TECHNICAL MEMORANDUM

Keynsham Place Making Plan

Keynsham High Street

PREPARED FOR:	Richard Daone	Bath and North East Somerset Council
COPY TO:	-	
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REVISION NO.:	1	
APPROVED BY:	-	

Introduction

This technical memorandum (memo) describes 3 Options for Keynsham High Street enhancement. It should be read in conjunction with the options layout drawings.

The memo summarises previous work, discusses some the issues on site, sets out some potential project objectives, describes the general design approach, each of the options and a budget estimate for each option.

Options Considered

The brief asked for 3 options to be developed for the High Street; one way single lane, one way two lanes, and a shared space scheme.

Initial assessment recommended that the one way two lane option should not be taken forward as it was considered that it would offer little opportunity to release carriageway space for other users, nor would it improve the public realm. In addition it could potentially allow for an increase in vehicle speeds and would be unsafe for pedestrians as they may not anticipate the traffic coming from one direction only.

The shared space option was interpreted as a shared surface option; i.e. both carriageway and footway would be at the same level with limited demarcation between the two sections. It was considered that as the volume of traffic would still be relatively high, a shared surface option would be inappropriate. However elements of the shared space option have been taken forward.

The remaining option, one way single lane, has been determined as the most appropriate for the High Street. It has been further developed into 3 sub-options:

Option 1 – a straight alignment with cycle lane

Option 2 – an alignment which introduces horizontal deflection

Option 3 – a straight alignment with a 2 way segregated cycle lane

Descriptions of the options are given further on in this memo. They cover the section of the High Street between Charlton Road and the new junction by the Town Hall at Bath Road.

Review of previous work

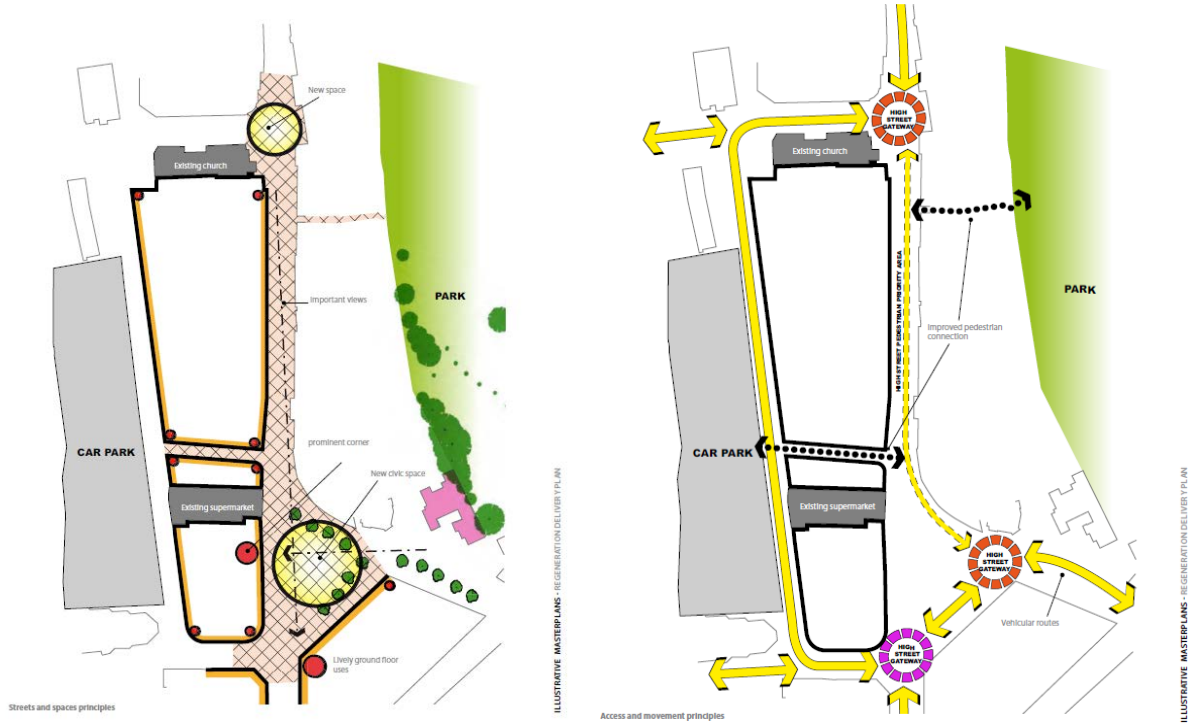
Two documents have been reviewed in order to develop an understanding of the place and issues which have been raised in previous work. Key issues have been summarised below.

