

Wherryman's Way access improvements – phase 1

16/06/2022



Norfolk County Council and the Broads Authority are working together for key strategic improvements on the Wherryman's Way.

Works to date and ongoing works

- Signage throughout the route – Norwich to Great Yarmouth
- Access improvements at Heckingham
- Planned works at Rockland “Access for All” path complete
- Associated cycle route signage delivered by Norse

Phase 1 of these improvements include

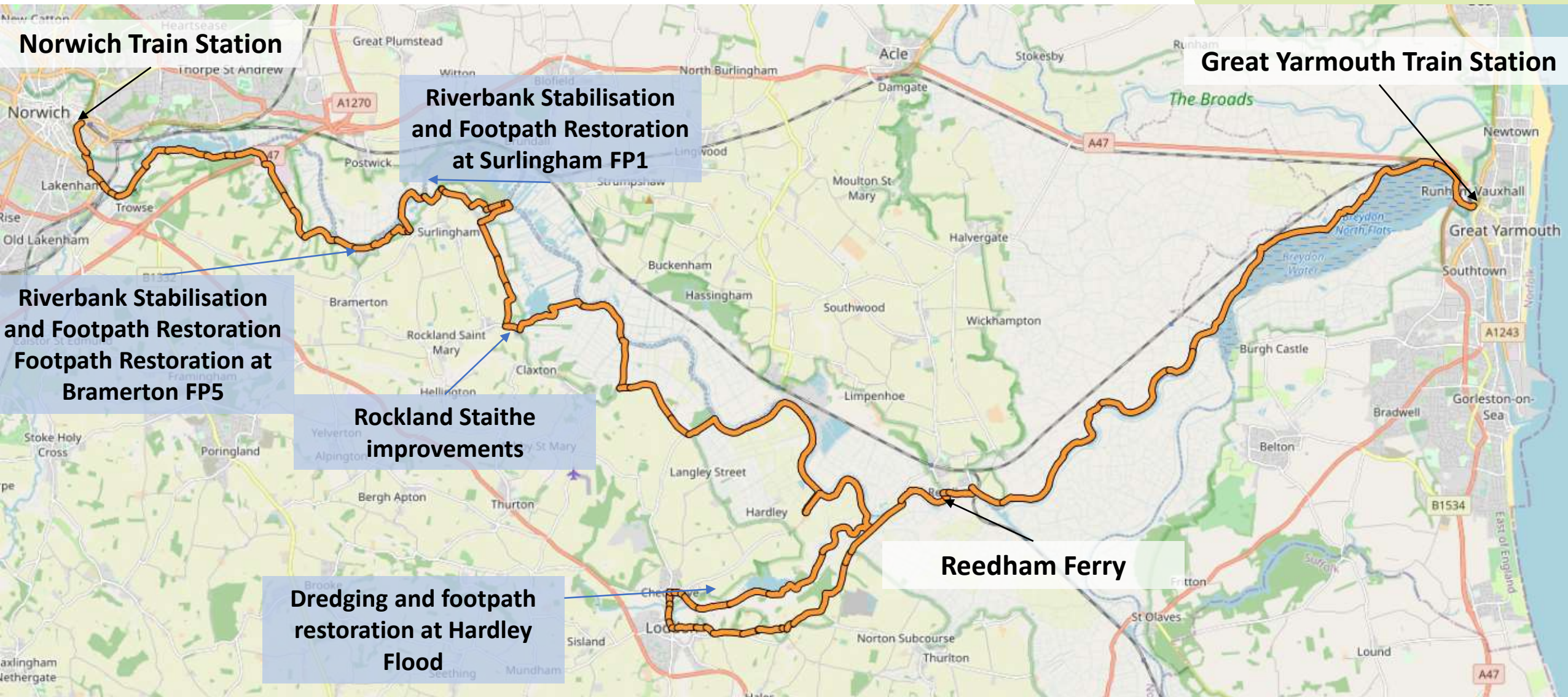
- Dredging of the River Chet
- Riverbank Stabilisation
- Restoration of Footpaths, rebuilding of bridges and bird hide repairs
- Improvements at Rockland Staithe

Successful funding application submitted to the GNGB for Wherryman's Way improvements

