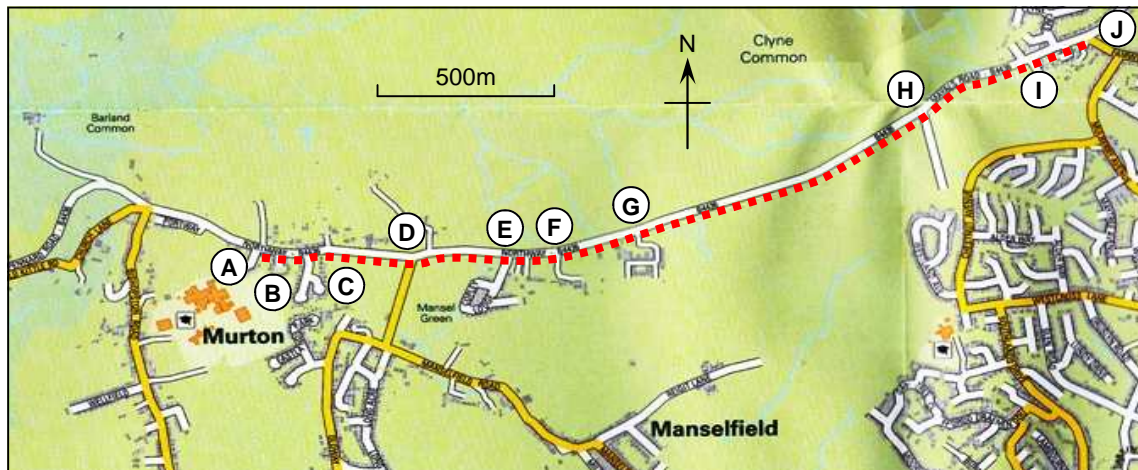


## Gower Access Path: Survey

These notes, based on an inspection of the route for the proposed shared use path across Clyne Common, are intended to assist in the preparation of a design for the path.



**Figure 1** The proposed route.

The route divides into three sections, related to the letters on Figure 1:

West: The Glebe (A) to Murton Green Road (D) [0.45 km].

Between A and about 50m east of Northlands Park (C) there is a footway. However it narrows to 2.0m just east of A and to 1.4m approx. 40m west of Northlands Park, thus ruling out a continuous two-way shared-use path of the recommended 3m width. To achieve this the path would have to encroach on the road. The carriageway is however wider than elsewhere and this would appear to be a possibility.

The guidance in DE019 or DE039 of the *Active Travel Act (2013) Design Guidance* would apply to the crossings at B and C as illustrated in Figure 2.



**Figure 2**

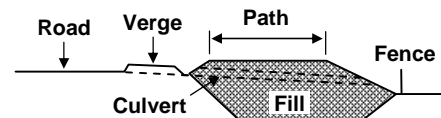
A roundabout at the Murton Green Road junction would facilitate the crossing of the B4436 for eastbound cyclists joining the path. There is adequate space to bend the path to the south and provide a safe crossing. See DE025. Or better still a parallel crossing as per DE043.

Central: Murton Green Road (D) to Campion Gardens (G) [0.66 km].

Small trees and shrubs, separated from the road by a narrow grass strip, border most of this section. A way through the trees and shrubs would need to be cleared. On this section, as further east, the path would need to be on sufficient fill to be clear of standing water.

East: Campion Gardens (G) to Fairwood Road (J) [1.45 km].

This section crosses the Common. From Campion Gardens to the bus stop at H there is a fence approx. 7m (Varies 6-9m.) south of the road. There is space for a 3m wide path plus a narrow grass verge on the road side of this fence. Brambles and a ditch lie in the way of the path for much of the length. There would need to be sufficient fill under the path to allow drainage culverts to be installed through it. This would mean the path surface would sometimes be above the level of the road (Figure 3) and sometimes below. The road is above the general ground level.



**Figure 3**

West of Fairwood Road there is a wide footway, suitable for shared use for the first 80m, but there (by a lamppost) it narrows to 1.5m. The footway ends a further 150m west at I (The start of a potential link to Mulberry Avenue.) The path should have priority across house entrances and driveways, also across Whitestone Close on the lines of Figure 2.

General.

Much of the eastern section and part of the central involves founding the path on soft water-logged ground. Some excavation will be needed to provide an adequate foundation. This and the drainage requirements already indicated will require a significant amount of gravel/hardcore fill. A site investigation is recommended to determine the foundation and fill requirements.

David Naylor (February 2018)