

## Strawberry Line Multi-User Path Project Construction

R3 Wells – Rodney Stoke connection, Phase 1: Westbury path construction between Station Road and Erlon Lane (930m in length).



### **The area and need for a multi-user path**

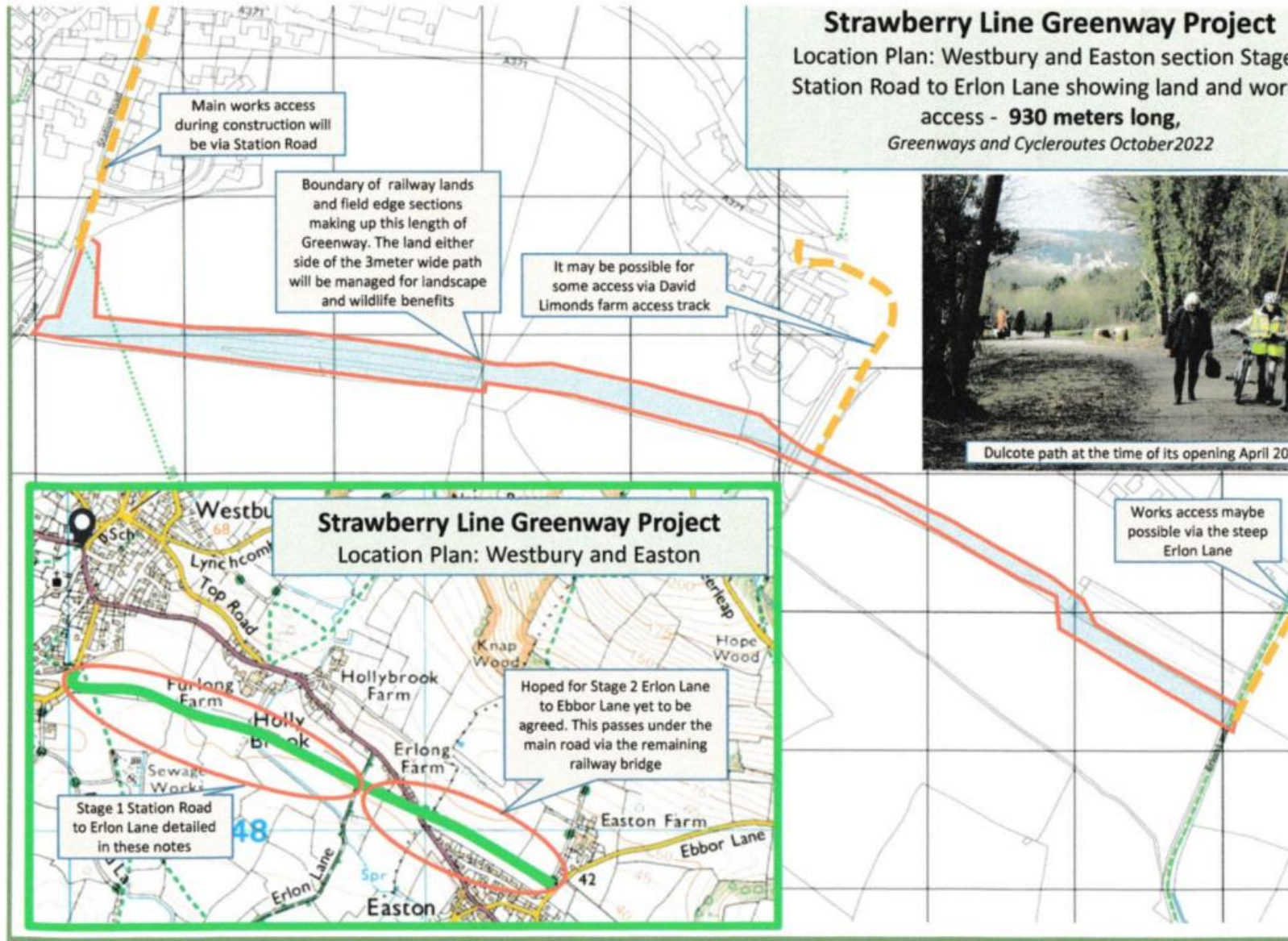
Westbury-Sub-Mendip sits astride the main A371 road; the only connection to Easton – just 1 mile away – but inaccessible without a car due to the speed and volume of traffic, carriage width and lack of footway or any form of safe, active travel infrastructure.