Total project value £445,148 will CIL allocation of £216,500

| Item | Timescale for delivery |
|---|---|
| Dredging of the River Chet | Winter 21- Spring 22 |
| Rebuilding of bridges and Hardley Flood | Contractor appointed by September 22 Bridge replacement Summer 23 |
| Restoration of bird hide at Hardley Flood | Summer 23 |
| Improvements at Rockland Staithe | Footpath improvements Autumn 21 Wider improvements by March 23 |
| Riverbank Stabilisation | Contractor appointed by September 22 Riverbank Stabilisation Spring/ Summer 23 |
| Restoration of Footpaths, | Works planned Spring/ Summer 23 following riverbank stabilisation |

The Wherryman's Way



Works already undertaken to facilitate the delivery of these works

- Run through works that have already started and outline a timeline for these works
- Priority works for the CIL funding is the Hardley Flood section of the Wherryman's Way
- Other sections can follow as the programme matures and is agreed

Phase one of these improvements include:

- Route closed to allow preliminary work to be undertaken
- Dredging of the River Chet



Dredging to date

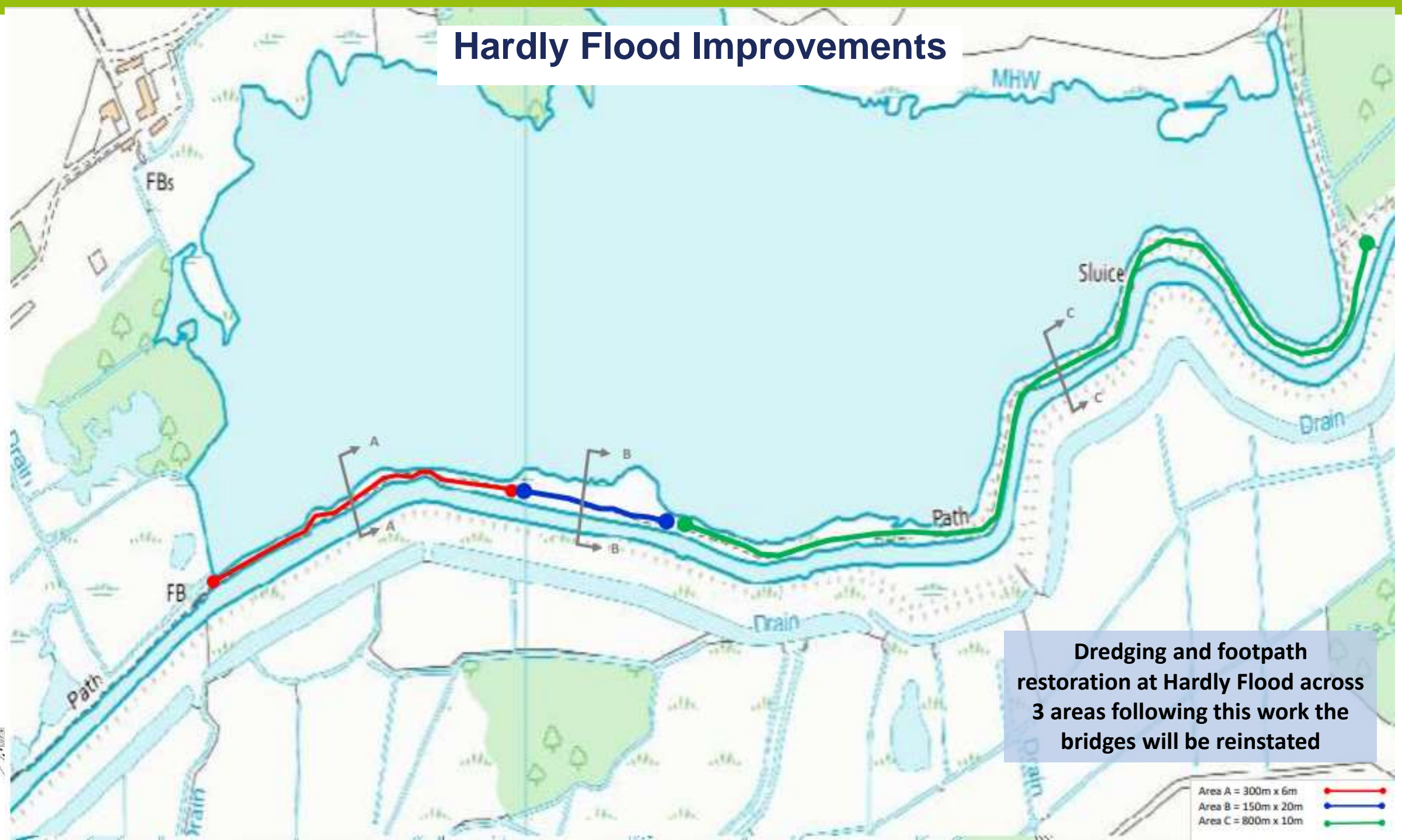
- Work started on dredging on the Chet in November 2021
- It lasted for 15 weeks
- 5000 cubic metres of sediment has been placed on the riverbank
- This was at a cost of c.£77K



