

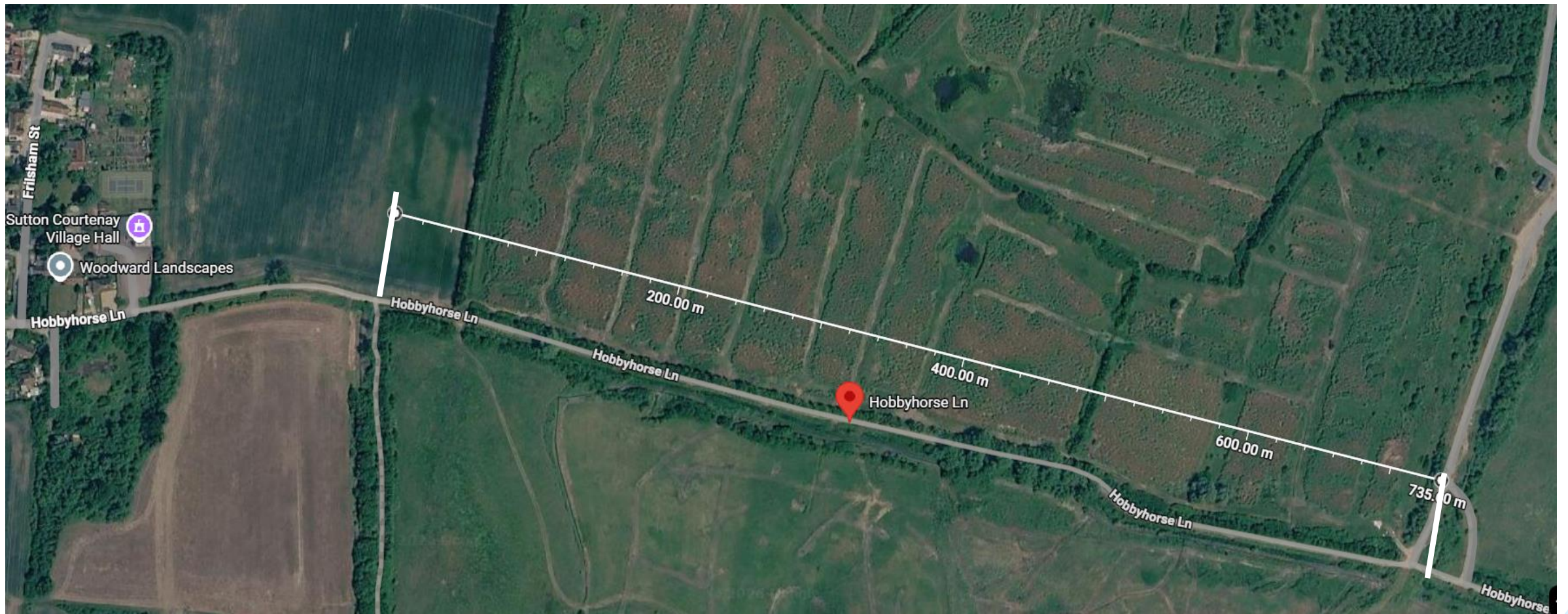
Hobbyhorse Lane Sutton Courtenay

Reinstatement repairs – 18 May 2026



Reinstatement zone

Approximately 735m track repair to be undertaken under closure



Specification & Construction Detail

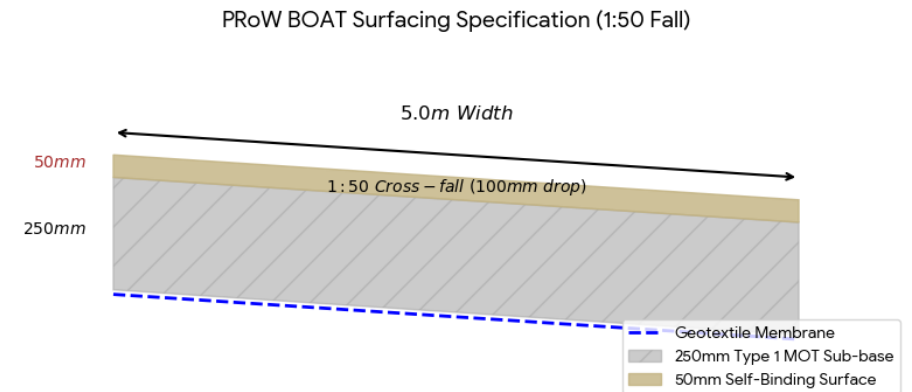
As per supplied Specification

Technical Specification Details

1. Surface Layer: 50mm compacted depth of self-binding gravel.
2. Sub-base: 250mm compacted depth of MOT Type 1 granular material.
3. Separation Layer: A heavy-duty geotextile membrane installed over the prepared subgrade to prevent intermixing of the MOT Type 1 with the natural soil.
4. Cross-fall: 1:50 (2%). Over the 5m width, this creates a 100mm vertical drop to shed water efficiently without being overly steep for vehicles or walkers.
5. Edging: Natural transition (no formal kerbing/edging required).

