Grassthorpe Road, Sutton on Trent

Feasibility Report – Footway Widening

Via Report Reference: TP2560123
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1.0 Introduction

1.1 Via East Midlands has been approached by Sutton on Trent Parish Council, to undertake a feasibility study which aims to determine whether widening the footway along Grassthorpe Road, in between Bulham Lane and the Sutton on Trent Sports Club, is feasible.

1.2 It is envisaged that the footway widening should provide a safe passage that encourages increased public usage between the village of Sutton-on-Trent and the Sports Club.

1.3 This report will consider different options available, estimated costs, and proposed layout in accordance with the appropriate design standards.

1.4 All recommendations within this report are subject to approval by Nottinghamshire County Council.

2.0 The Site

2.1 The proposed site is within public highway and is situated within the Sutton on Trent parish, running along the west of Grassthorpe Road. The road is used as the main route between Grassthorpe and Sutton on Trent parishes. (See figure 1)

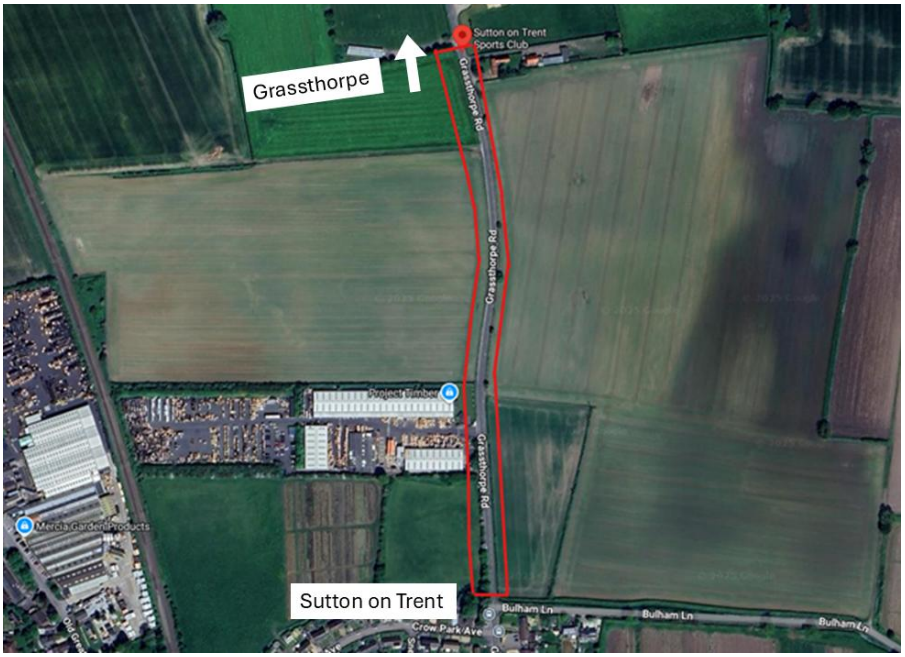

Figure 1. Location of Grassthorpe Road for proposed works.

2.2 The site is within a 60mph zone to its north section, with the speed reducing to 30mph immediately after the business Project Timber on approach to Sutton on Trent village. The speed

remains at 30mph up until the end of the extents.

2.3 The existing footway is approximately 494m long and bordered by hedgerows and verges to its west, which would have to be removed in certain sections to enable the construction of the footway extension. Upon visiting the site, the existing footway width was identified to vary between 1.5m and 0.8m. The average carriageway width is 6.2m.

2.4 Within the extents, there are multiple access points which lead to privately owned land. There are multiple farm access points, and two individual ones were present to the south which are being used by the business 'Project Timber'.

2.5 The existing footway has off-let kerbs that allow carriageway surface water run-off. It is not known whether these drainage kerbs are in working condition.

2.6 The boundary lines that represent the areas adopted by Nottinghamshire County Council (NCC) were determined using Spectrum Spatial Analyst. The border is represented in the Proposed General Arrangement drawing.

3.0 Proposal

3.0.1 This proposal is to widen the existing footway to increase the overall width to 2m. The estimated total extent length is 494m. As the existing footway width varies between 0.8 – 1.5m, the average width of extension would be taken as 1.1m for estimation purposes.

3.0.2 Widening the footway is part of the Parish Council's plan to improve pedestrian access to the Sports Club.

3.0.3 The proposed General Arrangement drawing (TP2560123/01) shows the extent of works is separated into three sections because of the timber businesses accesses which would likely remain undisturbed.

3.0.4 Within Section 3, an area of extension falls outside the adopted boundary line which is highlighted in the drawing. Carrying out the extension works on this area means that third-party land would have to be acquired. It is important to note that the boundary lines shown on drawing TP2560123/01 are only for indicative purposes and shouldn't be relied on for accurate measures. It is recommended that a topographical survey is undertaken prior to detailed design for more accurate figures.

