

CYNGOR SIR POWYS COUNTY COUNCIL
HIGHWAYS TRANSPORT AND RECYCLING

BRECKNOCKSHIRE
22nd June 2015

REPORT BY: Derek Price – Principal Engineer (Roads)
SUBJECT: Road Safety and Traffic Management Schemes
REPORT FOR: Decision

1. Llangors Lake Footway Link

- 1.1 Members may recall that the above scheme was approved for inclusion in the Capital Programme at their meeting on 26th March 2014.
- 1.2 The estimated scheme cost at this time for the 180m of footway was £29000. This was based on a unit rate of £100/m for footway construction, land & legal costs £5000, design & site supervision £2500 and utility diversions £3500.
- 1.3 Land negotiations were in line with the budget estimate and early entry was granted.
- 1.4 However, following detailed design which included additional drainage, the lowest tender received for the construction of the footway was £48685.
- 1.5 There has been a significant increase in some engineering rates since the original budget estimate was calculated. Notably, excavation and disposal of material is double that estimated, along with kerbing and footway construction which has increased by 60%.
- 1.6 An application was made to the Planning Authority (BBNP) for the translocation of the hedge. However, they are reluctant to grant permission due to the hedge being located on a historic line.
- 1.7 The Planning Authority have suggested consideration be given to locating the path on the field side of the hedge thus removing the need for the translocation of the hedge. However, the owner is strongly opposed to this option.
- 1.8 Inclusion of the additional drainage has had an increased impact on the adjacent utility poles, and whilst quotes for their relocation have yet to be received, it is anticipated to be considerably more than the original estimate.
- 1.9 The revised estimated cost of the scheme is now estimated at £71,500, and work cannot be progressed at this time because the Planning Authority have not granted permission for the hedge translocation.

1.10 If the scheme is re-ranked with the latest figures, it would only achieve a low score due to the increased cost.

1.11 However, the scope of 'small schemes' is generally accepted as being not greater than £50000, whereas the latest figure is in excess of this by almost 50%.

1.12 Whilst it is accepted the proposal is a significant benefit to pedestrian safety, it is regrettably recommended that the scheme is removed from the Capital Programme due to the disproportionate cost.

Recommendation:	Reason for Recommendation:
Committee is asked to resolve that the scheme be removed from the County "Road Safety and Traffic Management Schemes" Capital Programme.	Disproportionate Cost and outside the scope of defined small schemes.

Relevant Policy (ies):		Local Transport Plan	
Within Policy:	N	Within Budget:	N

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