

# The Selsey Greenway Route Proposal to create a Shared-Use Traffic Free Route between Chichester and Selsey, West Sussex - *draft 1*

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**A Route Proposal into the construction of a traffic-free, shared-use Commuter and Tourist Route from Chichester-Selsey, West Sussex.**

**June 2016**



Sustrans is the UK's leading sustainable transport charity.

Our vision is a world in which people choose to travel in ways that benefit their health and the environment. We work on practical, innovative solutions to the transport challenges facing us all. Sustrans is the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel, Connect2 and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

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Head Office Sustrans 2 Cathedral Square College Green Bristol BS1 5DD

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Authors	Nick Farthing, David Lucas
Checked by	Simon Pratt

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## Foreword

This report proposes the creation of a sustainable alignment between Chichester and Selsey to form a safe, straightforward and usable commuter/tourist/leisure shared-use and mostly traffic-free route for walking and cycling. This document has been prepared following previous feasibility work into a range of options surveyed during the Autumn of 2015 and the Spring of 2016.

The proposal will link enroute with the villages of Sidlesham, Hunston and Donnington, with the outcome of attracting potential users with a safe and pleasant cycling and walking environment, that will persuade commuters to leave their cars at home and travel in a more sustainable manner that benefits the user and the environment, through encompassing active and healthy travel.

The proposed route will be approximately 11km in length and comprise of a smooth surfaced path between Chichester and Selsey that will:

- Be continuous between Chichester and Selsey
- Be suitable for cycles of all types
- Link and connect, where possible, with the existing cycle network and bridleways, connecting where feasible with The Bill Way and Sustrans' National Cycle Route (NCN) 2 and Sustrans' Regional Route 88 "The Bill Way"
- Provide the shortest possible overall suitable and safe cycling route adjacent to the B2145 Chichester-Selsey road

This document includes in-depth information and design, to fully outline how the route can be created.

## **Executive Summary**

The proposed link between Chichester and Selsey, connecting the villages of Donnington, Hunston and Sidlesham was researched through on-site inspection of existing and proposed alignments, using existing public rights-of-way, existing highways, road verges and private agricultural land and public open spaces.

Following the initial feasibility study referred to above, the route identified within this document proposes a link between Chichester and Selsey that will be as direct as possible taking into account topography, ecological issues, Town Planning constraints, existing highways and routes along land in private ownership, with negotiations underway with the relevant parties.

Due to the gentle landscape, possible access across private land and through the utilisation of existing highways and public rights of way, it is feasible, subject to land ownership, Town Planning, ecological requirements, design and funding, to create a suitable sustainable transport link between Chichester and Selsey.

The route is proposed to be a minimum of 3.0m wide and built to a high specification so as to provide a useable asset and create a long-lasting and mainly low maintenance facility. Costs have been calculated based on experience by the Authors (Sustrans) on similar schemes.

## Introduction to the Proposal

The route utilises existing public rights of way and footways, some of which are situated within the highway, with other sections along quiet roadways as appropriate, together with private land where agreed. The route will afford sustainable access for employment/education/recreation, also linking the villages of Sidlesham, Hunston and Donnington, together with the RSPB reserve at Pagham Harbour Nature Reserve. The proposal will provide access to local amenities, workplaces and residential areas as well.

Connecting to the network of off-road and quieter cycling provision close-by, the proposed route will further link to the following existing and developing routes:

- Sustrans' National Cycle Network (NCN) Route 2 towards Chichester Town Centre along the Chichester Canal
- Sustrans' Regional Route 88 "The Bill Way" east and south towards North Mundham and Pagham Harbour
- West to "The Salterns Way"
- A number of existing Bridleways in the vicinity
- South towards the Manhood Peninsular and Medmerry area
- Poyntz Bridge north towards Western Farm and the new shared-use crossing of the A27 Chichester Bypass

Cycling is supported as a way of, amongst other things, cutting congestion, improving health, reducing carbon emissions and improving accessibility in key national, county-wide and local policy documents.

Local stakeholders' expectations of cycling are rising, with cycling being seen as a key part of creating more liveable places. Tried and tested technical solutions can be seen working in other regions. The relatively short distances between Chichester and Selsey make it possible to implement this route.

As part of the feasibility study, Sustrans researched relevant Government Acts, Policies and other associated documentation, to determine ways to support the Client's aspirations to create a sustainable transport link as described above.

**The Cycling and Walking Investment Strategy 2015** now forms part of the **Infrastructure Act 2015** and so for the first time the Secretary of State for Transport is now required by law to set out a strategy for cycling and walking infrastructure and importantly the funding provided to meet it.

**Cycling Delivery Plan 2014** - the Government recognises that cycling means healthier, fitter citizens, less congestion, less pollution and a more productive workforce. The Government wants to see more people cycling and the Cycling Delivery Plan is a step-change in realising that ambition.

The Selsey Greenway will also fulfil the objectives and emerging strategies for sustainable travel of the Coast-to-Capital Local Enterprise Partnership, West Sussex County and Chichester District Councils.

#### Anticipated level of use

The proposed route with a distance of approximately 11 kilometres end-to-end will be for regular school/work commuting and leisure trips for recreation. The proposed scheme will further ease traffic congestion by encouraging more sustainable travel on foot or by bike.

#### Environmental Impact

Initial environmental processes have been researched to determine any likely barriers to the scheme.

The proposals will require Planning Approval, although some of the works are situated with the Highway boundary and may not require Approval for these sections.

The proposed route runs through rural and semi-urban areas with a number of large trees enroute in certain places.

Some clearance of trees and undergrowth is required, essentially on agricultural land adjacent drainage ditches and field boundaries. Any Tree Protection Orders (TPOs) will require research to determine actions required as necessary, such as paths close to tree routes, etc.

Clearance works as required, should be undertaken in the dormant seasons of autumn and winter to avoid the bird nesting season, with sites assessed on a case by case basis as any works progress.

Land-take for the paths should be minimal. Widths proposed are max 3.0 wide, reduced to 2.5m where restrictions occur

## Introduction to Maps

### Methodology

The chosen route was investigated on foot and via on-line mapping systems (due to private land issues) between November 2015 and February 2016.

There has not been a detailed survey of every metre of the proposed route. The intention is to give a general assessment of the condition of the alignment and to identify areas where work is required.

Although there is a focus on cycling, the proposed route is intended to be for shared use by pedestrians and cyclists.