Regeneration Delivery Plan, Draft 2010

The Regeneration Delivery Plan generally addresses issues and opportunities at a higher level but does refer to the importance of the High Street as the retail centre to the town. Reference is made to the poor quality buildings and poor public realm, and the important landmarks of St Johns Church to the north and Town Hall to the South (since rebuilt). It is noted that the setting of both is dominated by the scale of the highway junctions.

The northern end is seen as more attractive with the space by St Johns identified as a civic space for the town, however the new town hall is probably the more likely space for functions and activities.

Arrival to the town centre is considered as generally poor, but improved by the new Town Hall. The space in front of the High Street was identified as a gateway and a space connecting to the High Street. Links to the adjacent car parking was also identified as requiring improvement.



Extracts form the Regeneration Plan showing concepts for the High Street

Conservation Area Management Plan

The High Street generally falls within Area 2, Southern High Street, of the proposed Conservation Area. The management plan notes that many of the historic buildings have been demolished and replaced by poor quality buildings which has adversely affected the character of the street. Listed buildings are

limited in number, with the only two listed buildings on the High Street located at either end, opposite the main junctions.

The opportunities identified within the document relevant to the High Street include:

- Consider options for pedestrianisation and restricting traffic movement to improve air quality.
- Improve paving in the High Street and re-introduce traditional materials (in combination with pedestrianisation).
- Improve and lower street lighting columns (in combination with pedestrianisation).
- Introduce better seat furniture design and more benches.
- Rationalise traffic signage particularly in the upper end of the High Street around Church Area and the south end of the High Street.
- Consider opportunities to improve pedestrian connections into the town centre where deliverable to reduce reliance on cars and car parks.

There are several references to pedestrianisation of the High Street in the Management Plan which is not being considered as an option. However the proposals shown in the following options address a number of these plan objectives; restrict traffic, improve paving, improve lighting, more and better seating and rationalisation of road signage.

The High Street

The following photos illustrate a range of issues for the High Street.

Whilst the main traffic flow is directed right to Charlton Street, there is little to mark the entrance to the High Street. A gateway here would mark the entrance and also encourage motorists to slow down.

Behaviours at the entrance to the High Street vary, with some vehicles barely slowing down, and a limited number stopping to allow pedestrians to cross. Bollards, signs and street furniture result in a visually cluttered view. Road narrowing and defection would slow vehicles down and allow pedestrians to cross more readily.

Typical view of the High Street with its parking and 2 lanes, often with queuing traffic. Note the van parked on the kerb in the background. Maintaining some parking will help support local shops and access for disabled users.

Finger post sign at the end of the alley to the park. The places signposted are important links which should be emphasised.

The zebra crossing located centrally in the High Street is well used. Informal crossing occurs along the length of the High Street, often between stationary cars, by those who are more able. Typical materials are grey paving slabs and concrete kerbs, high street lighting and the seating located adjacent to the traffic.

Recently completed scheme at Bath Road with low height kerbs and block channel. The road width is still relatively wide. Grey paving slabs are used on the footpath. The use of these materials can be extended into the High Street.

Natural stone materials and pedestrian scale lighting used at the new Town Hall. The orientation of the space is to the end of the High Street. Natural stone could be used at either end of the High Street to mark the gateways.

Sections of the High Street are narrow e.g. at the bus stop with the shelter, seating and A-frame reduce the width. Note the van parked on the footpath behind. Reduced road width would create more space for pedestrians.

The approach to the High Street from the car parks at Ashton Way is marked by a street lighting column, litter bin and pedestrian guardrail. Reduced clutter and good quality street furniture will improve the quality of the street.

View towards the Town Hall with the space dominated by the large roundabout. This will continue to be a busy junction but should also serve as a gateway into the town with reduced vehicle dominance.

