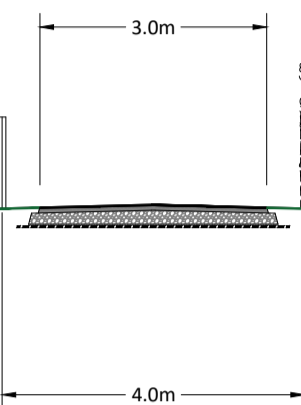


NOTES

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9



- Typical cross section of new active travel paths
- Minimum path width 3.0m within a minimum 4.0m wide corridor
 - 0.5m wide green verge either side of path
 - Stock fence or hedging along edges of corridor
 - 2.5% cross fall or camber to drain to the edges
 - 20mm surface course
 - 60mm binder course
 - Min. 150mm sub-base course
 - geotextile below subject to ground conditions

Existing Public Right of Way (PRoW)

- New active travel path or footway widening
- New carriageway construction to accommodate active travel and agricultural vehicles
- Existing road or track requiring repair and/or resurfacing
- Buff anti-skid surface dressing or imprint asphalt in carriageway to highlight area/feature
- Significant existing hedge retained and managed along existing path edge
- New or enlarged verge / landscaped area

REV	DATE	REVISION NOTE	BY

PJA
CLIENT
Seven House - High Street
Longbridge - Birmingham
B31 2UQ - Tel: 0121 475 0234
Birmingham - Bristol
Exeter - London - Reading
pja.co.uk

Curry Rivel Parish Council

PROJECT
Curry Rivel
Active Travel Routes
Study

DRAWING TITLE
Langport - East:
Active travel route between
Huish Drove and school

DRAWING ISSUE STATUS

PJA JOB No.	SUB-CODE	DRAWING NO.	REVISION
05725	- SK -	014	- P0

Revision Letter: P - Prelim / A - Approval / T - Tender / C - Construction
BIM DRAWING REFERENCE

SCALE	DRAWN	REVIEWED	DATE
A1 @ 1:250	MM	CS	16/12/21

New and upgraded 3.0m wide shared active travel path introduced through leisure centre and school sites, subject to discussion with land owners. Path constructed with a bound surface enabling all-weather and inclusive use.

Ramp required to mitigate level change

New controlled crossing introduced on A372

New 3.0m wide shared active travel path introduced along the field margin providing a new link between the Tanyard Lane and the A372, with a bound surface enabling all-weather and inclusive use. Path separated from field by stock fencing. Route subject to discussions with land owner

Add stock fence along field edge to allow removal of existing stile at junction of PRoW with Huish Drove

New double width farm gate introduced

New 3.0m wide shared active travel path introduced along the field margin providing a new link between the existing PRoW and Tanyard Lane, with a bound surface enabling all-weather and inclusive use. Path separated from field by stock fencing. Route subject to discussions with land owner

New 3.0m wide shared active travel path introduced along the line of the existing PRoW forming a connection between Muchelney Road and Tanyard Lane, with a bound surface enabling all-weather and inclusive use. Route subject to discussion with land owner.

Huish Drove constructed to be at least 3.0m wide with passing places to allow pedestrians and vehicles to pass safely

Huish Drove requires significant reconstruction and resurfacing. Materials need to be appropriate for use by agricultural vehicles, cycles, wheelchairs and mobility scooters, and also need to consider the Drove's position within the flood plain. Consider use of permeable concrete grid paving as used at Black Bridge car park, subject to understanding accessibility implications.

Widening existing riverside path to at least 3.0m and introducing bound surface (subject to drainage/flooding requirements) to enable use by pedestrians and cycles