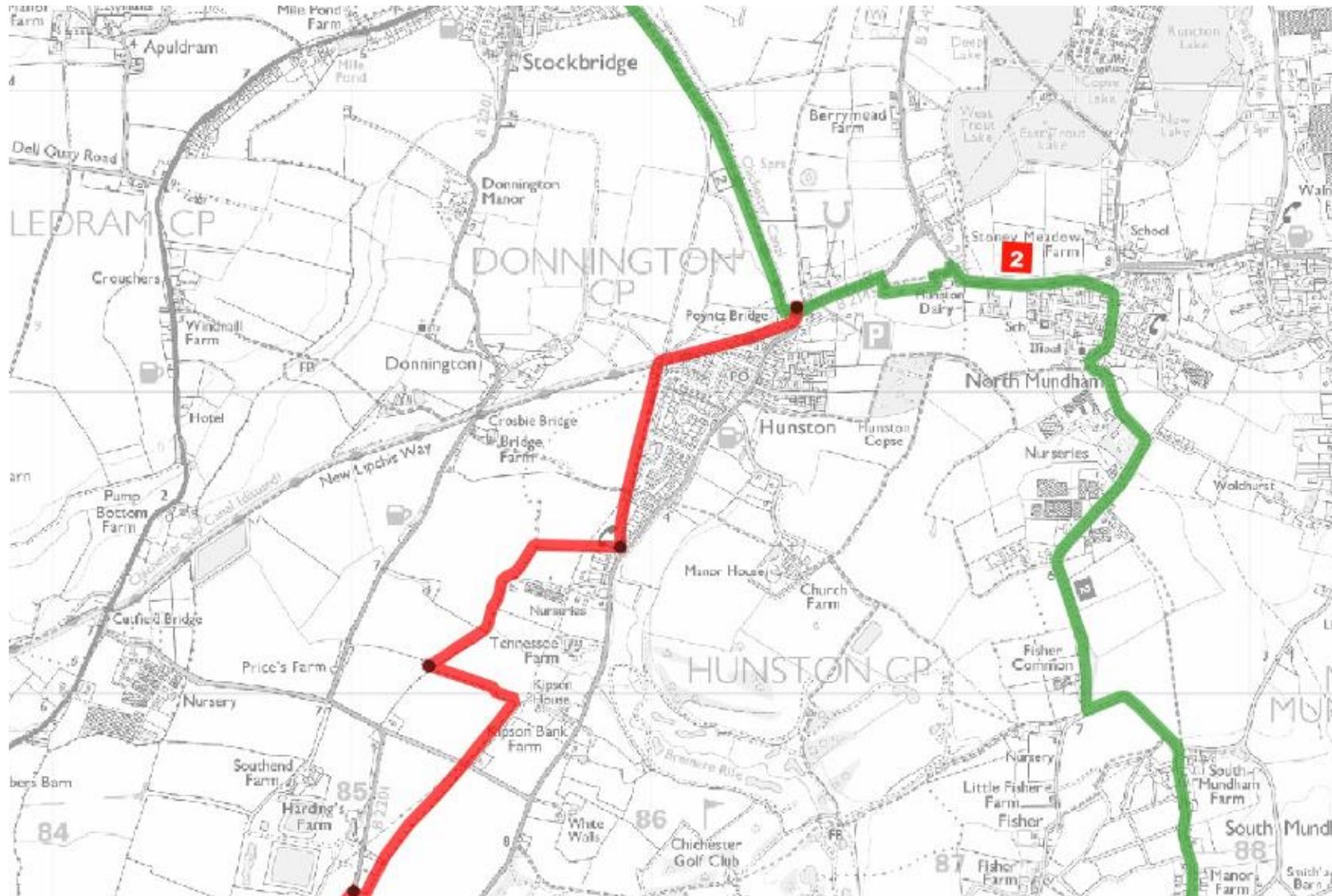
Sustrans knows from research on traffic free sections of the National Cycle Network, over the last 10 years, that around 50% of the usage of these routes is by pedestrians. Access for disabled and other impairments must also be taken into account.

The route is described generally from south to north, from the boundary of the A27 Chichester Bypass, south towards Selsey and the junction and roundabout of the B2145 Chichester Road and Manor Road, to the north of the town.

The route highlighted takes into account practical and safety issues, to enable a useable and suitable route to be delivered.

For clarity, routes are shown as follows:

- **Green** existing traffic free alignments such as NCN 2
- **Purple** existing routes along existing Highways
- **Red** proposed alignments



Map 1: Chichester Canal Towpath-Hunston-Jury Lane

### Map 1:Chichester Canal Towpath-Hunston-Jury Lane

- 1.1 From the southern edge of the A27 Chichester Bypass the route follows the alignment of the existing Canal towpath towards Poyntz Bridge and Hunston, along NCN2.
- 1.2 From Poyntz Bridge the route continues west along the Canal Towpath, then south along the existing public footpath to the housing and layby adjacent the B2145 southwest of Hunston. Legal conversion and some minor clearance works will be required



Poyntz Bridge looking north



Canal Towpath towards Poyntz Bridge



Public Footpath south from Canal Towpath

- 1.3 From the housing at the southern end of the public footpath, the new formation continues along the northern and western boundaries of the housing, along the field edges, using appropriate construction and secure “stock-proof” fencing to provide security to landowner(s) and to ensure no access to said land from path by users.
- 1.4 The route continues as outlined in Map 1 above via field and ditch edges adjacent Tennessee Farm and Kipson Bank Farm to Green Lane, crossing Green Lane and continuing via the field edge. Adjacent the private residence known as “The Dormers” , the path turns west towards and crosses the B2201 Selsey Road, into the field edge and then south within this boundary with secure “stock-proof” fencing to ensure full security to landowner(s) and no access away from the new path by users.
- 1.5 The route connects to Jury Lane, continuing west and south along existing formations as described below.