Project objectives

In reviewing the previous work, in particular the transport strategy, a number of project objectives are suggested:

- Improve the pedestrian environment by reducing the dominance of vehicles and reallocating road space.
- Increase opportunities for pedestrians to cross the road.
- Create a high quality public realm which is attractive to retailers, especially the larger national retailers.
- Improve the public realm through the use of quality materials and street furniture.
- Improve pedestrian connectivity to adjacent streets and car parks.
- Improve air quality by reducing the numbers of vehicles in the High Street.
- Maintain access to the High Street for vehicles with an element of parking and loading provision.
- Improve the quality of the bus stops to encourage use of bus travel.
- Identify opportunities for improved cycle provision by considering cycle lanes on the High Street and their connectivity to adjacent streets and spaces.

Design Options

General principles

The following outlines some of the general design principles which have been applied to the sub-options in varying degrees.

Right hand turn exit from the High Street

The modelling undertaken and layout developed during the previous work showed an island at the junction between the southern end of the High Street and Temple Street. The island prevented vehicles turning right out of the High Street. The recently completed highway improvements around the new Town Hall has reduced the carriageway width so that there is now insufficient space for an island. The layouts shown on the options drawings, and as described below, allow for 2 large vehicles to pass. The alignment of the exit from the High Street has been designed to direct drivers to turn left only, however it will still be physically possible for smaller vehicles to turn right should the driver choose to ignore the road signs.

Wider footpaths

Reducing the carriageway to one lane allows footpaths to be widened. This creates more space for pedestrians to move along the High Street, allows coffee shops to place tables and chairs outside, for shops to place their goods outside (e.g. the vegetable shop), and where there is additional space for small scale market stalls. Larger markets would be possible by using the car parking spaces for stalls, thereby not restricting the footpath width.

Wider footpaths allow for people to sit out and create space for markets and events

Zones

The High Street is generally uniform in section between the buildings with a narrowing to the south. The entrances, connections to the alleyways, and crossing points begin to divide the length of the High Street into ‘zones’ which can be designed for various uses such as seating and trees, car parking and loading.

Pedestrian crossings

The options described below present 2 options for the controlled and uncontrolled crossing points; retaining a central zebra crossing with 4 uncontrolled crossings, or 2 zebra crossings and 3 uncontrolled crossings.

Paving across the street at crossing emphasises pedestrian priority

Gateways

The development plans and concept designs both indicate gateways at either end of the High Street. The northern gateway would be the entry into the High Street and should focus on reducing traffic speed and sending a clear message to the motorist that they are entering an area where pedestrians have a greater priority. The southern end relates closely to the Town Hall and is the opportunity to link the Town Hall to the High Street. Previous studies show these areas as shared space, however it is likely that the traffic flows through these junctions will not allow true shared space. Despite this, they should be designed with materials which change their character and create places of high quality public realm.

Parking and loading

Space for parking has been retained in all options. Some of this space could be designated for disabled parking and for loading only. It seems that most of the retail premises have access to the rear of the shops, except perhaps a few at the junction with Bath Road where access from the back lane seems more limited. More detailed study and consultation with traders would inform these decisions.

Paving materials

The recently completed scheme at the Town Hall sets a precedent for the proposed materials palette; precast concrete paving slabs to the footpaths generally, a granite/reconstituted stone kerb with concrete block channel, and natural stone at important areas.

New pre-cast concrete paving slabs by the Town Hall with low height kerb and block channel. This paving layout could be extended along the High Street

Natural stone paving by the Town Hall could be extended to link onto the High Street and also be used at the gateway by Keynsham Church

