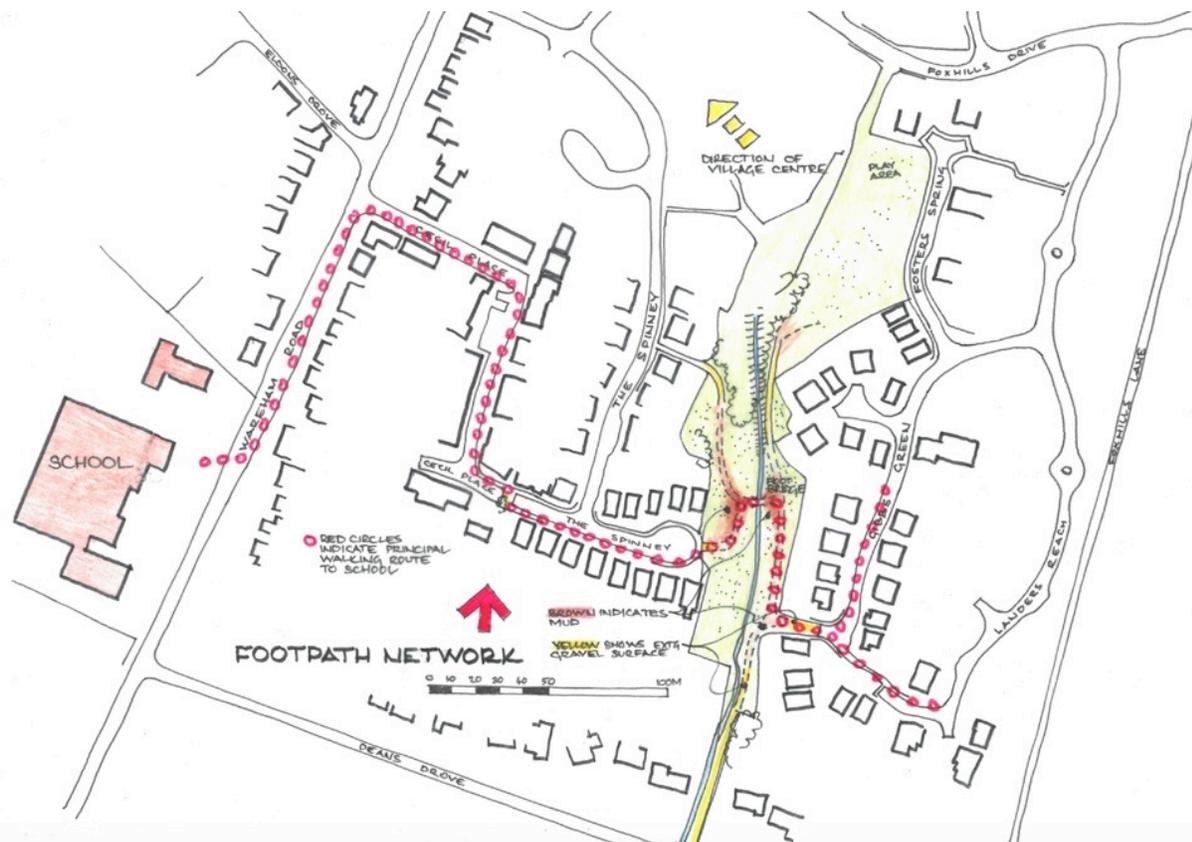


OPTIONS TO IMPROVE FOOTPATHS AROUND FOXHILLS OPEN SPACE

Sketch map 1 shows the network of footpaths from Deans Drive, Gibbs Green, Fosters Spring Green and the Spinney converging onto a wooden footbridge across the stream. Parts of these footpaths were originally formed with a crushed path gravel and, although worn, are in a reasonable condition. Where the paths converge at the footbridge, it appears that there has only ever been a grass surface. This area is extremely wet and soggy, deteriorating to a virtually impassable morass on either side of the bridge.