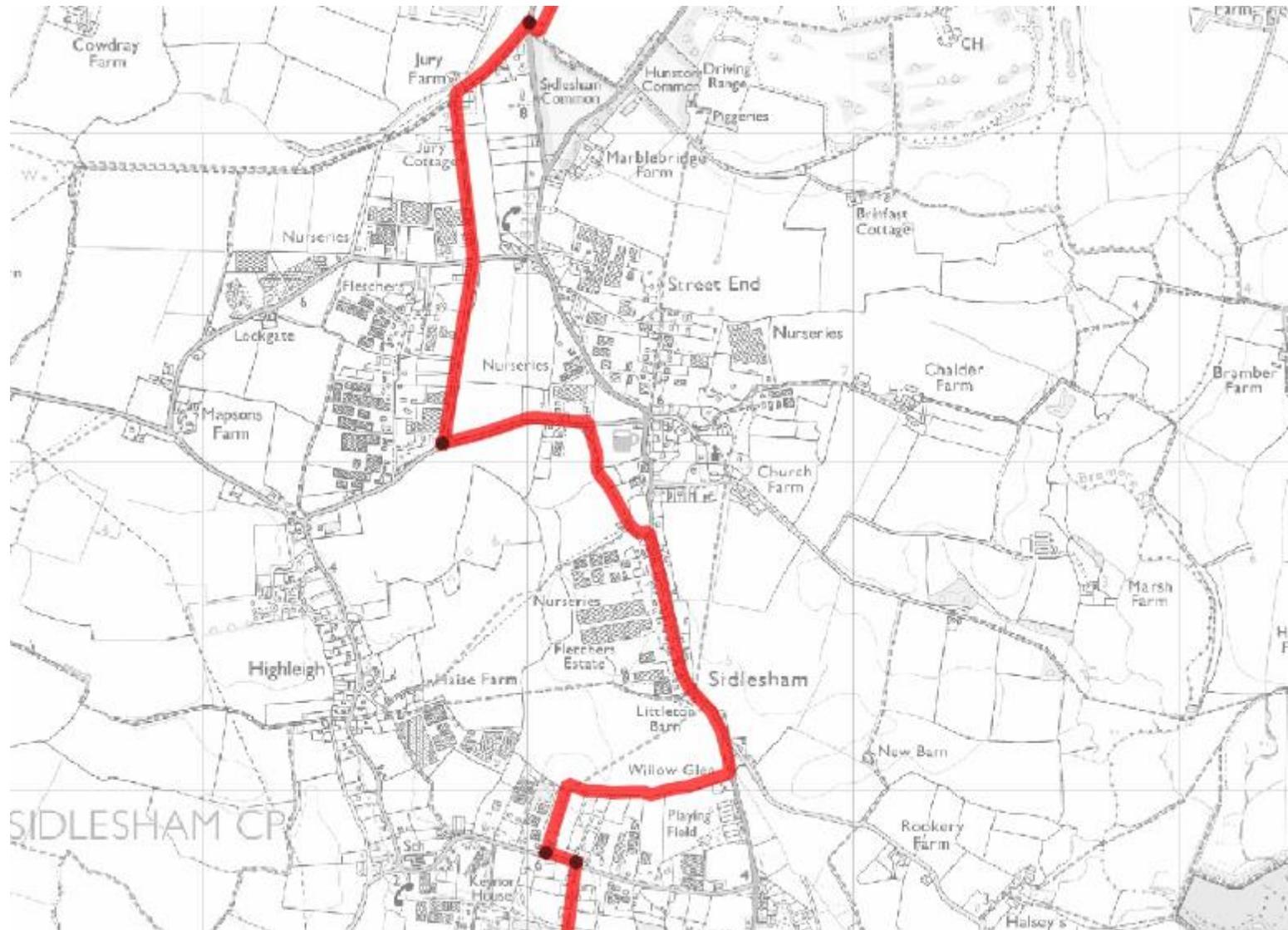
Green Lane facing south



B2201 Chichester Road facing north



Junction of Jury Lane/B2201 Chichester Road



Map 2: Jury Lane-Chalk Lane

## Map 2: Jury Lane-Chalk Lane

- 2.1 From Jury Lane the proposed route continues west, turning south at the junction with another Public Footpath, turning south along the roadway, the route enters a Public Footpath adjacent a private dwelling, continuing south along the existing Public Footpath to Lockgate Road and the “T” junction with Boxham Lane. Legal conversion of the Public footpath is required, together with some tree and undergrowth clearance. Crossing Lockgate Road the route uses Boxham Lane and continues south to the “T” junction with Rotten Row.
- 2.2 Turning east the route follows Rotten Row then southwards onto a Public footpath at Watery Lane continuing to the footway adjacent the B2145 Selsey Road, where the footway will require converting and upgrading, to connect to Sidlesham Village.
- 2.3 At Pontail Cottage the proposed route turns west using edge of field and ditch with “stock proof” fencing and connects to Keynor Lane southwards, adjacent Rose Farm. Running west along Keynor Lane the route heads south along Chalk Lane, to a Public Footpath at the southern end of the Lane.
- 2.4 New infrastructure adjacent B2145 and via new paths to link to Keynor Lane



Facing west along Jury Lane



Path to Lockgate Road



Path at Lockgate Road towards Boxham Lane



Boxham Lane/Rotten Row looking east



Rotten Row/Watery Lane looking west



Watery Lane looking south



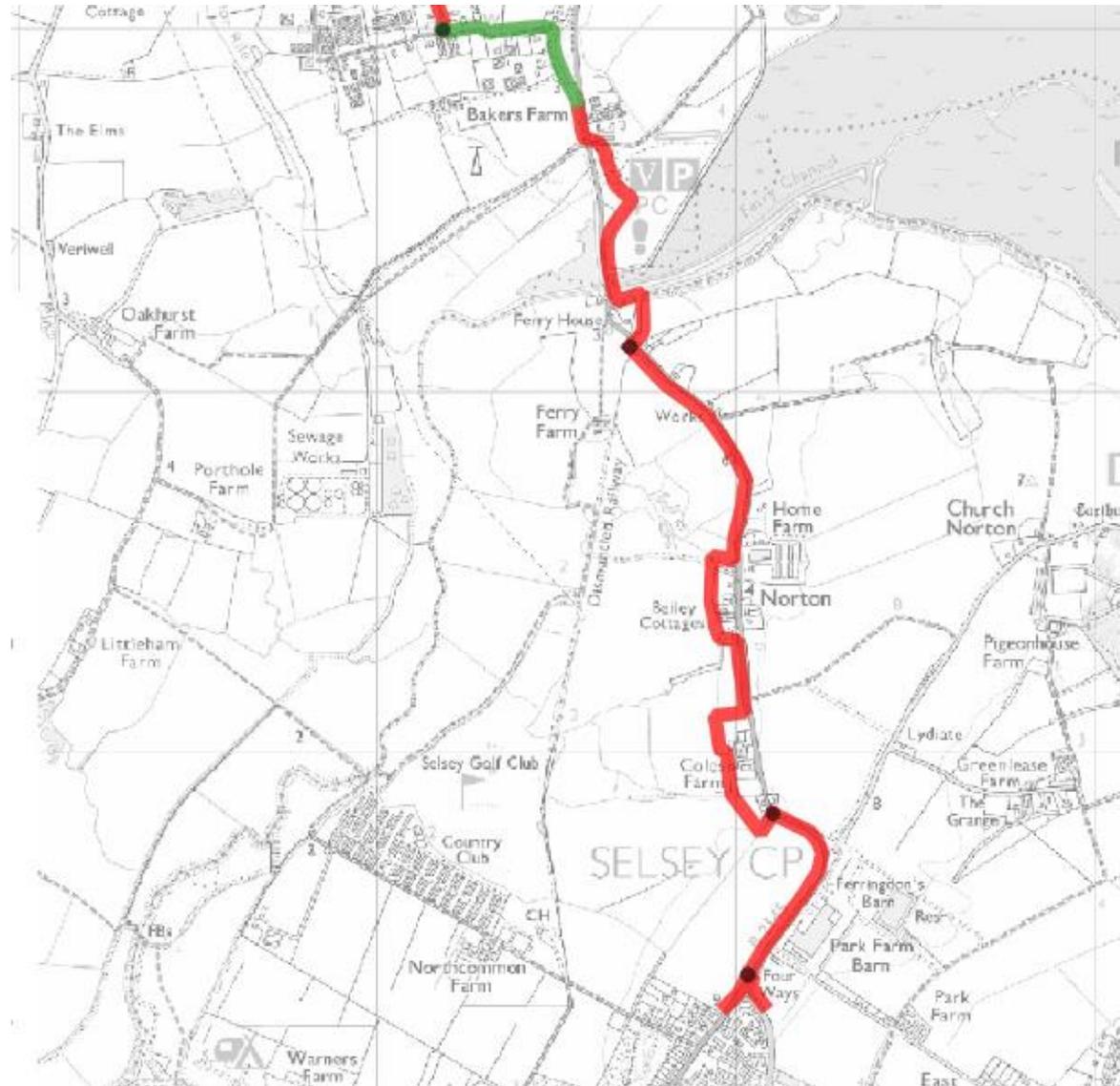
B2145 Sidlesham at entrance to Watery Lane



