

PROJECT FEASIBILITY SUMMARY

Privately Funded Highway Improvement (PFHI 19-20)



Applicant	Peter Downes	Status	Issued
Application Reference No	TBC	Version	2.0
Assigned Highways Officer	Calvin Mugemuzi	Approved	Anna Chylinksa-Derkwoska

Location of Proposal	B1514 Buckden Road, Brampton
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Street view Link	https://www.google.co.uk/maps/@52.3126416,-0.2259403,3a,33.6v,45.06h,83.44t/data=!3m6!1e1!3m4!1sitv7Vd88tcTF0Z46977zxcg12e0!7i13312!8i6656?hl=en
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Highway Issue or Improvement	<p>The project entails provision of shared use route for pedestrians and cyclists along B1514 Buckden Road, Brampton southbound. The proposed shared route will commence at the Brampton Golf Club and terminate approximately 300 m southbound joining the existing route.</p> <p>In addition, a proposed crossing facility will be constructed within the 30 mph speed limit to facilitate a safe crossing for Non-motorised users (NMU). In doing so, the proposed scheme will provide a link for the pedestrians and cyclists travelling to and from Buckden, Brampton and Huntingdon.</p>
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Site Assessment	<p>A series of site visits were carried out in order to examine the existing route condition and provide desirable options to attain the scheme objective.</p> <p>Despite no previous road accidents recorded, it is found that the discontinuity of existing shared use route provided inconvenience for cyclists travelling in both directions as they were required to cross along a high speed route, 60 mph in one phase. Therefore, a continuation of the existing off-carriageway facility would be a desirable option to address this.</p> <p>Physical Conditions</p> <p>Existing grass verges and ground level within the highways boundary provides adequate width for the construction of the shared use route. A minimum width of 5.9 m was recorded during the site visit. However, widening of the carriageway will be required to facilitate the construction of a crossing facility.</p> <p>Moreover, existing underground services and drainage will be accounted for during detail design stage. This might increase the cost of the scheme if any alteration is deemed necessary.</p> <p>Levels of use</p> <p>No previous records have been submitted as part of the application. It is therefore paramount to determine the current patterns of pedestrian and cycle use. This can be achieved by conducting a traffic survey factoring in both speed and number of vehicles, number of pedestrians and cyclists travelling to and from their origins and destinations, times of peak flow and potential increase in demand from existing or future developments within the vicinity of the area.</p>
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Options	<p>Option A: Shared use route along with an informal crossing (Refuge island)</p> <p>Option B: Shared use route and a signalised crossing (Toucan crossing)</p>
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Optimum Solution	Subjected to PV ² survey, vehicle speed and traffic. Potential of extending the 30 mph speed limit to accommodate either option
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Supporting Documents	<p>The Parish will be required to provide CCC with a traffic survey report to establish a base line of the proposed scheme, in turn, ensure that there is an adequate demand and likely use of the new route. This is possible by establishing a current pattern of both pedestrians and cyclists.</p> <p>In addition, any informal consultations to be established through all stages of the scheme to gauge public attitude from the outset. This includes and not limited to current users, residents and local businesses.</p>
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Accident Data	No accidents have been recorded within the scheme extents for the last five years (2014 to 2018 inclusive).
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TECHNICAL APPRAISAL OF PROPOSED SOLUTION

Road Safety Benefit and/or Issues	RAG
Overall safety of Non-motorised users will be improved as there will be a continuous and well designed shared use route and crossing facility	

Risks to Delivery	RAG
Overall cost of the scheme might increase if a retaining wall is required and relocation of existing underground services is deemed necessary. Additional cost due to COVID will be incurred as well.	

Effectiveness	RAG
Encourages cycling and walking to and from all the potential origins and destinations. Furthermore, integrates well with the existing shared use route	

Maintenance Considerations	RAG
Improved infrastructure to be maintained by Cambridgeshire County Council	

ESTIMATED DESIGN, CONSTRUCTION & OTHER COSTS

Option A	
Item	Estimated Cost
Project Management	£1,265.00
Design (Including Topo survey, Street lighting)	£6,000.00
Independent Road Safety Audit Stage 1&2	£1,500.00
Legal Traffic Regulation Order (Including 2 No. Newspaper Adverts)	£1,500.00
Temporary Traffic Regulation Order (incl. Footway Closure)	£1,000.00
Construction (Including Traffic Management)	£160,000.00
10% Risk Contingency	£17,126.50
TOTAL	£188,391.50

Option B	
Item	Estimated Cost
Project Management	£1,265.00
Design (Including Topo survey, Street lighting)	£8,000.00
Independent Road Safety Audit Stage 1,2&3	£3,000.00
Legal Traffic Regulation Order (Including 2 No. Newspaper Adverts)	£1,500.00
Temporary Traffic Regulation Order (incl. Footway Closure)	£1,000.00
Construction (Including Traffic Management, Power connections)	£225,000.00
10% Risk Contingency	£23,976.50
Committed sum	£35,000.00
TOTAL	£298,741.50

Estimated duration of the Project	Up to 10 months
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NB: THE ESTIMATED COST DOES NOT TAKE INTO ACCOUNT WORKING RESTRICTED HOURS OR NIGHT WORKS, OTHERWISE, AN UPLIFT FEE WILL BE APPLIED