



Ethelburt Avenue Road Improvement Group

Report for HCERA AGM, Oct 2022

Three road working parties for Ethelburt Avenue took place in the period 2021/22, on 20th November, 19th February and 21st May. An additional piece of work was undertaken on 18th February 2022 using a hired in excavator and driver to reshape corners of the greens and move a speed hump from the South side of the main green to the South East corner. The additional work was done during the red wind warning of storm Eunice, which was “interesting” for those involved.

At the session on 19th February, additional gravel was laid on the East side of the main green to test whether it would slow weed growth through the gravel. Whilst the initial appearance was good, weed growth has not been slowed significantly. Weed growth is an increasing issue along Ethelburt, so it’s likely other interventions will be required. Weed killing would be a cheap and effective solution, at least in the medium term, but there have been concerns over that on environmental and health grounds.

Attendance at the working parties was down on 2021, with the ending of covid restrictions possibly contributing to that. The weather since April 2022 has been exceptionally dry, which has meant that the condition of the road has held up very well without the need for so much work. That may also be a reason for the lack of volunteers. The lack of regular providers of drinks in the last couple of years is a disappointment.

The preferred gravel material for the body of the road “red binding path gravel” was not available for any of the sessions in 21/22 and may not be available for this year either – certainly not on a reliable basis. “Hoggin” was used as an alternative material, which works well for deep potholes, but is too coarse otherwise. It may be necessary to use other materials such as limestone sub-base, which is not as attractive.

Plans for the sessions in 22/23 are likely to be maintenance of the gravel surface using the techniques that have been used for the last few years, depending on the materials available. There is still a desire to improve the drainage. If enough volunteer resource is available gullies can be cleared. Additional gullies are an option. A firm proposal for that may be put to the RIG based on a review of income against likely expenditure for the road fund.