Verge on B2145 Sidlesham looking south



Verge on B2145 Sidlesham looking north



Map 3: Chalk Lane-Ferry Corner-Selsey

### Map 3: Chalk Lane-Ferry Corner-Selsey

- 3.1 Using the existing public right of way at the eastern corner of Chalk Lane, the route emerges south of Redgate Nursery and a layby adjacent the B2145 Selsey Road and a connection south onto the highway, B2145 Chichester-Selsey road.
- 3.2 The B2145 road was upgraded many years ago and the layby has been created from the disbanded road formation. Using the link from the Public Footpath onto the layby, the route continues southwards to the western verge of the B2145 within the highway. The existing right of way from Chalk Lane, will require undergrowth clearance and upgrading to provide a suitable surface for cycling.
- 3.3 Continuing south on the western edge of the B2145 within the highway boundary, the route crosses the entrance road to the Southern Water Sidlesham Waste Water Treatment Centre, with a new crossing of the B2145, north of the Pagham Harbour RSPB Visitor Centre, as shown in drg: no: SE/CH-SE/C-02 which can be found in Appendix XXXXXX
- 3.4 In conjunction with the RSPB the route connects to the Visitor Centre, continues south and east using existing alignments upgraded as required to form a shared-use facility and to avoid the busy road at Ferry Corner.
- 3.5 South of Ferry Corner the path re-crosses the B2145 as shown in drg: no: SE/CH/CE-02, which can be found in Appendix XXXXXXX
- 3.6 The route continues south to Norton Corner within private along field edges, behind buildings and along ditches. Provide stock-proof fencing as previously described
- 3.7 At Norton Corner the path connects with the existing footway to the west of the B2145 and within the Highway boundary to the northern edge of Selsey at the junction with Manor Road and the B2145 Chichester Road.



Chalk Lane towards Bridleway



Bridleway towards B2145 eastwards



Bridleway westwards towards Chalk Lane



Link to Bridleway from layby on B2145



Layby on B2145 looking south



B2145 looking south towards RSPB Centre



B2145 northwards – adjacent Sewage Works B2145 southwards – Sewage Works entrance Sewage Works entrance - northwards



Entrance to RSPB Centre Pagham facing north

## Technical Specification

The scheme highlighted in this report identifies an alignment for creating a mainly traffic-free, shared-use route from Chichester-Selsey.

This is to give users safe access to work, education, leisure and other pursuits in a manner that is both healthy and good for the environment, whilst reducing congestion on the main vehicular route, the B2145 linking the two centres via Donnington, Hunston and Sidlesham.

Sustrans has 30 years experience of building traffic-free paths on highways, disused railway lines, canal towpaths and river banks throughout the UK.

We have produced detailed technical guidance for the development of the National Cycle Network and other traffic-free shared-use infrastructure. The main reference documents are “Making Ways for the Bicycle, Guidelines and Practical Details” together with the “Connect2,” “Greenway Design Guide” and the recently produced Sustrans Design Manual “Handbook for cycle-friendly design.”

Cycle Infrastructure Design (Local Transport Note 2/08) is the main Government cycling design guide and is adopted by a number of Highways Departments formed within Local Authorities.

The five underlying principles are taken from earlier Danish guidance:

- Convenience
- Accessibility
- Safety / perceived safety
- Comfort
- Attractiveness

Other useful guidance includes the London Cycling Design Standards and Cycling England’s excellent website, which is now hosted by the CILT [www.ciltuk.org.uk/pages/cycling](http://www.ciltuk.org.uk/pages/cycling) This includes a large number of case studies with examples from around the country.

Being of an semi-urban and rural nature, connecting to communities, schools and businesses between Chichester and Selsey, this proposed route can expect high levels of usage of the path. Anecdotal evidence shows a number of cyclists already cycling between the centres, proving a need for this particular piece of infrastructure

The minimum clear path width should be 2.5-3.0m where possible. There may be minor sections that can only achieve less down to 2.0m wide and suitable design and discreet signage should be provided at these locations.

The path surface must be a low maintenance high capacity surface. The ideal surface material is bituminous macadam, machine laid to give a level and smooth riding surface. Good drainage is very important.

Clear signing of the route and the links to and from it is essential, and should follow the standard blue cycle / pedestrian direction signs set out in the Traffic Signs Regulation and General Directions 2002. Signs would be fixed to signposts, or to existing posts to minimise clutter.

### Path Costs for Urban Routes

	Overall cost	Cost per linear metre	Cost per km
Overall construction	£50/m <sup>2</sup> + ancillaries (lighting/benches/etc)		
Cost of 3.0m wide path		£85-155	£85,000-£155,000
Maintenance cost	£8/lin. m p.a.		
Maintenance cost over 50-year lifecycle*	*will require complete overhaul once	£300-400	£300,000-£500,000

## 2. Path construction materials (general)

Much use should be made of recycled path materials, in particular incorporating if possible locally available materials. This might include crushed concrete, railway ballast or road planings instead of quarried aggregate. Tyre chippings may be mixed in as foundation material to bridle routes. It is unlikely that significant amounts of high quality fresh quarried material will be required, as path loads for walking and cycling routes are generally less significant.

