

Appendix 6

Assessment of route suggested as an option

Description

New public footpath close to railway line, to south west of tracks, running from crossing S08 to bridge carrying footpath 031 over the tracks. Path would mirror the proposed path on the north east.

Advantage

Avoids putting path users close to fast vehicle traffic on B1113.

Removes risk to users from traffic.

Note, there is already a gravel haul way along this route. The footpath may be on this haul way, which will cease to be used for mineral extraction or pit filling by the end of 2022 in accordance with the planning permission for the extraction.

This path offers a safe route connecting the layby beside the B1113 to the rewilded extraction areas, and to the Gipping Valley Path.

It seems likely that the existing gravel haul way will continue to exist after gravel extraction works terminate. Otherwise there is an area of land between the railway and the river which would have no other means of vehicle access for occasional land management etc operations – this is the reason the bridge is at this location.

No new fencing would be required if the haul road were used.

No drainage would be required.

There are no streams to cross, no hedges to repair.

Costs

Worst case – Approximately 400 metres of new footpath on reasonably level, sandy/gravelly land, at £10 per metre.

Best case – Use existing haul way as the path – no additional construction.

Costs associated with dedicating a public right of way on land where there is evidently a private right of way already in place.

400 metres of footpath 2 metres wide represents approximately $\frac{1}{4}$ acre. At current land prices this is around £2,500. Given the land is currently a haul way, and is likely to remain a track, loss of income from productive land would appear to be minimal. If a new path were to be constructed between the existing haulway and the railway fence then that land is currently unproductive.

Estimate £10,000 for legal fees etc for this 400 metre section – one land owner involved only in addition to any involved with the proposed diversion route.

Estimate £4,000 to create a new path surface, if necessary. The ground is very gravelly so minimal, if any, material needs. The route needs no “engineering” other than to create a levelled surface.

No additional signage would be needed over the existing and proposed signage.

Total cost estimate - £12,500 to £16,500.

Network Rail will already have a cost estimate for the mirroring path on the other side of the tracks.