Lighting

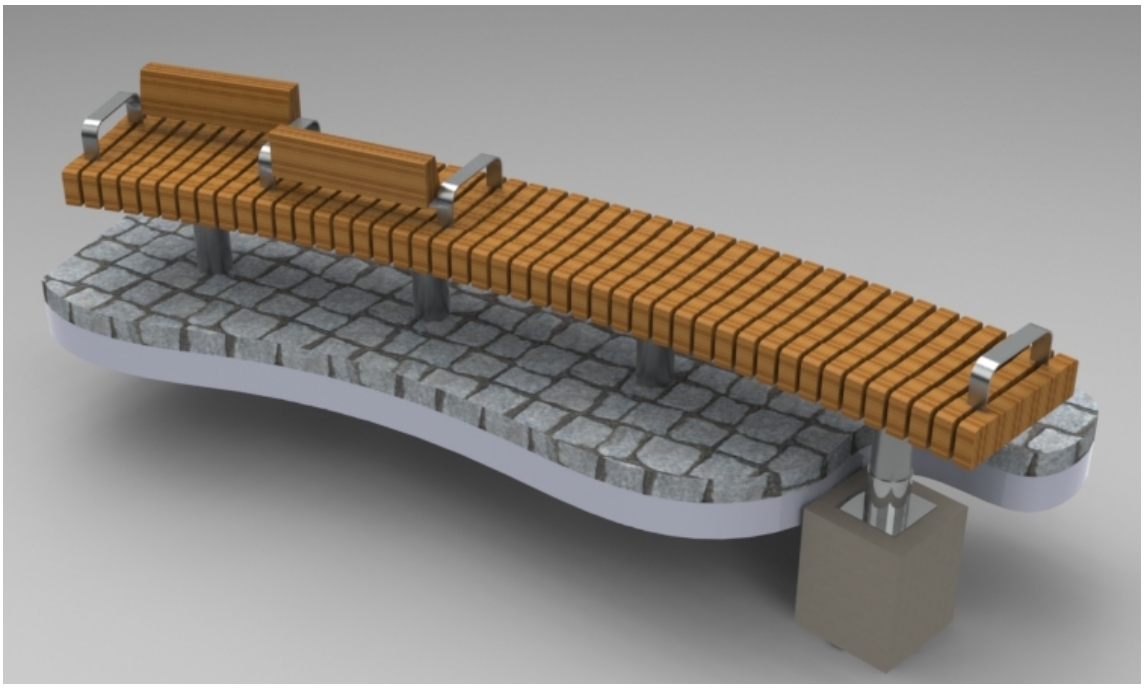
It is proposed that the existing highway lighting is replaced with something lower in height and more appropriate to a high street. A balance needs to be achieved between height of column and lantern and increased visual clutter with an increased number of lower height lighting. A simple elegant solution with tapered columns and contemporary light fitting will help reduce clutter.

There are opportunities for feature lighting; the proposed trees could be up-lit and some of the buildings, for example Keynsham Church could be illuminated.

Simple and stylish lighting can be low key and contemporary. Banners can add colour and be used to mark events.

Street furniture

The new street furniture at the Town Hall could be extended into the High Street to maintain continuity. A range of benches and seats could be used to offer a variety of seating options, with backs and arm rests needed for those less able. Alternatively bespoke seats could be designed.



Bespoke street furniture unique to Keynsham can help reinforce local identity

Tree planting

Street trees will soften the appearance of the street, offer some shade and bring in some colour. Smaller and narrower trees would be used to reduce any blocking of the views to the Church Tower to the north. It may not be possible to plant trees due to underground service locations.

Alleyways

The two alleyways off to the High Street are important connections to the adjacent park and car park. It is important that they are attractive and safe to use.

Entrance can be marked by paving detail and lighting.

Best practice

The list of below suggests some places where aspects of the project objectives and design principles have been implemented. By no means offering direct comparisons, there are elements of each which are relevant to Keynsham High Street.

Park Lane and Silver Street, Cirencester – reallocation of 1 lane to cycleway, informal crossing, high quality materials.

High Street and Bank Street, Chepstow – reducing road widths, integration of artwork and high quality materials.

Henley on Thames Market Place – reallocation of road space to create the square, informal crossings.

Fore Street, Trowbridge – reduction to 1 lane with parking and bus stops.

High Street, Witney – raised tables and informal crossings.

Bristol – Baldwin Street and Park Street – reducing road widths to introduce cycle lanes.

Option 1

Option 1 combines a single one way lane with a segregated cycle lane in a straight alignment broadly in line with the arrangement of the buildings.

An entrance square is created by Keynsham Church where the carriageways reduces to 1 lane with an element of horizontal deflection and an uncontrolled crossing. Natural stone paving to match that of the Town Hall would be used and this may be seen as a good location for a piece of public art.

The length of the High Street is divided into sections for seating and trees, parking and/or loading and sections for crossing points. Each compartment is marked by a band of stone paving which crosses the street which will also act as a slight rumble strip to remind motorists that a reduced speed and a change in behaviours is required. To avoid conflict with the cycle lane all the parking is located to the right hand side of the carriageway.

The first section of the High Street beyond Keynsham Church is defined as an area of seating with trees, to reinforce the change in character from a road to a street and to influence motorist behaviours.