Vegetable binders may be used as alternative to bituminous binders for macadam paths. More information is available from: <http://en.wikipedia.org/wiki/Bioasphalt>

### 3. Path life cycle costs

Sustrans initially surfaced many off-road sections of the National Cycle Network with unbound limestone or granite dust surfaces, which were considered most economic and more environmentally friendly at the time. However, experience over the last 15-20 years or so has shown that significant path sections have suffered erosion, rutting, ponding or other damage that make these paths very unattractive and unusable in very wet weather conditions.

Annual maintenance requirements for unbound surfaces are generally higher than for bound surfaces.

- Path construction (rural routes) for bound surface - £30/m<sup>2</sup> without ancillaries.
- Path surface lasts 25–30 years, then repairs and additional wearing course required (approx £15/m<sup>2</sup>). Annual maintenance cost £1-2/m<sup>2</sup>/year.
- Therefore, total cost for 50 year life-cycle per m<sup>2</sup> of path construction (at current cost):

Initial Construction	£30
Repair after 25 yrs	£15
Annual maint. (50 x £1.50)	£75
<b>Total</b>	<b>£120</b>

- Path surface lasts 12 years, then requires thorough repair / resurfacing (approx £15/m<sup>2</sup>).
- Annual maintenance costs are higher than for bound surfaces, around £ 2/m<sup>2</sup>/year.
- Therefore total cost for 50 year life-cycle per m<sup>2</sup> of path construction (at current cost):

Initial Construction	£25
Repair after 12, 25 and 37 yrs	£45
Annual maint. (50 x £2.50)	£100
<b>Total</b>	<b>£170</b>

Similar comparisons could be demonstrated for urban fringe and urban routes. Where paths are more heavily used, unbound surfaces require proportionally more repair and maintenance than in the above example. Bulk material consumption for the initial path construction is similar for unbound and bound surfaces; however over a 50 year life-cycle unbound surfaces will require more additional aggregate for repair rather than bound surfaces.

Based on construction costs and material consumption bound surfaces are, therefore, more sustainable than unbound surfaces and we recommend a machine laid tarmac path be implemented, especially as the existing path materials are similar.

#### **4. Access controls**

Anything more obstructive than bollards is inconvenient to ordinary cyclists and may be totally impassable for those with trailers for shopping or children, tandems, especially if loaded, recumbents and any other non-conventional bike.

Access controls frequently inhibit the use of a path by many disabled people especially those using any form of wheeled vehicle apart from a conventional pushed wheelchair.

Under the terms of the 1995 Disability Discrimination Act, service providers are expected to 'take reasonable steps to remove or alter a feature...that makes it unreasonably difficult or impossible for a disabled person to use the service'. Physical adjustments are required to existing barriers to give access to those with disabilities. Initially this could be a simple matter of fitting RADAR locks to access gates but given that RADAR locks are unpopular, often difficult to use and take away the independence of many disabled people, Sustrans advocates the removal of barriers.

## Summary of Costs

Ref	Description	Map	Length m	Width m	Rate £ m/item	Cost £	Notes
1.2	Upgrade Public Footpath	1	450	3.0	85.00	38,250	Upgrade canal towpath to allow shared-use
1.3	Upgrade Public Footpath	1	640	3.0	85.00	54,400	Upgrade footpath to allow shared-use
1.4	New path along field and ditch edges	1	1900	3.0	110.00	209,000	Form shared-use path infrastructure to adjacent Tennessee Farm to the property "The Dormers"
1.5	New path within highway boundary and on private land	1	210	3.0	110.00	23,100	Form new shared-use infrastructure
2.1	Upgrade to paths	2	350	3.0	85.00	29,750	General upgrades to existing rights of way to connect Jury Lane to Boxham Lane
2.2	Upgrade to paths	2	420	3.0	85.00	35,700	Upgrade Watery Lane
2.3	New path along field and ditch edges and B2145	2	1570	3.0	110.00	172,700	Form new shared-use path adjacent highway to connect from Watery Lane via Pondtail Cottage to Keynor Lane
3.1	Path south of Chalk Lane	3	330	3.0	85.00	28,050	Upgrade existing path between Chalk Lane and B2145 layby
3.3	Crossing of B2145	3			Item	90,000	Form new crossing of B2145 and connect to RSPB Visitor Centre
3.4	Upgrade footways	3	750	3.0	85.00	63,750	Upgrade footways through RSPB Visitor Centre
3.4	Crossing of watercourse	3		3.0	Item	25,000	Provide crossing over watercourse
3.5	Crossing of B2145	3	400	3.0	Item	90,000	Form new crossing of B2145 south of Ferry Corner
3.6	New path within farmland	3	1800	3.0	110.00	198,000	New infrastructure from Pump House Entrance to Norton Corner, through farmland behind dwellings and other buildings
3.7	Upgrade footway	3	750	3.0	85.00	63,750	Upgrade existing footway within highway boundary
<b>Sub Total</b>						<b>1,121,450</b>	Excluding all fees, project management costs and VAT
<b>Fees</b>						90,000	Design £50,000; Ecology £30,000; Planning fees £10,000
<b>PM</b>						123,360	Project Management (PM) fee – 11% of construction costs
<b>Total</b>						<b>1,334,810</b>	Excluding VAT <b>All subject to full topographical and Utility surveys and full design</b>

