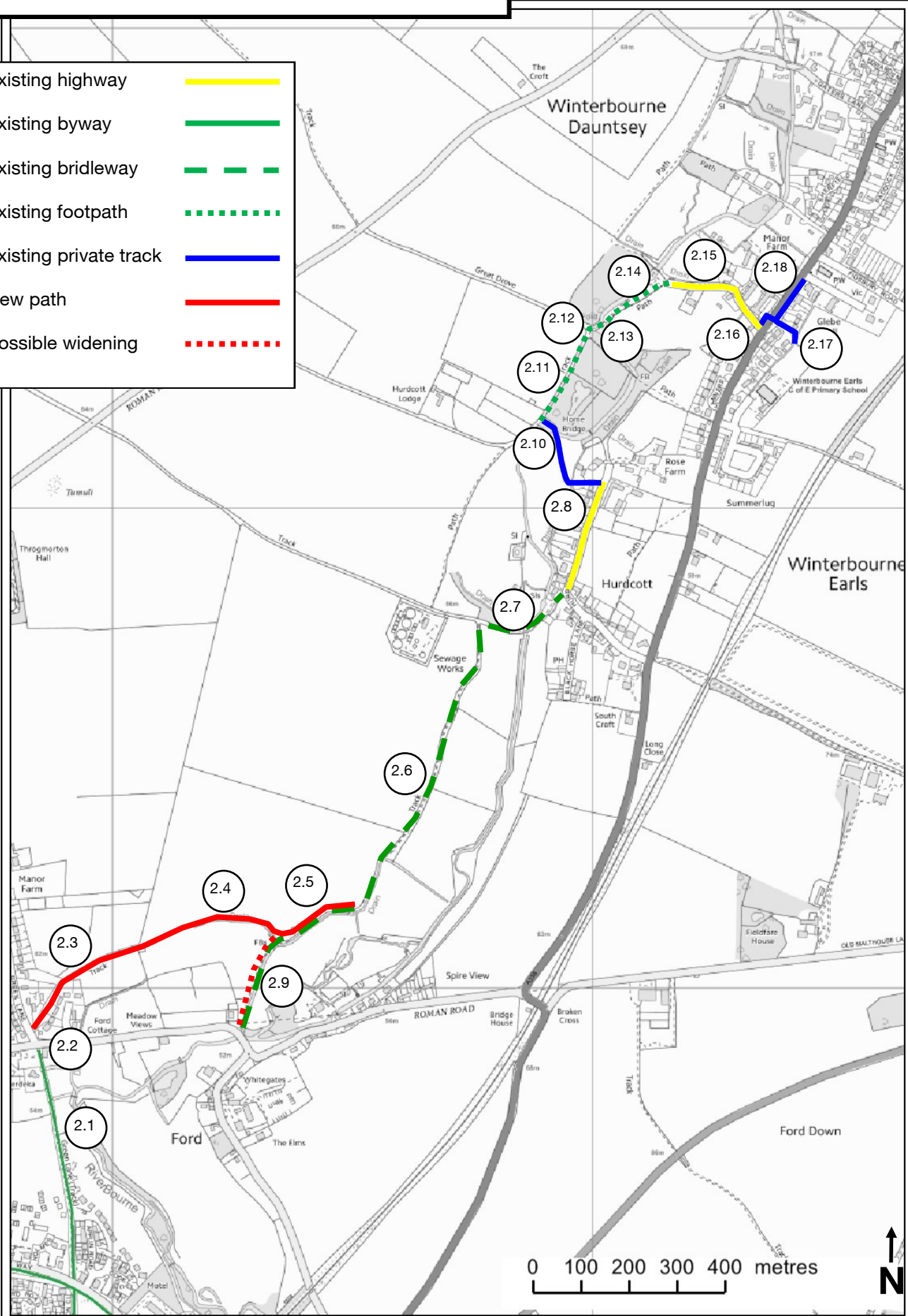
- 1.1 Existing access for pedestrians and cyclists between villages in the Bourne Valley is poor. There is a demand for a safe route to enable local residents to travel between villages and into Salisbury. This is an objective within the Winterbourne Parish Plan.
- 1.2 The travel plan for Porton Down Science Park has a requirement for improved cycle access for employees travelling from Salisbury.
- 1.3 Currently the only legal route for cyclists along the Bourne Valley is the A338. The road is busy with a national speed limit in place south of Winterbourne Earls. There is no continuous footway.
- 1.4 A number of public rights of way connect the villages but the legal access for cyclists is between Ford and Hurdcott. These are unsurfaced bridleways and, while used by cyclists, in their current condition are not likely to encourage an increase in cycle trips so upgraded paths are recommended. A new path is proposed from Ford which creates a more direct route onto the existing rights of way and avoids the minor road through the village.
- 1.5 Discussions on how to progress the proposed route has focussed on linking the most southerly villages, Ford and Hurdcott. Sustrans has looked at two route options and, after considering land ownerships, it has been agreed to focus on a route on the west side of the River Bourne which will require agreement with one landowner.
- 1.6 From Hurdcott to Winterbourne the proposed route follows several existing tracks in poor condition which will require improvements to the surfacing and a right of access for cyclists agreeing with one landowner.
- 1.7 Costs for tarmac paths and tracks (to current standards) are included in the report but it is recognised that funding for the project is likely be limited. For this reason the cheaper option of constructing or upgrading paths and tracks with recycled road planings is also included. In both cases on both sections the cost is disproportionately high in comparison to other cycle routes of a similar length because of the need for tracks to carry motor vehicles. For this reason, and because of the poor prospects for funding, a low budget option is also included. This involves the repair of existing tracks and new construction only where necessary. A summary of the section costs by standard is set out in table 1.