A zebra crossing at the alleyway allows direct access across the road for pedestrians and also creates space to emphasise the connection. The finger post would be replaced. A second zebra crossing would be located at the alleyway linking to the car parks on Ashton Way. A further uncontrolled crossing is located centrally and one at the southern gateway.

The width between kerbs is 4.8m, a 3.3m carriageway and 1.5m wide cycleway. This will allow one vehicle to pass another should one break down. There would be no provision for cyclists to travel north except by dismounting and using the footpath.

Approximately 12 car parking spaces have been retained.

Option 2

Option 2 introduces an element of horizontal deflection at the north end of the High Street where there is more width, as a means of reducing vehicle speeds in addition to the narrowing and deflection at the entrance. The varying position of the single lane within the street section allows for a little more variety with the positioning of the trees and seating, and parking appearing on both sides of the running lane.

The entrance square by Keynsham Church is the same as Option 1 with a horizontal deflection, narrowing and a paving arrangement which extends across the junction.

The straight and curved sections, and their uses, have been emphasised with the natural stone paving detail crossing the street. As with Option 1, the first section of the High Street beyond Keynsham Church is defined as an area of seating with trees, to influence motorist behaviours.

An uncontrolled crossing at the alleyway allows direct access across the road for pedestrians and also creates space to emphasise the connection. Beyond the crossing 2 sections of car parking are broken by a tree and seat with the bus stop at the end. The bus stop is positioned sufficiently far away from the zebra crossing to meet with visibility requirements. Trees and seating on the west side are located to maintain visibility also.

There is a short section of parking before the pinch point in the width of the street, with a further uncontrolled crossing at the alleyway linking to the car parks on Ashton Way. A short section of parking or loading is possible before the junction with Bath Road, as broadly set out in Option 1.

The width between kerbs is 4.8m to allow one vehicle to pass another should one break down. The visual width of the lane has been reduced by the use of wide channels with a carriageway at 3.3m. The channel could use the same materials that have been recently installed around the Town Hall to maintain some design continuity. However these would not be easy for cyclists to use due to the rough surface and they would more likely to use the carriageway.

A single zebra crossing is retained in the central area with 4 courtesy crossings, one at either end by the junctions and one at each of the 2 alleyways. The reduced width of carriageway will also enable easier crossing generally. If a low height kerb is used which will match that used around the Town Hall, then the raised tables at the crossings would effectively be notional, and may be more effective as a change in surface material, such as the concrete blocks/setts.

Approximately 12 car parking spaces have been retained.

Option 3

Option 3 allows for a 2 way segregated cycleway alongside the single lane one way carriageway. This provides high quality facilities and access for cyclists both into the High Street and for onward connections. A buffer zone and low kerb separate the cyclists from the carriageway.

This option does mean that there is less scope to widen footpaths, and similarly there is less space for trees and seats, and parking and loading. Approximately 8 car parking spaces have been retained.

The entrance square by Keynsham Church is the same as Option 1 but with more limited horizontal deflection and narrowing. It maintains the paving arrangement which extends across the junction. The gateway at the Town Hall is also broadly similar.

The pedestrian crossing arrangement is as Option 1, with a zebra crossing at both the alleyways allowing direct access across the road for pedestrians and also creating space to emphasise the connection. Uncontrolled crossings are located centrally and at the gateways.