## **Appendix A**

Generic Designs – path cross sections and fencing options

Specific Crossing Designs at RSPB Visitor Centre Pagham Harbour

**Notes:**

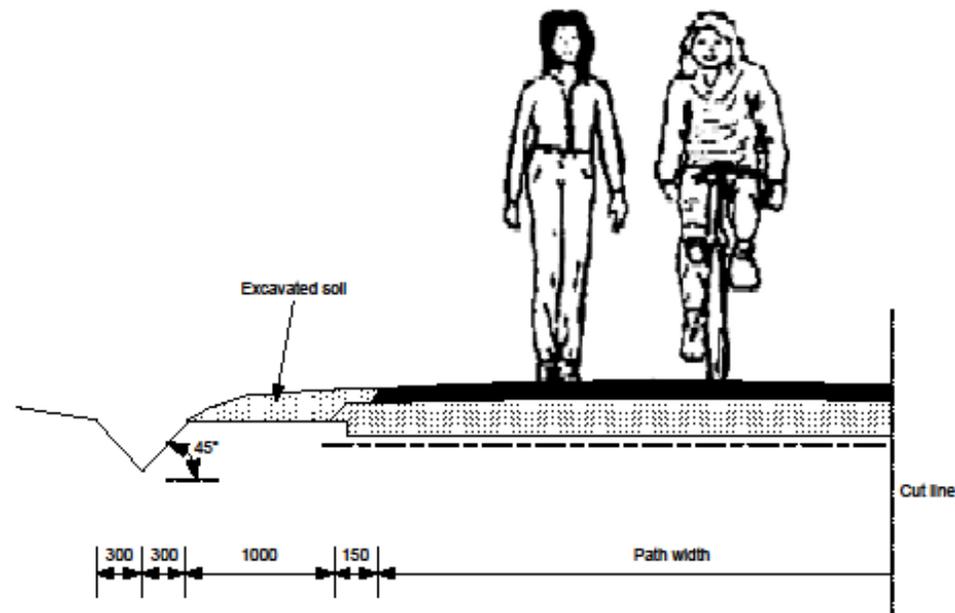
1. This drawing to be read in conjunction with all other drawings.
2. Ditch formed with local material.
3. Clear all loose material and remove vegetation from ditch. Ensure sides are stable.
4. Max ditch gradient 1:15, normal ditch gradient 1:50
5. Excavated spoil to be landscaped on site

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Do not scale from this drawing

**Health and Safety Information:**



**Open drainage ditch detail**

A	First Issue	CHE	11/12/08
Rev	Description	Drawn	Date
George Nott House 119 Holloway Head Birmingham B1 1QP Tel: 0121 633 5500 Fax: 0121 643 1214			
Status:			
<b>Standard detail</b>			
Project:			
<b>National Cycle Network</b>			
Title:			
<b>Open drainage ditch</b>			
Drawn and designed by: CHE		Checked by: GE	
Scale:			
<b>Not to scale</b>			
Drawing No:		Revision:	
<b>SD/10</b>		<b>A</b>	

**Notes:**

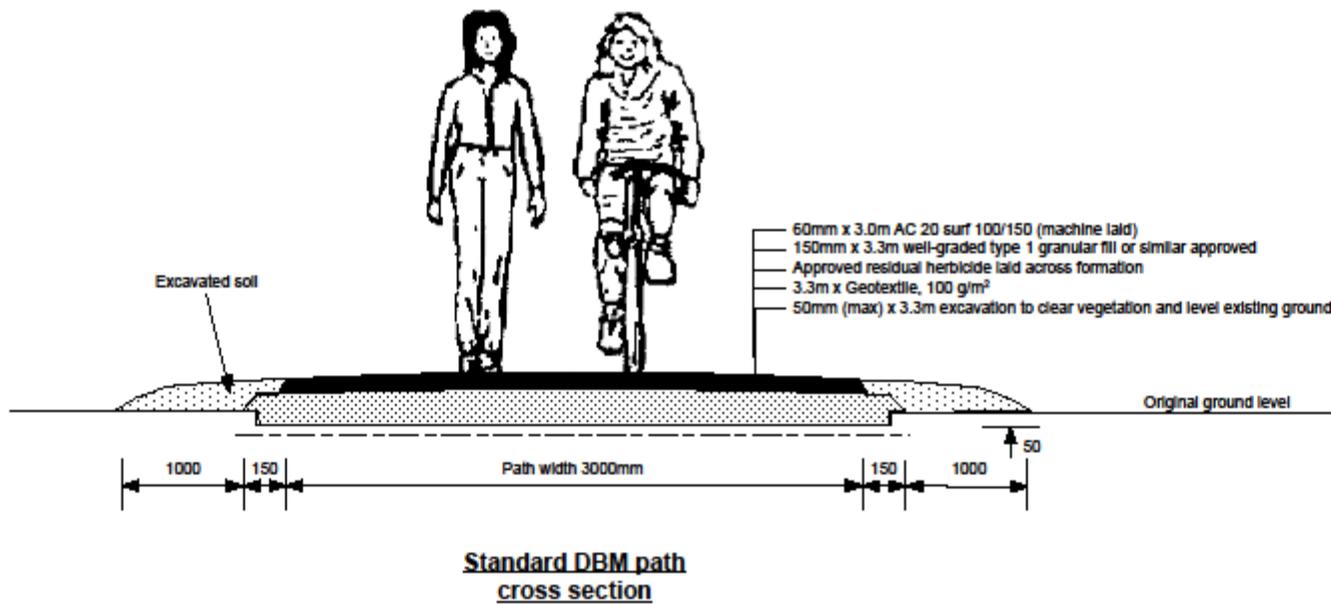
1. Centre line of path is as indicated on General Arrangement Plans.
2. Soft and woody vegetation to be cleared 2 metres from edges of path and 3.5 m above path surface. No works to specimen trees other than as directed by approved arboriculturalist.
3. All cleared vegetation to be chipped and spread locally on site. Larger timber to be supplied to land owner if required or stacked into habitat piles on site.
4. Excavation to level existing track to be kept to a minimum. Arisings to be temporarily stored for subsequent use as support to edges of path. Excess spoil to be spread locally on site.
5. Finished surface to be laid to 2.5 % cross fall/camber, to be free draining, free of undulations and / or steps and should not pond or hold water.
6. This drawing to be read in conjunction with all other drawings.
7. Asphalt to BS EN 13108-1

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Do not scale from this drawing

**Health and Safety Information:**



B	Herbicide ref. updated	MW	22/10/10
A	First issue	CHE	11/12/08
Rev	Description	Drawn	Date



George Nott House  
 119 Holloway Head  
 Birmingham B1 1QP  
 Tel: 0121 633 5500  
 Fax: 0121 643 1214