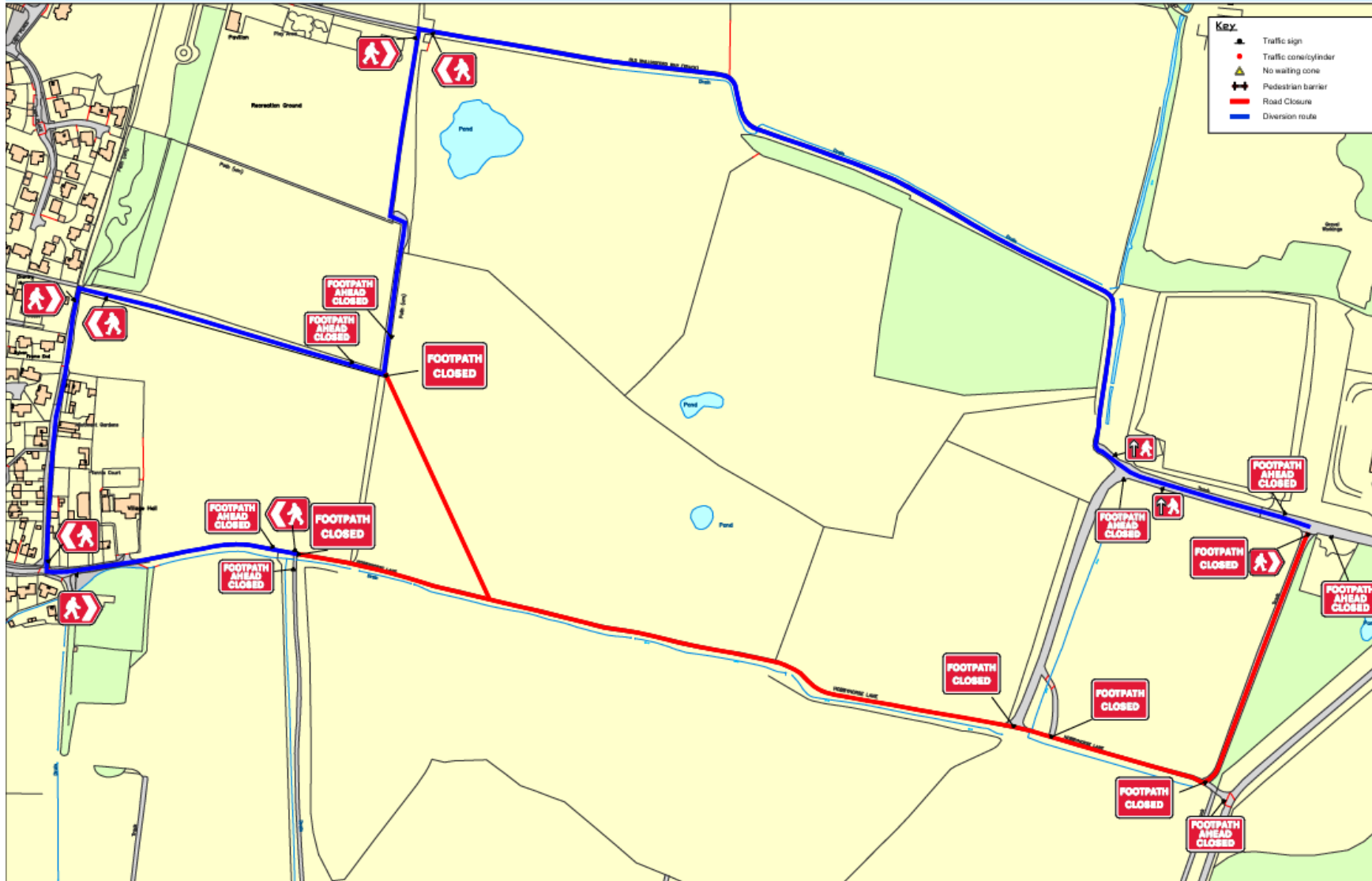
Construction Notes

1. Preparation: Excavate the formation level to match the 1:50 cross-fall profile. This ensures a consistent 250mm sub-base depth across the entire width.
2. Width of 5.0m where possible within the confines of the natural terrain.
3. Geotextile: Ensure a minimum overlap of 300mm–500mm if multiple rolls of geotextile are used.
4. Compaction: The MOT Type 1 should be laid in two separate layers (approx. 125mm each) and thoroughly compacted with a vibrating roller to achieve maximum density.
5. Surface Finish: The self-binding top dressing requires significant watering during the final rolling phase to activate the "binding" fines and create a hard-wearing crust.