Early engagement with the NCC bridges team

- Site visit organised between BA and NCC to look at the Hardley Flood section of the Wherryman's Way
- This was also to get an early engagement with the subcontractor who may do some works on the bridges on the route
- Check on dredging
- Check on condition of current route

Hardly Flood Improvements



Dredging and footpath restoration at Hardly Flood across 3 areas following this work the bridges will be reinstated

Initial dredging of the River Chet



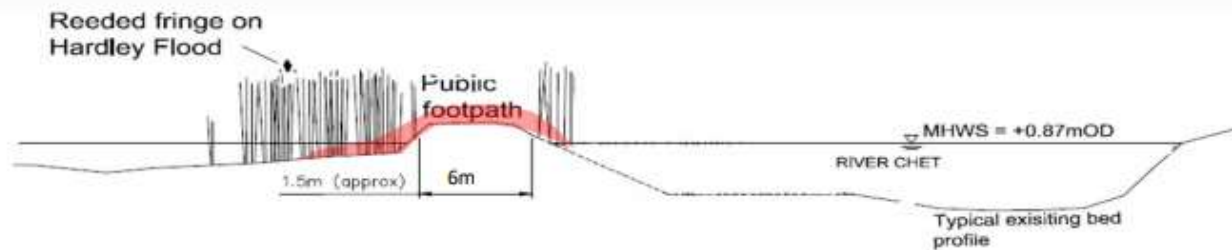
Initial stages of sediment drying out



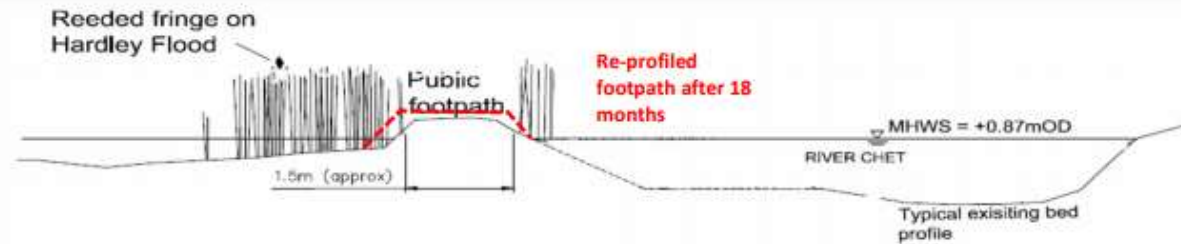
Dredging drying out on riverbank

- Not dry yet
- Not suitable for walking on
- Survey needed to confirm the suitability of the dredging for supporting bridges and structures
- Once completed this will inform construction design and processes