Status: **Standard detail**

Project: **National Cycle Network**

Title: **Standard DBM path cross section**

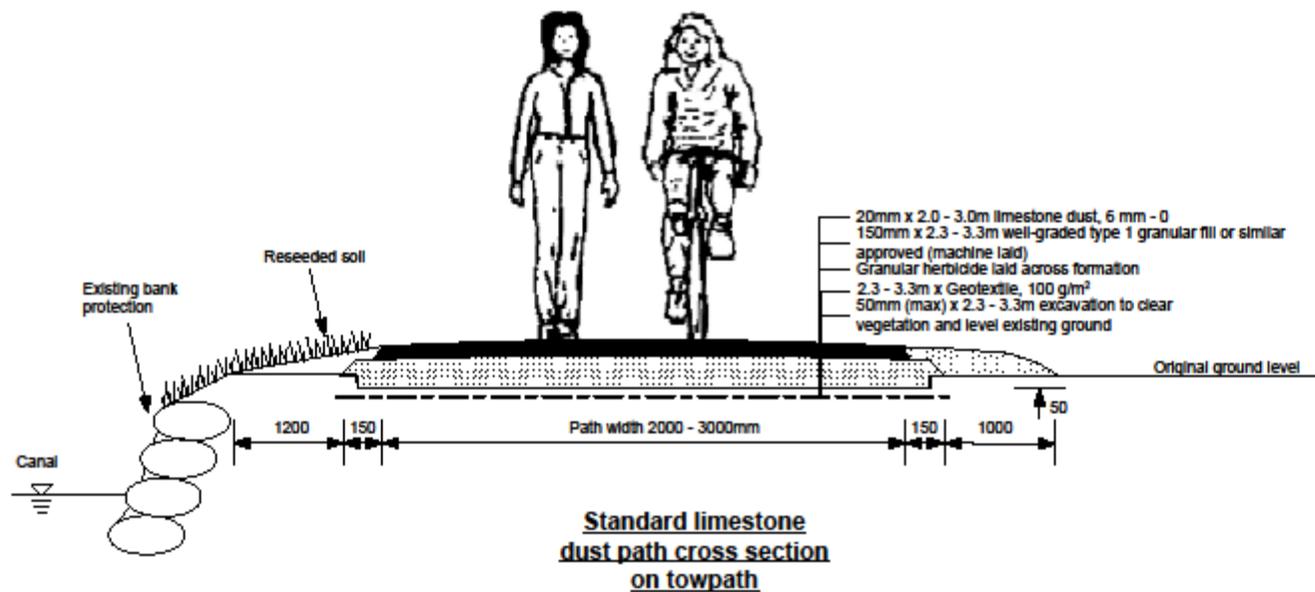
Drawn and designed by: CHE Checked by: GE

Scale: **Not to scale**

Drawing No: **SD/01** Revision: **B**

**Notes:**

1. Centre line of path is as indicated on General Arrangement Plans.
2. Soft and woody vegetation to be cleared 2 metres from edges of path and 3.5 m above path surface. No works to specimen trees other than as directed by approved arboriculturalist.
3. All cleared vegetation to be chipped and spread out locally on site. Larger timber to be supplied to land owner, if required, or stacked into habitat piles on site.
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5. Finished surface to be laid to 2.5 % cross fall/camber, to be free draining, free of undulations and / or steps and should not pond or hold water.
6. This drawing to be read in conjunction with all other drawings.



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Do not scale from this drawing

**Health and Safety Information:**

Rev	Description	Drawn	Date
A	First Issue	CHE	11/12/08



George Nott House  
119 Holloway Head  
Birmingham B1 1CP  
Tel: 0121 633 5500  
Fax: 0121 643 1214

Status:  
**Standard detail**

Project:  
**National Cycle Network**

Title:  
**Standard limestone dust path cross section on towpath**

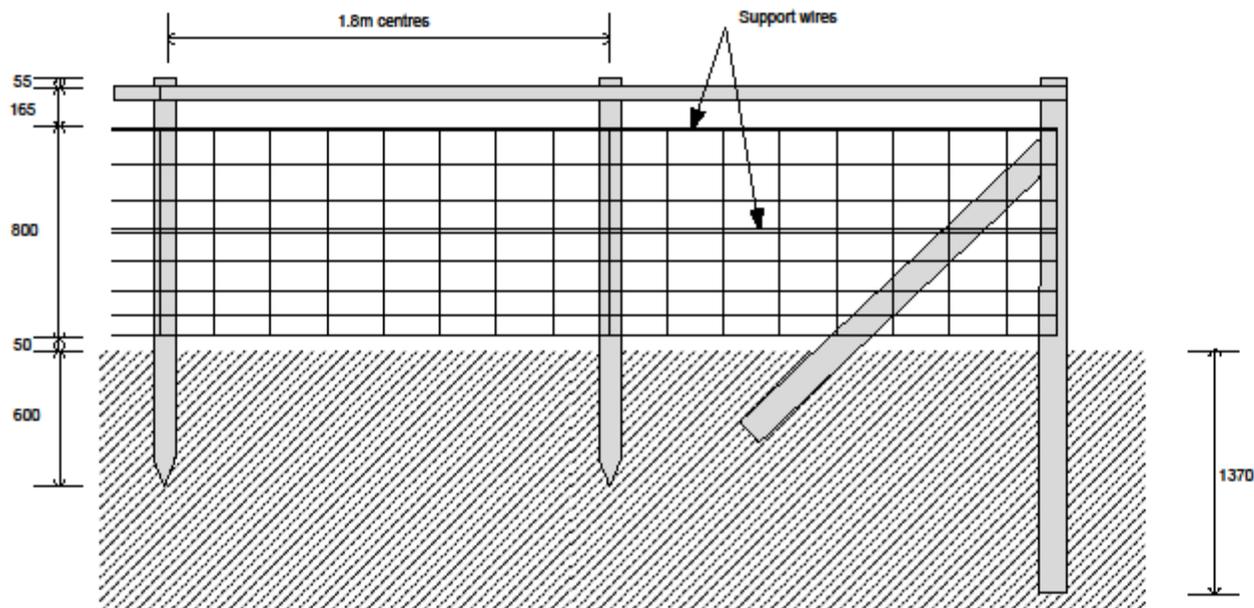
Drawn and designed by: **CHE**    Checked by: **GE**

Scale:  
**Not to scale**

Drawing No: **SD/02c**    Revision: **A**

**Notes:**

1. End strainers to be 2440 x 175 x 175mm sawn or 2440 x 175mm dia machine rounded timber.
2. Intermediate strainers required at 50m intervals (max), or changes in direction or slope of fence. To be 2440 x 150 x 150mm sawn or 2440 x 150mm dia machine rounded timber. Struts for intermediate strainers are only required at significant changes in shape or slope.
3. All straining posts to be notched to receive struts and long nailed with suitable galvanised nails.
4. Struts to be 2440 x 100 x 100mm sawn or 2440 x 100mm dia machine rounded timber.
5. Posts to be 1675 x 75 x 75mm sawn or 1675 x 88mm dia machine rounded timber at 1800mm centres. The first post away from a strutted strainer should be located on the "wrong" side of the fence to avoid the strut.
6. Top rail to be 3500 x 88 x 38 timber rails, butt jointed at every second post. Top rail to be installed only after wires have been tensioned and fence has bedded in.
7. Wires to be 12 gauge high tensile wire fixed to posts with 38mm (1 1/2") staples. Staples to be angled and not hammered fully home to allow wires to move.
8. Mesh to be C5/80/15 pig netting clipped to upper and mid-line support wires and stapled to posts with 38mm (1 1/2") angled staples.
9. Where holes are excavated for struts or strainers backfill with rammed earth and stones. Occasionally concrete might be required.
10. All items to BS 1722.
11. This drawing to be read with all other drawings.