3.0.5 As stated in *2.4,* there are multiple accesses within the proposed extents. Liaison with the

landowners who are in current use of the accesses would be necessary to keep the disruption to a minimum.

3.0.6 The location of statutory undertakers' equipment/services within the proposed extents has been considered for this report. Upon examining the plans, the utilities given below are present within the extents:

- Underground and overhead high and low voltage electricity cables
- Underground and overhead BT cables
- BT boxes along the existing footway
- BT poles on the verge
- Streetlight posts
- Vehicle activated speed signs

The utility plans only serve as visual representation of location; therefore, undertaking a GPR survey of the area is necessary to determine the depths of the underground utilities and assess what the safe construction depth is above the utilities.

Prior to any construction works, a GS6 Survey should also be undertaken to verify the height of the low voltage cable in the vicinity of the Sports Club.

The diversion and relocation of underground apparatus has not been considered as part of this study and should be considered during detailed design.

The location of some existing streetlight columns and other utility apparatus would create obstructions for the footway users once the footway is extended. It is recommended for these columns to be relocated as part of the works.

A separate detailed design and cost estimation would be required for a street lighting design.

3.0.7 In conjunction with the above, Sutton-on-Trent Parish Council should engage with Nottinghamshire County Council about the reduction of the speed limit from its current speed (60mph) down to 30mph. Should this be approved, it will trigger the need for street lighting within the 30mph zone.

3.0.8 Vegetation bordering the existing footway are likely to be habitable. Ecological surveys may be needed to identify whether the vegetation within the site are considered as 'protected habitats' and liaise the options of how to deal with them, including the timing of construction to accommodate bird nesting season.

3.1 Option 1 – Increase Footway Width to 2m

3.1.1 Widening the footway by extending it towards the west is a feasible option. To do this, it is required to undertake site clearance by removing a section of the verge and hedgerows running

along the west of the footway, which will also enable the achievement of sufficient width to construct the footway extension.

3.1.2 New concrete edgings will need to be installed all throughout the west border of the extension to give the footway construction materials a solid surface necessary for structural support. Upon visiting the site, verge areas in Section 3 were observed to have a gradient which lowers towards the field.

3.1.3 The Proposed General Arrangement shows the new proposed extent start of the footway widening after the farm access located just after the Bulham Lane junction to avoid impacting the culvert and access (See Figure 2) which acts as a pinch-point (due to existing infrastructure). The average existing footway width before this new proposed start is 2m, which is the intended width, therefore no work is deemed necessary. It may be possible to side up and clear the vegetation debris as part of the works to reveal more of the existing footway, enhancing the overall width.

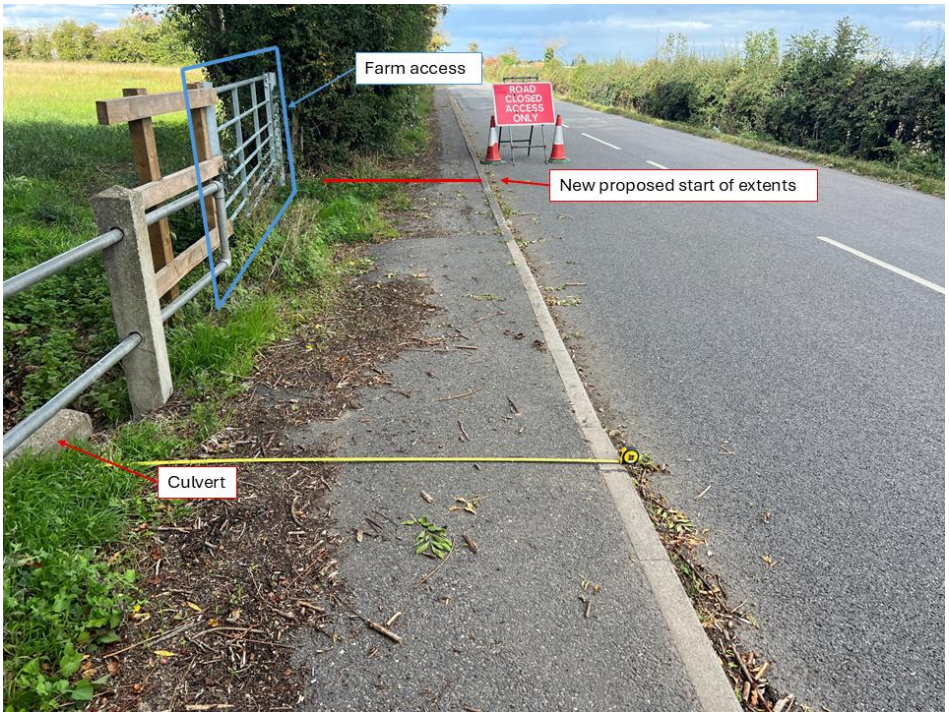

Figure 2. Proposed new location of start of extents

3.1.2 There are areas of footway which are bordered by hedgerows. Ecological surveys/guidance should be sought. This is so direction can be provided for the areas where the hedgerows would need to be trimmed in preparation for the footway extension works.