Table 1 – Costs by section and surface type

	Ford to Hurdcott	Hurdcott to Winterbourne
Tarmac	£1,292,833	£535,888
Road planings	£261,748	£93,853
Low budget	£159,283	£58,151
Links	N/A	£54,740

Proposed route alignment

- Existing highway
- Existing byway
- Existing bridleway
- Existing footpath
- Existing private track
- New path
- Possible widening



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1.0 Proposed route alignment

- 2.1 The existing cycle link along Green Lane provides traffic-free access from Bishopdown. There are proposals to extend this further into the city centre via Cow Lane.
- 2.2 The proposed route crosses Roman Road at Ford at a low point with poor visibility to the west. The speed limit should be reduced to 20mph and reinforced with traffic calming measures.

- 2.3 A gated private road runs east of Green Lane providing access to fields. The ownership of the track is unregistered but there are rights to use it associated with adjacent fields. The surface is overgrown compacted stone for approximately 100m. The remaining 170m is a well drained agricultural track. A new pedestrian/cycle access point should be provided adjacent to the vehicle access gate. The road should be surfaced in tarmac to a specification able



Looking east along track from Ford



Looking west over field from LAF25

path could be enclosed with stock owner.

- 2.5 The first 400m of LAF25 is approximately 3m wide and can only accommodate a combined surface for horses and cycles. Wiltshire Bridleways and the British Horse Society have indicated that they would prefer to see an unsurfaced path on this section. As per 2.4 the margin between the field boundary and ploughed area is wide at this point so there is room to construct a tarmac path parallel to the bridleway. The boundary fence should be moved and a bridlegate included if the landowner requires

to carry agricultural vehicles.

- 2.4 Between the private road and the bridleway LAF25 is a single arable field bounded by a drainage ditch and hedge on the south side. There is a significant margin between the ploughed area and the field boundary (approx. 10m) which would enable a new path to be constructed. A 3m tarmac path should be constructed along the margin set back 1m from the drainage ditch. On the field side the proof fencing if required by the land



Looking north along LAF25 and field edge

2.6 LAF25 widens further north into WINT29, another bridleway, and there is sufficient space to accommodate a tarmac path for cyclists and a parallel unsurfaced bridleway as far as the junction with bridleway WINT13. A short section of hedge (approximately 5m) will need to be cut back to enable the new path (see paragraph 2.5) to connect to this section. The access at the northern end is narrow and should be widened by removing the vehicle access gate if possible.