Specification & Construction Detail

PROW Temporary Traffic Regulation Order

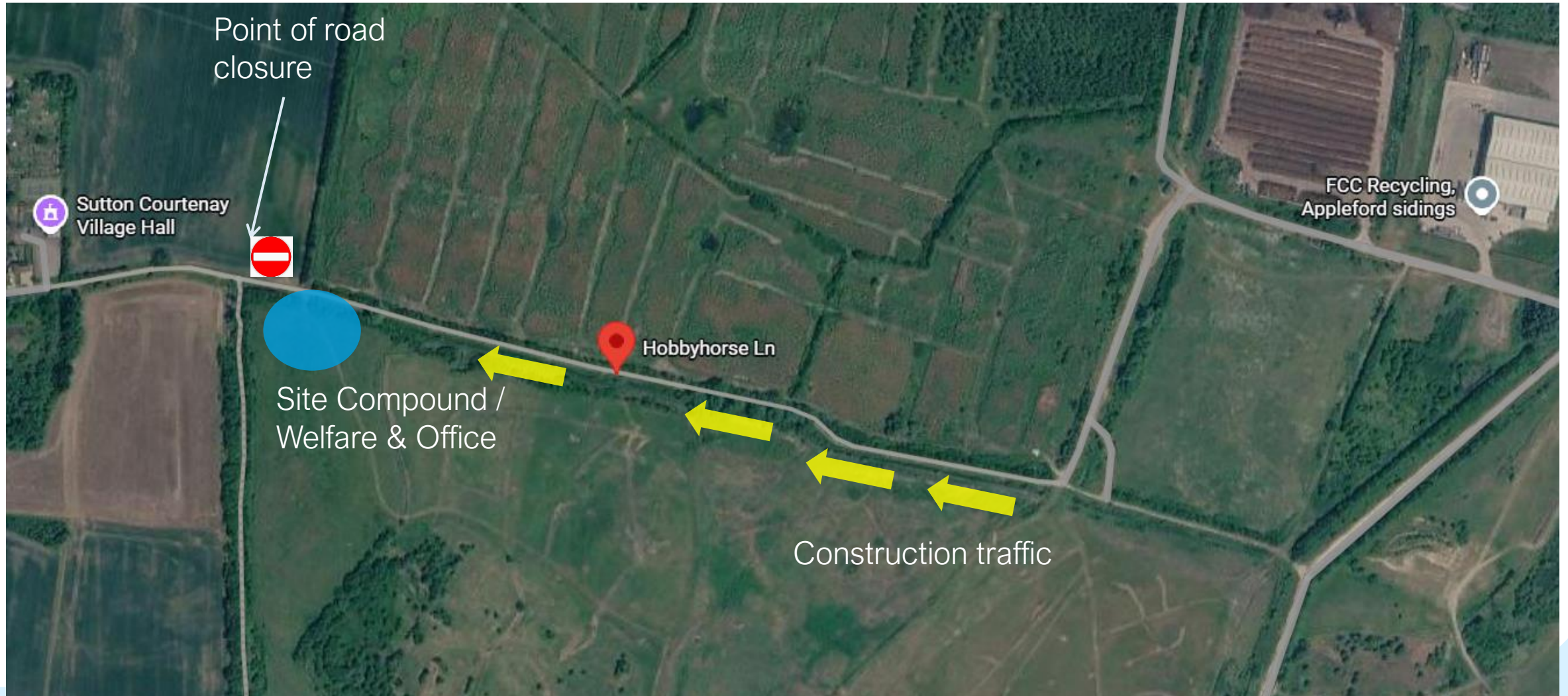


Red – Existing PROW under full closures

Blue – Proposed Diversion

Specification & Construction Detail

Compounds and vehicle movements



Responsibilities

1. CWP will be acting as Principal Designer and Principal Contractor for the repair works
2. Thames/CWP to issue TTRO

FCC Works (Approximate 4 weeks starting June 2026 TBA)

1. FCC to install SW ditch (north of track) and culverts under the road to manage SW runoff from the north.
2. FCC to scrape the track back down to the concrete and remove and sections of wet material to hard ground.
3. FCC to strip high sections of verge leaving a minimum of 250mm verge height.

Thames Water / CWP Works (Approximate 12 weeks starting July 2026 TBA)

1. CWP to mobilise and reconstruct heavily rutted areas – week 1-2
2. Subbase construction –weeks 3-8
3. Surface course & verge reinstatement – weeks 9-11
4. Demobilisation – week 12

Works external to Closure

To be discussed



There are areas external to the main closure that would need repair work carrying out.

If possible, the works could be carried out at the same time under narrowing of the track.