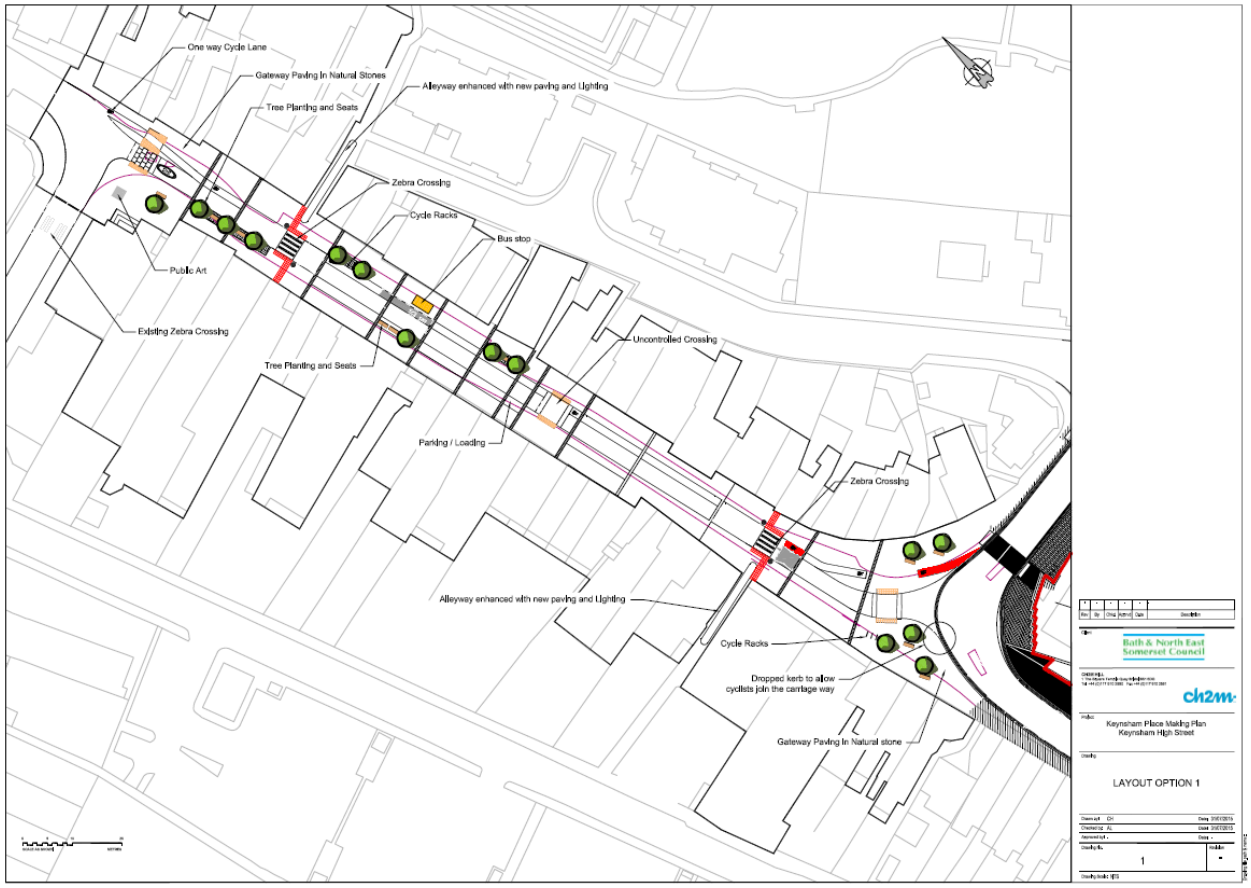
Experimental scheme

In order to test the acceptability of a scheme Experimental Traffic regulation Orders could be implemented. These allow for a scheme to be tested for up 18 months on the ground, requiring a decision to implement or remove within 12 months. This would require the scheme to be laid out using a range of temporary interventions such as road markings, temporary kerbs and paving. An important

aspect is the safety of such schemes where a range of potentially non-standard and confusing features are introduced which results in unpredictable behaviours. In order to implement a safe experimental scheme, it may be that only certain aspects can be temporality constructed or that some aspects need to be more or less constructed as per the final scheme e.g. at junctions.

Option 1

The layout for Option 1 requires the current parking and loading on the east side to be relocated to the west side to avoid conflicts with the proposed cycle lane. This could be achieved by removing the existing kerb build outs at the end of the parking bays. The south bound cycle lane could then be marked out with road markings, the existing centre line removed, and the parking on the west side defined with temporary kerb build outs and infill paving. The entrance to the High Street at the north and exit at the south should be implemented more fully so that vehicle manoeuvres and pedestrians crossings are clearly laid out and conflicts minimised. Appropriate signage, temporary kerbs, in fill paving, dropped kerbs and tactile paving at the pedestrian crossing would be required. The existing zebra crossing could be retained, and the 2 proposed zebra crossings implemented as uncontrolled crossings with tactile paving. The bus stop would need to be relocated to the east side. The need for a bus shelter may be determined by the length of the period of the experimental scheme and what time of year it is undertaken.