Looking north along WINT29



Looking east along WINT13

2.7 WINT13 is a wide stone track which needs improvements to the surface. The track is used to access the water treatment plant for the village therefore any surface will need to be able to withstand use by trucks and agricultural vehicles. Tarmac is recommended to provide a consistent surface for all users. The track leads to Hurdcott Lane and the village.

2.8 Hurdcott Lane is a quiet 30mph residential road with no need for improvements for cycling.

2.9 If agreement cannot be reached for the section of path detailed in 2.4 the option of improving the southern section of LAF25 remains. This would still require additional land parallel to the bridleway to give sufficient width for a tarmac path and an unsurfaced bridleway for horses. This section of path is prone to flooding. The other disadvantage of this route is that it requires cyclists to use approximately 400m of the roman road to reach the bridleway from Green Lane.



LAF25 from Roman Road



Looking east along private road

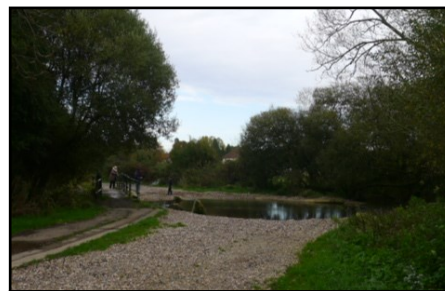
2.10 A private road runs between Hurdcott Lane and footpath WINT20. The road is surfaced with tarmac but changes to stone towards the western end and is in very poor condition in places. The road runs on unregistered land but serves two private dwellings. It is possible that agreement for public access could be secured in return for improvements to the road.

2.11 Footpath Winterbourne 20 is a stone track approximately 3m wide. The track is in poor condition and will require surfacing to make it adequate for commuter cycling. The track is in private ownership with access rights granted to owners to the west.



Looking north along WINT20

2.12 On the west side of the River Bourne Footpath WINT22 is a tarmac track. However, this is separated from WINT20 by an area of loose river stone that will need to be properly surfaced for cycling. The area is prone to flooding. The land at this point is unregistered but appears to be used by motor vehicles travelling between the Winterbournes and Great Drove so it is possible that cycle traffic would be accepted.



Looking east over River Bourne

2.13 WINT 22 crosses the River Bourne on a 1.4m wide footbridge. Although the bridge could be cycled it falls below current standards for cycling. Bridge replacement would be a disproportionately high cost for a project of this size. The proposed route should be signed over the current bridge but cyclists dismount signs located on either side.

2.14 East of the River Bourne WINT 22 follows a 3m wide stone track in good condition for approximately 120m. This could be used regularly by commuters without further improvement. The land is unregistered but as per 2.12 it appears to be regularly used by motor vehicles.

2.15 WINT 22 joins Tanners Lane, a tarmac public highway, which connects to the A338 at Winterbourne Earls after 250m.



Earl's Rise looking west



A338 western verge

2.16 The A338 south of the junction with Tanners Lane is too constrained to enable a segregated cycle facility to be provided to the entrance of the primary school.

2.17 North of Tanners Lane access to an existing informal crossing across the A338 could be improved if the western footway could be widened for shared-use. This would link to the service road on the eastern side. There is potential to construct a cycle facility linking to the rear of the primary school using the service road and Earl's Rise, a track leading to the playing field.

