

FORTY GREEN WALKWAY

Meeting held at Dan Dixon's house on 17 June 2010

Present: Dan Dixon, Chris Schwier, Michael Bayley, Miles Green

Feasibility Study - The study accepts the concept of a walkway and the proposed design, but does offer an alternative of a tarmac path supported by concrete foundations and a downhill gabion wall. Dan Dixon is not convinced by the estimate of nearly £100,000 compared with £48,000 by Sentry Groundcare who are specialists.

Ownership of embankment land - A map of Penn Estate land in 1906 shows the embankment as part of the road. A letter from the Penn Estate of 16 June 2010 makes it clear that they do not own the embankment and have no wish to do so. At the Parish Council's May Council meeting it was agreed that ownership of the land was not a reasonable responsibility for the Parish Council.

Maintenance - The Parish Council could consider funding a regular safety inspection regime and keeping the walkway clear of undergrowth and trees, but the responsibility for repair and maintenance of the walkway must be with Highways.

Method of construction - Chris Schwier thought a tarmac path supported by a concrete and gabion wall was more likely to get Highways support than a wooden walkway because they had people who knew how to deal with these materials. Dan Dixon made the point that the Sentry Groundcare scheme assumed a durable plastic rather than wood and this was widely and successfully used in the Lake District and elsewhere.

Some road closure would be needed. Any contractor would have to be 'New roads and street works accredited'.

Funding - Highways have very limited funds through the delegated budget and other LAF funds of say £5 -10,000. Match funding might be a possibility with Highways matching funds raised elsewhere. The Parish Council could be asked for about £10,000. Dan Dixon volunteered to set up a Trust to handle fund-raising.

Alternative scheme with traffic lights and footway - There was no collision data to justify expenditure which would be as high as for the walkway. There might not be enough room for a side path at the pinch-point.

Agreed action -

Chris Schwier will:

- a) Establish from his legal team where the highway boundary runs
- b) Whether Highways are willing to support either method of construction (i.e. raised plastic walkway and/or ground level tarmac/concrete)
- c) Whether Highways are willing to adopt the land as highway and so take responsibility for the land and for repair of the walkway/path.

Depending on the Highways response:

Parish Council - would seek planning permission.

Dan Dixon - would set up a Trust to get competitive quotes and handle fund-raising.

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