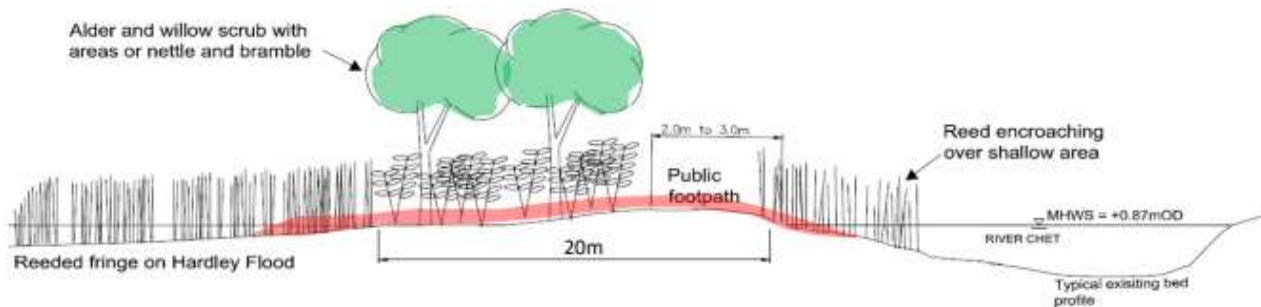




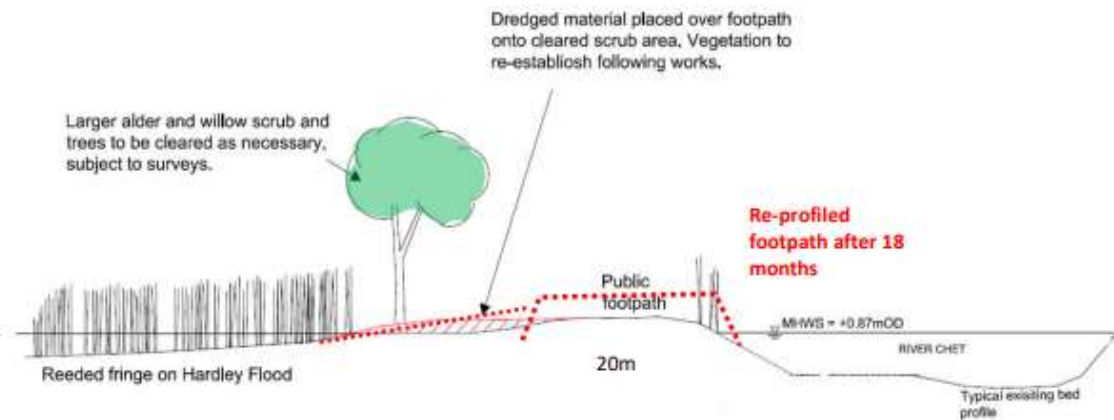
Area A - Typical Existing Section A-A



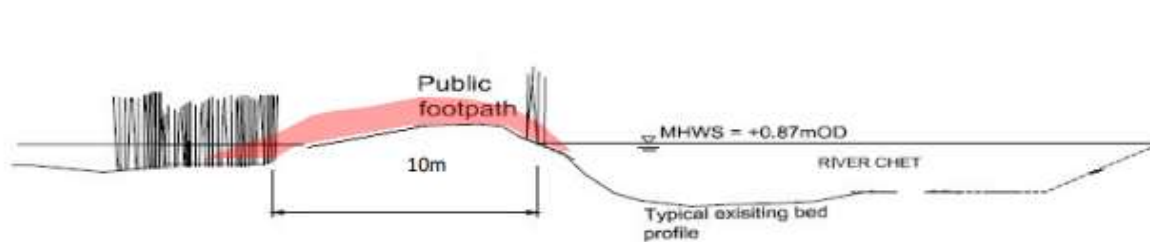
Area A - Typical Proposed section A-A



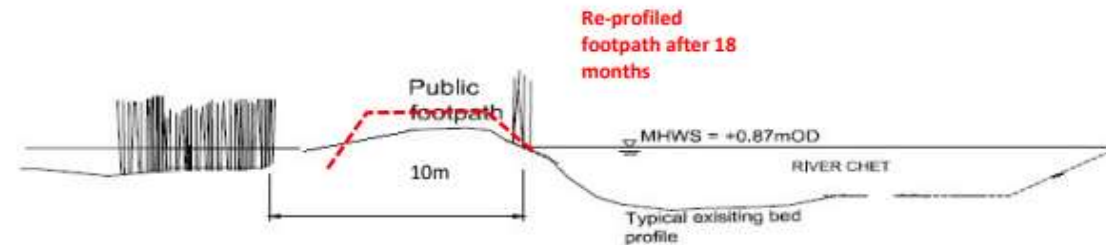
Area C - Typical Existing Section B-B



Area C - Typical Proposed Section B-B



Area B - Typical Existing Section C-C



Area B - Typical Proposed section C-C

Bridge inspection

- Bridge number 1
- First bridge between Hardley Flood and the BA 24 hour mooring