2.18 Converting the wide footway to the north of the service road to shared-use would create a link to the village hall.

3.0 Path construction

- 3.1 The recommended path width is 3 metres. This is the minimum width required to enable two cyclists or other path users to overtake. Reducing the path width below 3 metres leads to inconvenience, conflicts, near-misses and accidents. Often one user has to divert onto the verge. The minimum path verge should be 1 metre on either side between boundary fences or trees. This should be increased to at least 2.5 metres where access for horse riders is required.
- 3.2 The general requirement for path surface materials for cycle routes is that they should provide a smooth riding surface, good drainage properties, long-term durability and low maintenance. This is best achieved with machine-laid asphalt. This ensures a smooth surface which is suitable for disabled access as well as cyclists and pedestrians. To reduce the visual impact, a layer of dust or chippings can be rolled into the surface.
- 3.3 All the route sections from WINT13 (inclusive) north are likely to be shared with agricultural vehicles and will need to be constructed to an appropriate standard and width. Typical construction depth for cycle paths is 270mm whereas tracks for agricultural vehicles will require a depth of 450mm. The budget costs for asphalt assume this depth across the full width of track for all the paths from WINT29 north with full width being surfaced (an additional thickness of road planings is allowed for on the lower cost option). Vehicle access will also be required for fields either side of WINT29 so a minimum unsurfaced width of 3m is required parallel to the path. At the access points a concrete hard standing is recommended to withstand wear from turning or starting vehicles.
- 3.4 The common, cheaper alternative to a asphalt surface, especially in rural locations is compacted stone with a limestone dust dressing. This provides a level surface for approximately 2/3rds of the cost of asphalt but generally 1/3rd of the life expectancy. Compacted stone paths are particularly vulnerable to poaching by horses hooves. This types of construction is unsuited to locations which will be shared with agricultural traffic
- 3.5 Another alternative surface is to construct the path from recycled road planings with a limestone dust dressing. When rolled this gives a semi-sealed surface which is acceptable for cycling on. The life expectancy is not as good as a asphalt path but is better than stonedust. The main advantage of using road planings is that Wiltshire Council can, if the path is considered a priority, supply the planings for free from road maintenance schemes. Therefore the construction cost is further reduced even if the life expectancy may still be lower than asphalt.

4.0 Planning and other consents

- 4.1 The majority of the route sits within existing highways boundaries therefore only requires agreement with landowners and Rights of Way to permit access for cycles and construction. There will be a requirement to seek the views of stakeholders, particularly the local walking and horse riding groups, therefore some mitigation of impacts may be required. Horse riders will require a minimum unsurfaced width of 2.5m to be preserved along bridleway LAF025 and WINT29. Since WINT13 is already surfaced it is assumed that surfacing across the full width will be acceptable.

- 4.2 Planning permission will be needed to construct the southernmost section of path between Green Lane and LAF025. In its favour the proposed alignment extends an existing track and follows a field boundary so is sympathetic to its setting. Engagement with residents in Ford will be required. There may be concerns about increased numbers of pedestrians and cyclists close to the rear of properties but the path is well screened so privacy should not be an issue. Engagement with Hurdcott and Winterbourne residents is also recommended since these communities will benefit from the proposed route.
- 4.3 The proposed new path runs outside the flood zone for the River Bourne. Environment Agency records show that the drainage ditch running parallel to the proposed alignment floods to the south. Environment Agency flood maps are subject to regular revision therefore a flood risk assessment is recommended prior to submission of a planning application.
- 4.4 Because of the short length of path and minimal interference with field boundaries and ground levels the ecological impact is likely to be low. A preliminary ecological appraisal will be required as part of the planning application and this may identify specific species surveys. A short section of hedgerow will need to be removed where the proposed new path meets LAF025. This may require some form of mitigation elsewhere along the route
- 4.5 No utility searches have been carried out in the preparation of this report. It is recommended that searches are carried out prior to submission of a planning application. No allowance has been made in the cost estimates for any diversion costs.