3.1.3 This option includes provision to replace the existing concrete kerbs on the northern timber business access (See Figure 4), to accommodate a wider crossing point and an increased footway width.

Figure 3. Location of proposed kerb replacement

3.2 Option 2 – Increase Footway Width to 2m (Inc. Renew Surface Course Throughout)

3.2.1 In addition to widening the footway, it is also possible to resurface the existing footway to achieve a surface with a consistent appearance, texture, and eliminates the existence of a surface joint running along the length of footway. The major advantage of this is to improve the visual perception of the footway, thus making it more appealing to highway users.

3.2.2 This option also provides the opportunity to treat the ground under the existing footway sections where grass is likely growing from under the footway and penetrates in between the kerb and footway (see Figure 4). The treatment would prevent vegetation growth in the future.

Figure 4. Grass growth above kerb on the east of existing footway

3.2.3 In this option, the existing footway would have to be excavated to a proposed depth in preparation for the new resurfacing construction, which would tie with the surfacing material used in the footway widening works. The area for resurfacing is also shown in the Proposed General Arrangement drawing.

3.2.3 To determine the method of disposal for the excavated material from the existing footway, core samples would need to be taken from the existing footway and tested for coal tar. Core analysis would need to be provided prior to the commencement of detailed design.

3.2.4 There are operational BT box utility covers along the existing footway, and there is an opportunity to replace these covers as part of the works within this option, which is recommended.

3.2.5 There is also an opportunity to replace any identified broken kerb along the extents as part of the works in this option to maintain the consistent segregation of the footway.

3.2.6 Because of the additional work included as part of this option, the duration of this option would be longer than that of Option 1.

4.0 Cost Estimate

4.1 The cost estimates below are indicative and are not based on detailed design.

4.2 Total estimated cost of Option 1 - Footway Widening: Approx. £175k

4.3 Total estimated cost of Option 2 - Footway widening and resurfacing existing footway: Approx. £210k

4.4 These estimated values above only include the costs for the site preparation, clearance, earthworks and footway construction to a depth of 230mm for the footway extension, and 60mm (surface course and binder course) for the proposed footway resurfacing.

4.5 Costs for the following and all other associated costs are not included in the above figures and should be sought separately:

- Acquisition of Required Third-Party Land
- Detailed Design of Footway Pavements. Street Lighting and Traffic Regulation Changes
- Specialist Surveys (Topographical, Overhead Lines, Pavement Coring, Soil Testing & Ecological)
- Drainage Investigation (May Be Required to Identify Condition & Outfall)
- Changes to Utility Apparatus/Services (Removal, Relocation and Other Changes)
- Road Permit(s) Application & Fees

5.0 Recommendations

5.1 As this proposal is for work on the public highway, it is recommended that Sutton-on-Trent Parish Council formally liaise/consult with Nottinghamshire County Council and Local Members to seek approval for this project.

5.2 It is recommended that further site analysis is undertaken through topographical, utility surveys etc. to provide a better understanding of the site conditions and parameters.

5.3 It is recommended that detailed design is undertaken once further surveys have been undertaken as per *5.2* above. This will allow a more refined cost estimate to be calculated.

5.4 The initial request for the feasibility report was to determine if the existing footway on Grassthorpe Road, Sutton on Trent can be extended to 2m towards the west. Upon further consideration and review of the location through site visits, it can be confirmed that it's feasible to achieve the initial proposal, **Option 1**. However, it is also possible and preferable to resurface the full width of existing footway as proposed in **Option 2.**

5.5 **Option 2** is the recommended option, which ensures a longer life cycle for the entire footway that would also have a stronger and more reliable construction. Additionally, this option eliminates the existing defects of the footway, overall ensuring a consistent appearance, which could

encourage more pedestrians and cyclists to use the footway.

6.0 Summary

6.1 The above report considers two feasible options for widening the existing footway beside Grassthorpe Road.

6.2 The 2m overall width can be achieved through constructing the footway extension to the west of the existing footway.

6.3 Sutton-on-Trent Parish Council should liaise with Nottinghamshire County Council to pursue support for this scheme.