Bridge inspection

- Bridge number 2
- Second bridge between Hardley Flood and the BA 24 hour mooring



Bridge inspection

Site of missing bridge
number 3



Bridge inspection

- Bridge 4
- 4th bridge between BA 24 hour mooring and Hardley Flood



Rockland access works to date

- Works completed from a trails perspective on Rockland staithe
- Access improvement works through the whole area
- This was originally included in the CIL bid and some elements have already been completed
- Some elements may have changed

The map displays the Rockland Broad area, including the Rockland St Mary Flood Protection Scheme (FP2, FP3, FP6) highlighted in pink. Key features include Rockland Broad, The Slaughters, Long's Corner, Broad Hall Farm, Skirr Cottage, and various drains and dikes. A scale bar indicates 100m and 400ft.

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Origin of project

- Project was discussed prior to pandemic
- Project was discussed with local Poors Trust and with the parish council
- Image shows footpath prior to commencement of the project



Project Feasibility and Tendering

Project was developed through the feasibility stage to include CAD drawings and specification for works required.

NCC tendered the works and a contractor was appointed to deliver the project

Image shows final stretch of the project leading up to Rockland short dyke – the path continues to a bench allowing a view point across Rockland Broad



Initial site meeting

Meetings held prior to commencement with Poors Trust to agree outputs and extent of the scheme



Initial cut back of vegetation to identify the full width of the footpath

Heras fencing installed

Footpath closure applied for and path closed for the duration of the works

Signage installed throughout



Initial surface scrape of the footpath

This was to remove all
vegetation and debris from
the surface

Allows a clear working area to
be established



Surface scrape

Scrape completed through the whole stretch of the footpath

Images show contractors during the surface scrape work and post the scrape



Base layer of aggregate laid

Base layer of aggregate laid throughout the route to create stable and solid surface



Top surface of fines laid

Just like icing a cake but a bit heavier!

Fines imported to site and mechanically tamped down throughout



Final surface starting to come together

Once stretches started to get the final surface the whole project started coming together and the improvements became more obvious



Passing places installed on the route

Three passing places installed along the route

There were originally 3 passing places but these had fallen into disrepair and were no longer suitable for use



Passing places installed on the route

The passing places also form an ideal point to look at the view across the river valley to the River Yare



Finished Footpath surface

Ideal view of final produce
of the project.

Fully accessible path linking
Rockland to the bird hide
and view point over the
Rockland Broad area



Surface scrape and new edging boards

Access to Rockland FP6
completed from New Inn
Road



New surface

New surface and bin store installed between car park and New Inn Road.

This is to prevent bins being left on the footpath

Access improvement for whole stretch of the route



User information

Interpretation boards cleaned and remounted and reinstalled adjacent to footpath improvement



Phase One Timeline

Community Infrastructure Levy (CIL) App to be submitted (July 21)

Dredging to be completed (Nov 21- March 22)

Consolidation of Dredged Materials (April 22- May-23)

**Confirmation of successful CIL application (April 22-
COMPLETE)**

Rockland Staithe Improvement (April 22- March 23)

Restoration of Bank and Footpath Restoration (June 23-July 23)

Replacement of bridges (Summer 23)

Next steps to progress the project

Other sections which are included:

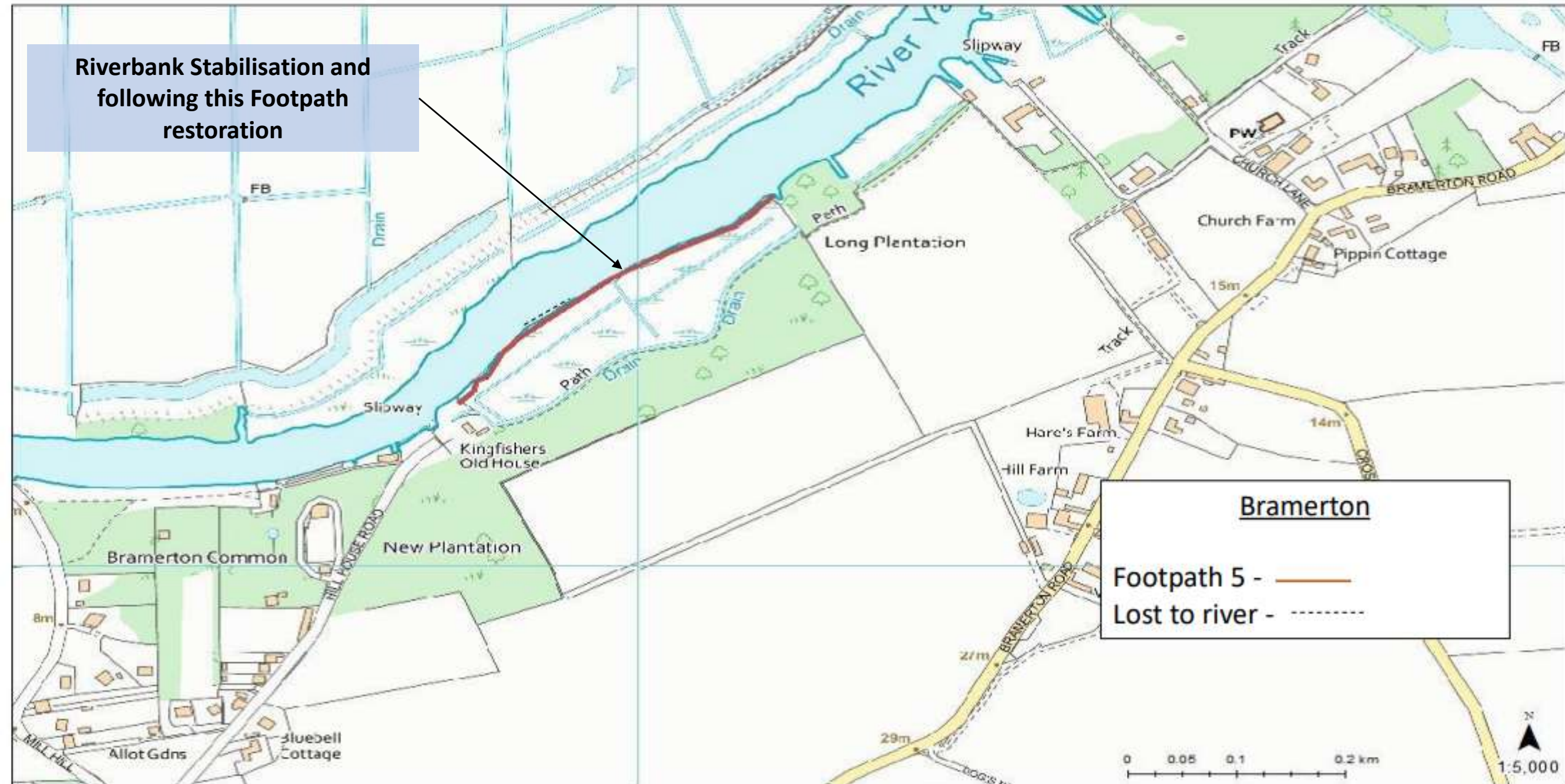
Surlingham FP1

Riverbank Stabilisation and
following this Footpath
restoration



Bramerton FP5

Riverbank Stabilisation and
following this Footpath
restoration



Consents and assents

Run through consent and assent process with BA and NCC

Confirm what assents may be required for the works

Confirm what permissions are required

Apply for consents

Share outputs with group as this may affect delivery



Environment
Agency

NATURAL
ENGLAND

Next steps to progress the project

Definitive map check to confirm extent of the right of way highlighted

Share findings with group so all members are aware of legal definitions of routes, legal lines of routes and all agree programme of proposed works

Riverbank restoration needs to be undertaken by the BA.

Once this is complete the final part of this work will be to install the footpath along the route

Next steps to progress the project

Once consents are obtained then works can be planned for delivery

Highways can only re-instate the footpath once the river banks have been restored and will support footpath access.

As programme develops updates will be provided to parish councils along the route through both meetings (like this one) and through information sharing