5.0 Costs

5.1 Ford to Hurdcott (tarmac)

3m path—Ford to WINT13 (1200m @ £150 sq.m)	540,000
4.0m track—WINT29 (520m @ £225 sq.m)	468,000
Concrete hard standings (item)	12,000
Signage (4 no. finger posts @ £150)	600
Fencing (500m @ £6 per.m)	3,000
Gates (3 no. bridle gates @ £300, 2 no. vehicle access gates @£450)	1,800
Speed cushions on Roman Road	20,000
Sub total	1,033,400
Contingency (@10%)	103,340
Total construction cost	1,149,940
Land and legal fees	4,000
Surveys	5,000
Planning & RoW fees	5,000
Design & management fees (@12.5%)	142,093
Total	1,292,833

5.2 Ford to Hurdcott (road planings)

3m path Ford to WINT13 (1200m @ £25 sq.m)	90,000
4.0.m track WINT 13 (520m @ 35 sq.m)	72,800
Concrete hard standings	12,000
Signage (4 no. finger posts @ £150 each)	600
Fencing (500m @£6 per.m)	3,000
Gates (3 no. bridle gates @ £300, 2 no. vehicle access gates @£450)	1,800
Speed cushions on Roman Road	20,000
Sub total	200,200
Contingency (@10%)	20,020
Total construction cost	220,220
Land and legal fees	4,000
Surveys	5,000
Planning & RoW fees	5,000
Design & management fees (@12.5%)	27,528
Total	261,748

5.3 Ford to Hurdcott (low budget option)

2.5m road planings path Ford to WINT13 (1200m @ £25 sq.m)	75,000
Patch repair WINT 13 (item)	10,000
Concrete hard standings	12,000
Signage (4 no. finger posts @ £150 each)	600
Fencing (500m @£6 per.m)	3,000
Gates (3 no. bridle gates @ £300, 2 no. vehicle access gates @£450)	1,800
Sub total	102,400
Contingency (@10%)	10,240
Total construction cost	112,640
Land and legal fees	4,000
Surveys	5,000
Planning & RoW fees	5,000
Design & management fees (@12.5%)	14,080
Total	140,720

5.4 Hurdcott to Winterbourne (tarmac)

3m private track west from Hurdcott (230m @ 225 sq.m)	155,250
3.5m track WINT 20 (220m @ 225 sq.m)	173,250
3.5m track WINT 22 (120m @ 225 sq.m)	94,500
Hard standing (item)	5,000
Signage (4 no. finger posts)	1,000
Sub total	429,000

Contingency (@10%) 42,900

Total construction cost **471,900**

Land and legal fees	2,000
Surveys	2,000
RoW fees	1,000
Design & management fees (@12.5%)	58,988

Total **535,888**

5.5 Hurdcott to Winterbourne (road planings)

3m private track west from Hurdcott (230m @ 35 sq.m)	24,150
3.5m track WINT 20 (220m @ 35 sq.m)	26,950
3.5m track WINT 22 (120m @ 35 sq.m)	14,700
Hard standing (item)	5,000
Signage (4 no. finger posts)	1,000
Sub total	71,800

Contingency (@10%) 7,180

Total construction cost **78,980**

Land and legal fees	2,000
Surveys	2,000
RoW fees	1,000
Design & management fees (@12.5%)	9,873

Total **93,853**

5.6 Hurdcott to Winterbourne (low budget option)

Patch repair 3m private track west from Hurdcott	10,000
Rebuild 3.5m track WINT 20 with road planings(220m @ 35 sq.m)	26,950
No repairs to 3.5m track WINT 22	0
Hard standing (item)	5,000
Signage (4 no. finger posts)	1,000
Sub total	42,950

Contingency (@10%) 4,295

Total construction cost **47,245**

Land and legal fees	2,000
Surveys	2,000
RoW fees	1,000
Design & management fees (@12.5%)	5,906

Total **58,151**

5.7 Winterbourne links

3.0 shared-use path construction (70m@ £150 sq.m)	31,500
Uncontrolled crossing (item)	3,800
Signage (2 no. finger posts)	500
Traffic management	5,000
Bollards (8 no. @ £200)	1,600
Sub total	42,400