**Post and pig net fence**

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Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)

Do not scale from this drawing

**Health and Safety Information:**

A	First Issue	CHE	1/10/09
Rev	Description	Drawn	Date



George Nott House  
119 Holloway Head  
Birmingham B1 1CP  
Tel: 0121 633 5500  
Fax: 0121 643 1214

Status:  
**Standard detail**

Project:  
**National Cycle Network**

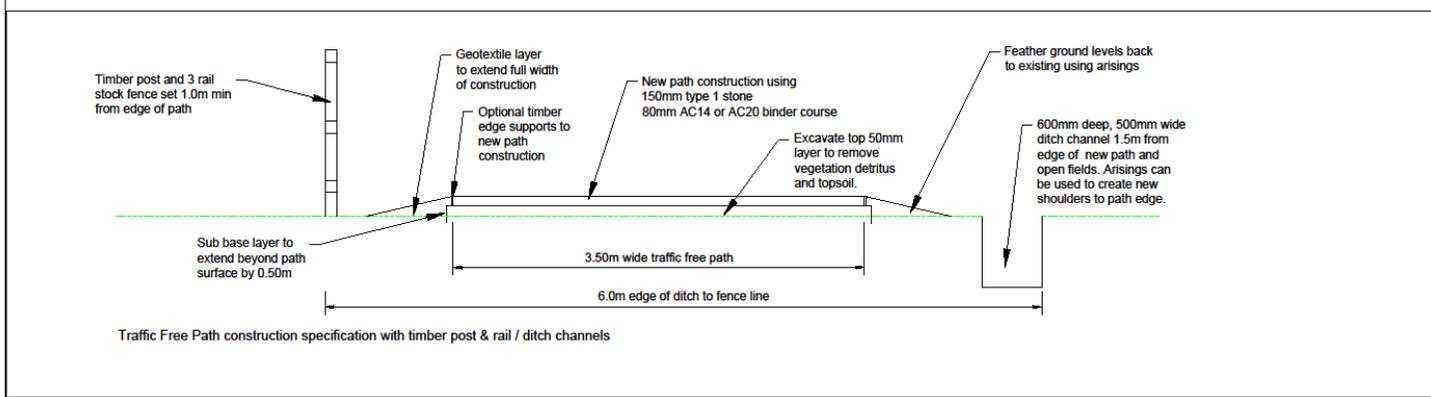
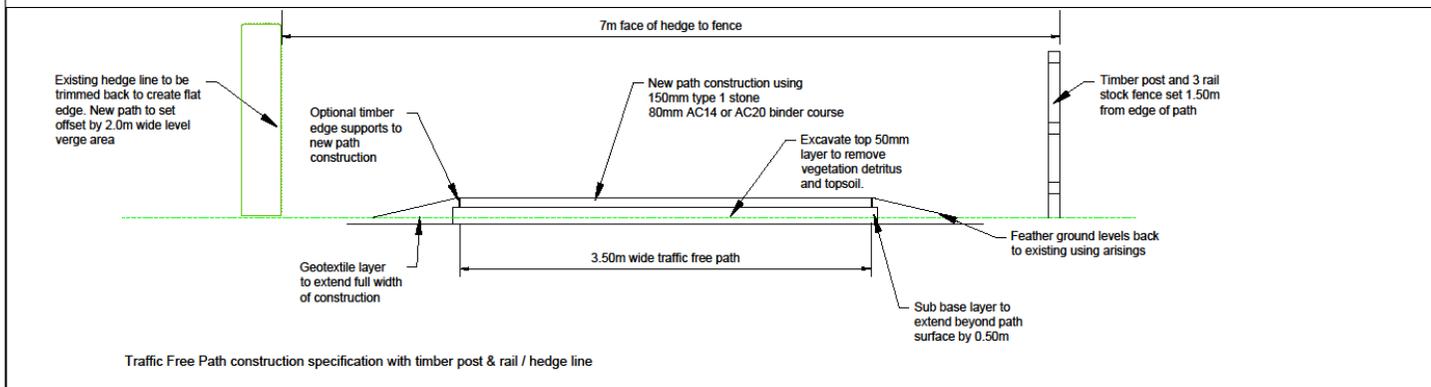
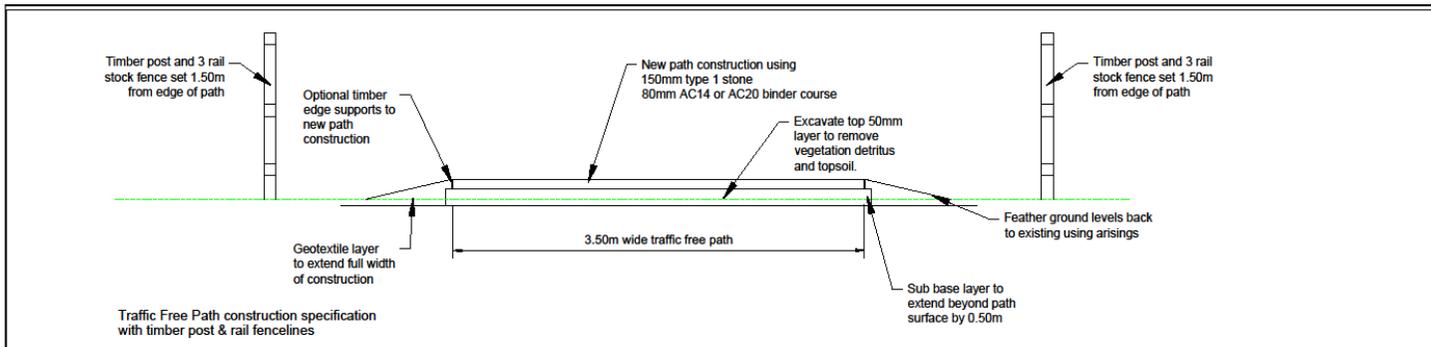
Title:  
**Post and pig net fence with timber top rail**

Drawn and designed by: **CHE**      Checked by: **GE**

Scale:  
**Not to scale**

Drawing No: **SD/35**      Revision: **A**





Rev	Description	Drawn	Date

  
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 0121 633 5510 www.sustrans.org.uk

Project:  
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Title:  
 Conceptual designs  
 Typical Cross Sections

Drawn: MP    Checked: MP    Date: May 16    Scale: NTS

Status:  
 Concept Designs

Drawing No: SE/CH-SE/C-03    Revision: