

## **SITE PHOTOGRAPHS**

Photographs of site taken on 3 January 2019, route walked from the northern end car park in a southerly direction.

Figure 1. Unadopted road section showing nature of existing surface with potholes (Phase 2 works, not part of this invitation to tender)



Figure 2. 'Turning area' for material storage between end of road and start of trail.



Figure 3. Entrance to farm track leading from road. (Phase 2 works, not part of this invitation to tender)



**Phase 1 works as below**

Figure 4. Gated barrier shown below currently comprises: dry stone wall from reservoir side, next to a small wooden stile (redundant), next to a metal vehicle gate with chain and 3 separate padlocks for different users, attached to wooden posts at either end, with a section of post and rail fencing, gas pipeline marker, adjacent to A-shaped 'squeeze barrier' to prevent trail bike usage. This barrier needs replacement: remove wooden stile, move vehicle gate along to abut wall, remove wooden post and rail fencing and squeeze barrier and replace with an accessible gate with radar key access for wheelchairs and pushchairs. Suggested product: <https://centrewire.com/products/woodstock-large/>



All subsequent distances are measured from this gate.



Figure 5. Existing benches here are off the trail and not easily accessed by people with mobility or visual impairment.



Figure 6. Some sections become muddy and wet



Figure 7. Location to install new bench at 273m.



Figure 8. Existing bench at 493m is a memorial bench in reasonable condition, but access needs improving.





Figure 9. Existing memorial bench at 815m needs replacing as wood is deteriorating.



Figure 10. Service cover at 1124m is elevated from the trail surface.



Figure 11. Potholes and puddles are substantial in places.



Figure 12. A piped culvert at 1295m is quite close beneath the current trail surface and risks overflowing, the culvert should be cleared out and the trail surface could be raised here to help prevent overspill.





Figure 13. At the end of the trail, at 1343m, is a gated barrier. This is the point at which the re-surfacing will stop (the remainder of the route is adequately surfaced but also has a steep incline which will make it less suitable for some users). Replacement of these barriers is required as at the northern end, retaining the vehicle gate.

