Wiltshire Highways Consultancy Contract
Scheme Review

ATKINS

Project: Avebury WHS Design scheme – Design fee preparation
Brief Number: 06/17/14

Brief Scheme Description

Wiltshire Council Sustainable Transport Team previously commissioned Atkins to develop a Transport Strategy for the Avebury World Heritage Site. The Transport Strategy sets out a proposed programme of schemes which meet its objectives.

Task is to review scheme overview 3.4 – A4 Beckhampton and 3.2 A4 West Kennet and prepare a fee to assess the proposals and prepare preliminary designs. Atkins need to prepare a fixed fee to prepare preliminary designs for each scheme. Subject to agreement of fixed fees Atkins will then progress the preliminary design of each scheme. Have summarised below the main aspects of each scheme.

3.4 – A4 Beckhampton

The scheme comprises the A4 Beckhampton Roundabout and the A4 east of the junction up to the Waggon and Horse Public House. The aims of the scheme are specified in the scheme overview. The conceptual design in the scheme overview identified the following physical measures:

- Review the possibility of removal of street lighting from the junction. *NB This will be reviewed and will also look at methods for which lighting levels can be reduced. This will include a review of existing lighting levels. Traffic flows and accident records will need to be reviewed. All 4 approaches will need to be considered.*
- Appropriate low level landscaping of junction environment to give more rural character. Introducing natural materials land grass to splitter islands.
- Consider extended splitter island with natural materials/grass to narrow carriageway, provide crossing opportunities and create more rural character. Existing refuge islands to be removed.
- On carriageway bus stops
- Narrow carriageway, provided paths in extended verges and improving opportunity for pedestrians to cross. *NB These ideally are not to be tarmac, preference is gravel type.*

The preliminary design will review each of the above physical measures and look to incorporate them into a general layout drawing. A preliminary design is usually developed based on an OS drawing. However, in this instance due to the sensitive nature of the location a topographic survey will be required in order that the preliminary design can be developed with surety that the proposals can be accommodated within the highway. The preliminary design need to be adhere to the Design Approach and Principles set out in the WHS Transport Strategy. The preliminary design will need to follow the governance set out in the WHS Transport Strategy. In preparing the fee we have assumed 2 meetings with WHS coordination unit/Steering Committee/English Heritage/County Archaeologist.

List of Existing Information
<u>Document</u>

- Avebury WHS Transport Strategy

Task Breakdown from Atkins

- Topographical Survey
- Site Visit
- C2 Search
- 2 Meetings with WHS Coordination/Steering Committee/English Heritage/County Archaeologist
- Street Lighting assessment of roundabout with recommendation of measures to either remove lighting or reduce lighting levels. This will require traffic data and accident records. There will need to be a safety evaluation of the proposals.
- Landscaping assessment and recommendations for roundabout and splitter islands

- Review feasibility of providing extended splitter island along A4
- Review feasibility of narrowing carriageway and providing paths in extended verges
- Develop preliminary design incorporating the above points.
- Cost estimate (Bill of Quantities)
- Stage 1 Safety Audit

Drawings & Outputs

- Proposed General Layout (1:1250 or 1:500 scale)
- Scheme cost estimate
- Technical Note recommendation for street lighting at junction
- Technical Note recommendation for landscaping at junction and approaches

Exclusions

- Reducing size of the roundabout will not be assessed
- Environmental Assessment will not be undertaken

3.2 – A4 West Kennet

The scheme comprises the A4 West Kennet between the C73 (where the National Cycle Network (NCN) joins the A4) and Gunsite Road including the junction with the B4003 Avenue. The aims of the scheme are specified in the scheme overview. The conceptual design in the scheme overview identified the following physical measures:

- Narrow A4 carriageway to 7.3m from C73 to East Kennet. Cycle parking at junction. *NB This may be difficult to achieve as there is a right turn ghost island currently provided.*
- Path in verge (to accommodate cycle and improve NCN. *NB Any excavations in verge will need approval from English Heritage/County Archaeologist.*
- Informal parking layout and bus stop (to serve both directions in Lay-by). *NB Need to review access into Lay-by (1-way only?)*
- Cycle Parking (adjacent to the A4)
- Crossing point to link path on southern side of A4 road to The Avenue.
- Narrow carriageway to 7.3m (between A4003 Avenue and Gunsite Road)
- Path in verge to Gunsite Road *NB Any excavations in verge will need approval from English Heritage/County Archaeologist.*

The indicative scheme assumes closure of the B4003 Avenue. However, as the preliminary design of this scheme is progressing indepently of the closure of the B4003 it considered that the B4003 will remain open, however, this will need to be reviewed. The existing speed limit will be reviewed to consider if it can be reduced to 40mph. A reduction in speed limit could enable the existing right turn ghost islands to be reduced in size.

The preliminary design will review each of the above physical measures and look to incorporate them into a general layout drawing. A preliminary design is usually developed based on an OS drawing. However, in this instance due to the sensitive nature of the location a topographic survey will be required in order that the preliminary design can be developed with surety that the proposals can be accommodated within the highway. The preliminary design need to be adhere to the Design Approach and Principles set out in the WHS Transport Strategy. The preliminary design will need to follow the governance set out in the WHS Transport Strategy. Any proposed excavations in the verge will require the approval of English Heritage/County Archaeologist we have allowed for in our proposal two meetings with the WHS coordination unit/Steering Committee which include English Heritage and County Archaeologist..

From initial inspection it appears that this scheme has a number of constraints and if excavations in the verge are not permitted then it may not be possible for this scheme to proceed.

List of Existing Information

Document

- Avebury WHS Transport Strategy

Task Breakdown from Atkins

- Topographical Survey
- Site Visit
- C2 Search
- 2 Meetings with WHS Coordination/Steering Committee/English Heritage/County Archaeologist
- Review feasibility of narrowing carriageway to 7.3m from C73 to East Kennet with cycle parking at junction
- Review feasibility of narrowing carriageway to 7.3m and providing paths in verges between Gunsite Road and B4003 “The Avenue”.
- Review possibility of reducing speed limit to 40mph.
- Review feasibility of providing crossing point to link path
- Review feasibility of providing parking layout and bus stop (in Lay-by)
- Review feasibility and need for providing cycle parking
- Develop preliminary design incorporating the above points.
- Cost estimate (Bill of Quantities)
- Stage 1 Safety Audit

Drawings & Outputs

- Proposed General Layout (1:1250 or 1:500 scale)
- Scheme cost estimate
- Technical Note recommendation for narrowing carriageway and providing paths in verges.

Exclusions

- Environmental Assessment will not be undertaken

Governance

The design of both schemes will need to comply with WHS Governance as set out in the Transport Strategy. This includes ensuring that the scheme adheres to the Design Approach and Principles set out in the WHS Transport Strategy. The WHS Coordination Unit will need to be contacted to assist with coordination and cooperation between stakeholders. If the schemes are considered major then the WHS Steering Committee will need to be made aware of the details.