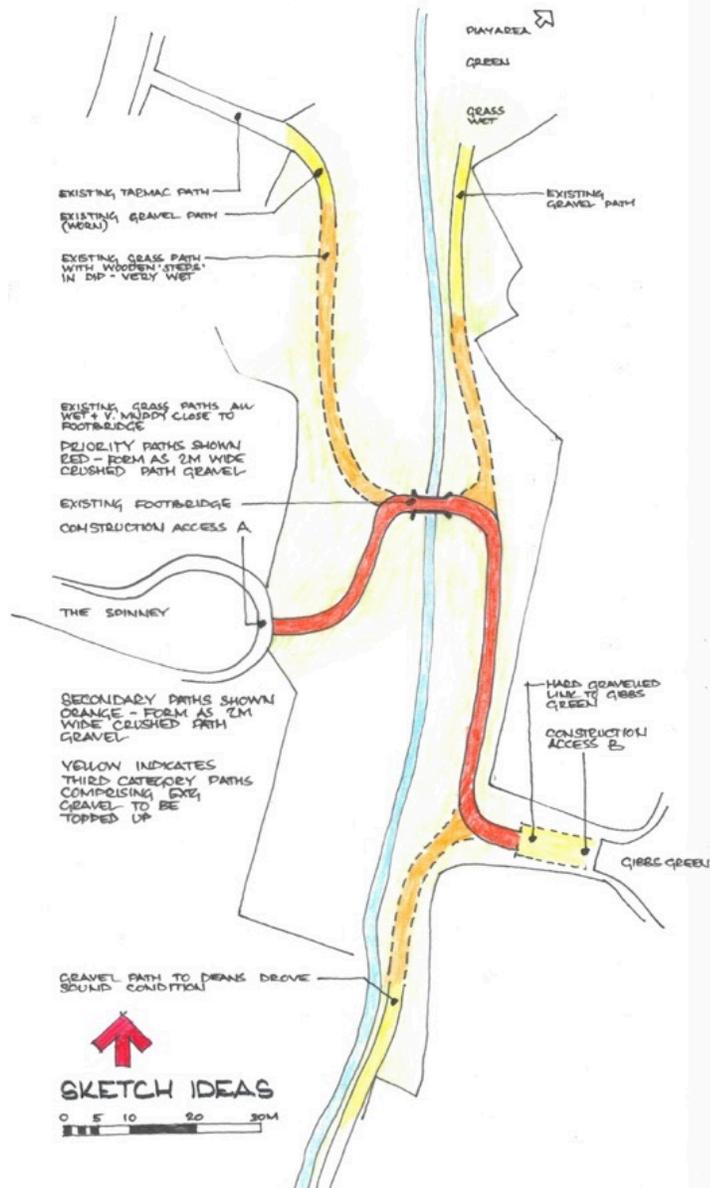
The footpaths should be regarded as a critical part of our Council's objective to encourage walking, particularly for families/children going to the School. The footbridge facilitates a convenient and short walking route to School from Landers Reach, Gibbs Green and Fosters Spring. At present this is very unlikely to be used.



Sketch Map 1 - Foxhills Footpath Network

Crushed stone would provide a suitable surface. The closest point for machinery access to the west side of the bridge is from the turning head at the end of The Spinney, c35m distant. The safe loading of the footbridge is not known. Gibbs Green, 65m distant, provides access to the east side. See Sketch Plan 2.

This combined length of 100m, follows the shortest 'desire line' to the School via Cecil Place and therefore addresses and upgrades the most important part of the damaged footpath network.



Side branches of footpath – 15m towards Deans Drive, 30m towards Fosters Spring Green and 45m towards the northern part of The Spinney – would ideally be similarly upgraded at the same time, subject to available funds.

Whilst the existing parts still comprising the original crushed stone are usable, topping up with additional material would also ideally be carried out at the same time, subject again to available funds.

As a guide, the new path from Rocket Park down to Eldons Drive -120m long x 2m wide - crushed path gravel rolled onto a hardcore base, was achieved for c £20k.

On this basis it would be reasonable to anticipate a similar cost - **£20k**- for the Priority section of 100m: say **£15k** for the secondary sections (assuming as part of the same works); and **£7.5k** for the third category topping up works.