

## Briefing Note for Pewsey CATG

### Area Board Issue 0091 – Rushall Elm Row – Footway provision

#### Background

Whilst a number of footway links have now been constructed at Rushall, a key objective remaining for the Parish Council is the provision of a footway from the Devizes Road / Church Lane junction, to link with Rushall Drive. However, constructing a footway along this length is not without difficulty due to land retention issues and the presence of telecom / electric poles.

Consequently, for financial reasons, the project is likely to be divided into a number of smaller construction phases.



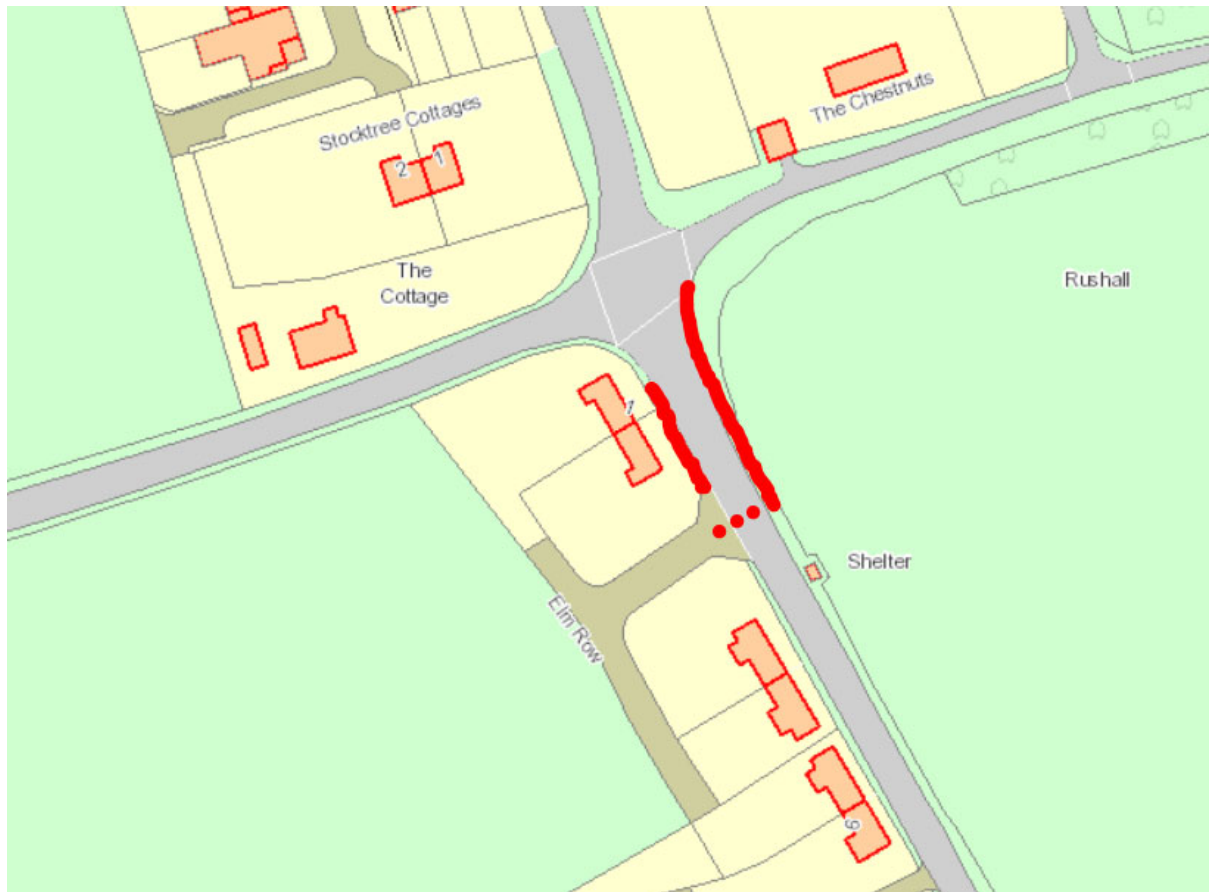
#### Previous proposal

In an attempt to avoid the cost of providing land retaining measures and relocation of service poles, a proposal was drawn for a footpath on the western side of the route, with a crossing point close to the junction of Devizes Road, to link with the footway on the eastern side of Pewsey Road.

However, safety concerns were raised about the vulnerability of pedestrians at the proposed crossing point, with sightlines for both drivers and pedestrians compromised. A Stage One Safety Audit also identified concerns with the crossing point and Highways subsequently withdrew this proposal.

## Moving forward

Further consideration has been given to a solution which will satisfy safety requirements. Essentially, a footpath would need to be constructed on both sides of the A342, with pedestrians then encouraged to cross to and from the access road to Elm Row (see sketch below).



However, such a solution would require attention to the land retention issue and one service pole.

### Option 1

If the upper fence line is to remain, the boundary between the Highway and land in private ownership, a wall would need to be constructed approximately 60 metres long and 1.8 metres high. The estimated cost is in the region of £72K to £78K. To finish with a brick facing, to remain in keeping with other walls in the village, add £20K. Design fees and rudimentary soils investigation is likely to cost around £17K. The cost of moving the Pole, construction of the footway, plus road closure / diversion signing is not included within these figures.

### Option 2

If the bank could be graded back at the top, effectively moving the fence-line into the field, then retention costs would be in the region of £15K to £20k. This would of course depend on the co-operation of the land owner and their willingness to effectively lose access to the edge of their field. Again, the cost of moving the Pole, construction of the footway, plus road closure / diversion signing is not included within these figures.

Clearly, if either option is to be pursued, then a bid for Substantive Funding assistance will be necessary.

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10/12/18