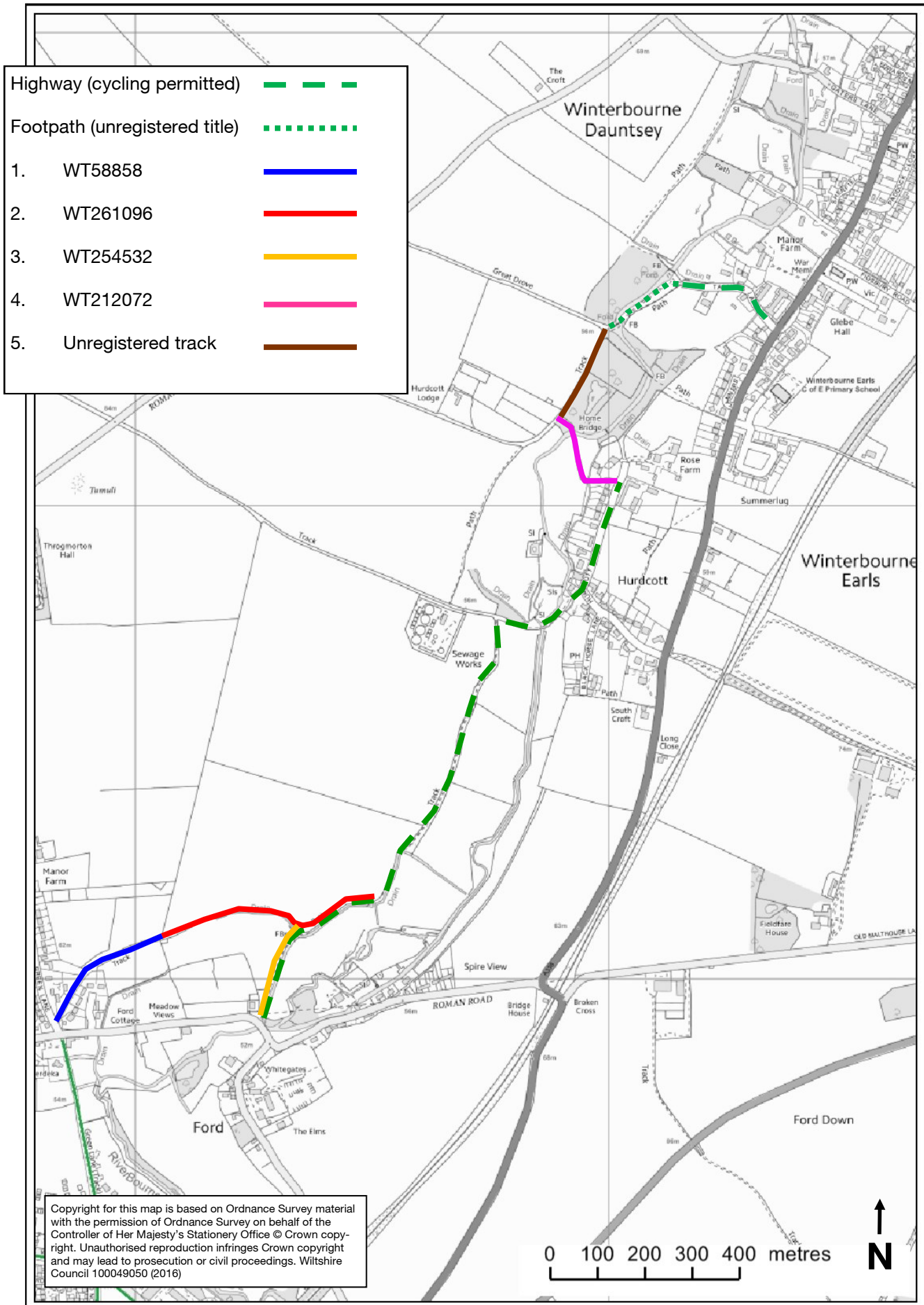
Contingency (@10%) 4,240

Total construction cost **46,640**

Surveys	2,000
Design & management fees (@12.5%)	5,830

Total **54,470**

Appendix 1 – Land ownership (confidential)



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