

Report on the proposal to kerb sections of the Cemetery on Health and Safety grounds.

Richard Lees Associates Limited has been instructed to assess un-kerbed sections of the Evesham Road Cemetery and identify areas which would benefit from kerbing on grounds of health and safety.

Executive summary

We have identified a linear length of approximately 26 metres which would benefit from kerbing. We recommend that this area is quoted for and when agreed, it is kerbed when prevailing weather conditions allow.

We have also identified areas of the road surface within the network which would benefit from specific surface preparation and treatment.

We have recently walked the cemetery's road network with Tony Holt (STC Open Spaces Foremen). There is one particular section of lawn (see Fig 1) which is susceptible to vehicle tyres cutting the corner and this trafficking is getting close to where there are unmarked graves and there is therefore a risk of potential collapse under the weight of a vehicle. The area in question is on the left hand side as vehicles approach the roundabout by the first car park.



Fig.1

Figure 2 in the same area, clearly shows vehicle tyre impressions on the lawn. This photograph was taken on 29th November 2021.



Fig.2

During the walk it came to our notice that there are areas of the road network that are suffering from what is commonly known as “fretting” or “spalling” of the surface. This is where aggregate is lost from the surface, usually in patches and can be caused by; ingress of water in the surface and frost damage, or due to “under” compaction at the time of the original surfacing operation and where the aggregate has been lost due to tyre movement over the susceptible surface.

Some of these areas are small potholes and require treatment (see below) as they are trip hazards for people walking on the roads and other areas which are showing initial signs of fretting will only get worse and it will be safer and more cost effective if they are treated when the prevailing weather allows – this will be in the Spring of 2022.

Figures 3 to 6 demonstrate this phenomenon.



Fig.3

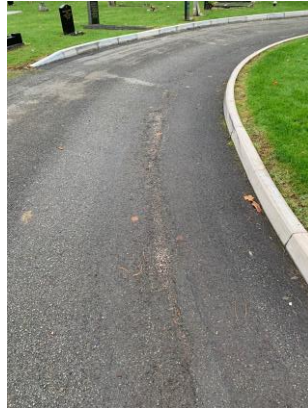


Fig.4



Fig.5



Fig.6

Remedial treatment recommended

Application to the surface of a "slurry seal" which you may have seen used widely for "bringing back to life" footways, by Contractors of the Highways Authority. This treatment will fill small depressions and potholes making it smoother and resistant to water ingress.

This treatment can be undertaken by Tony Holt and his Open Spaces team, under my supervision.

The recommendations above aim to make the Cemetery road network safer for both vehicles, pedestrians and staff alike.

Richard Lees

29 November 2021