### **The path construction**

For many years, volunteers of The Strawberry Line Association have worked to extend the existing path that ends at Cheddar to the next built section in Wells. In 2020, Mendip District Council (MDC) adopted the project and now, with delivery partners Greenways & Cycleroutes, plan to build this first section where access has been agreed. Building a multi-user path following the line of the old railway provides a practical, traffic free corridor between the two communities and as more sections are completed, the stronger the case for any missing sections will become.

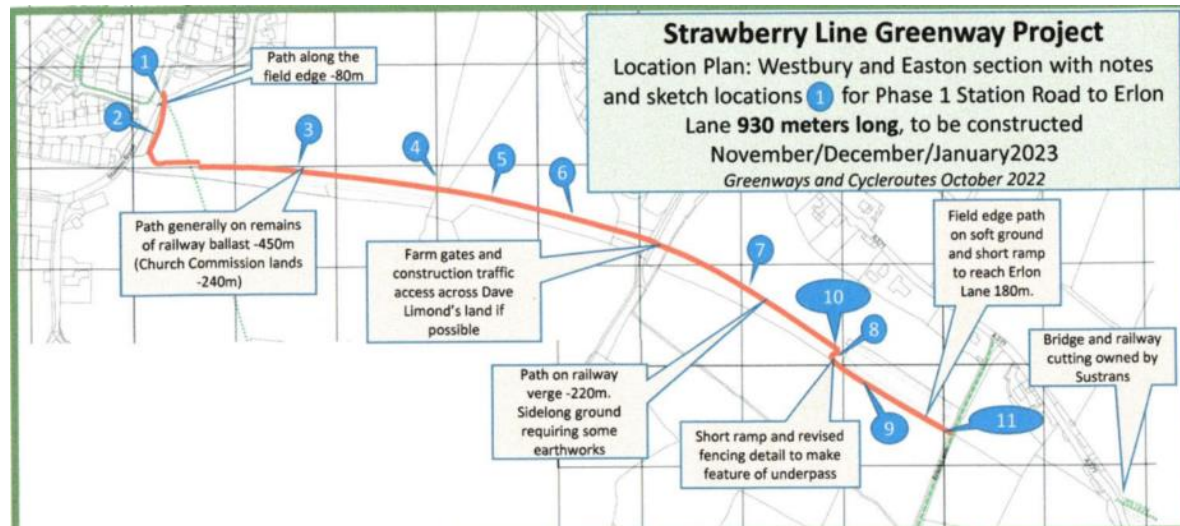
Over the last winter, local volunteers arranged for the fencing and hedge planting of the Furlong Farm section (West of Erlon Lane). This section was opened to the public shortly after and has proved popular with local walkers.

The construction will commence in November and should be completed by the end of the year (weather permitting). Local contractors, K&M Golding will build 930m of path to the same standard as the new path at Dulcote; with a 3m width and 20mm limestone dust finish.



## Station Road to Erlon Lane – 930m of new Greenway Path – scope of construction works

1. The start of the path – around the start of the existing public footway. The first 70m section from Station Road is to be constructed to a 4m width, as a Haul Road with polypropylene filter fabric and netlon reinforcing mesh.
2. **Access** is from Station Road at the west end of the project.
3. **Drainage** on Western section (Church Commissioner’s land) will involve the installation of a 6m long section of 450mm culvert with headwalls to cross the existing ditch between the field and the railway.



4. **Earthworks** in addition to the standard foundation works and the laying of the path surface, the following construction will take place:
  - I. At point 7 there is 220m of path on sidelong ground; 200m<sup>3</sup> of material will be excavated to make a level bench. The material will be moved eastwards to form a 1:20 ramp east to the railway underbridge.
  - II. Railway underbridge ramp (from above excavated material)
5. Standard path construction at this point.
6. **Verge & shoulder construction** the first metre of width will be finished level with the edge of the path. This will then be tilled, raked and levelled again before sowing with wild grass and flower mix.
7. **Fencing & entrance controls** the majority of the fencing was installed early 2022. An additional section (points 8 & 10) will be installed either side of the remaining bridge. Access controls will comprise a total of 10 x 2 tonne rocks arranged in pairs and orientated to act as seats where possible.
8. **Services** – there are no known services mapped in the location. If the weather is very wet during construction the contractor will construct the path as a works access road, working outward along the path before completing the finished path.
9. **East of Erlon Lane** access here is currently in discussion, if access is achieved during the course of the Phase 1 works, the contractor will start work on the construction of the section between Erlon and Ebbor Lane.