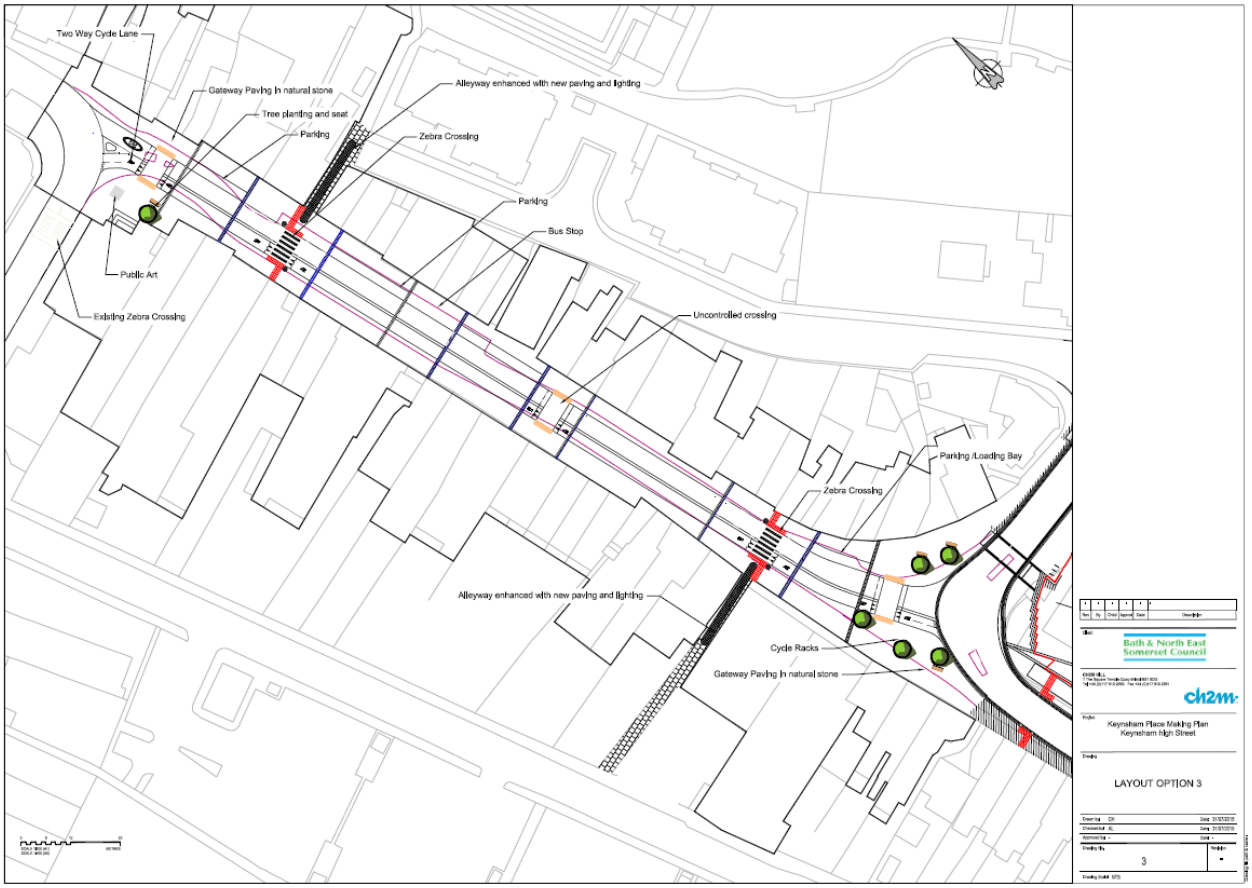


Option 2

Option 2 will be more difficult to implement as an experimental scheme due to the proposed horizontal deflection at the northern end with the proposed kerbs set at angles to the existing, and the proposed carriageway set centrally to the existing kerbs at the southern end. It would require most of the length of the High Street to be set out with temporary kerbs and infill paving, and therefore more expensive. The exiting zebra crossing would need to be adjusted, the existing build out removed and surfaced as carriageway. The one way aspect could be tested by closing the existing northbound lane through the use of temporary kerbs and an element of parking retained on the current southbound carriageway.

Option 3

Option 3 would be relatively straight forward to implement by introducing a temporary kerb along the existing centre line, and marking out the northbound carriageway as the two way cycle lanes. This marking out could be cycle lane symbols only, or it may be considered that some form of temporary red surfacing may be required to indicate the cycle lanes as being different from the footpath. As noted above, the entrance to the High Street at the north and exit at the south should be implemented with appropriate signage, temporary kerbs, in fill paving, dropped kerbs and tactile paving at the pedestrian crossing. The existing parking and loading could be retained as existing. Implementing the 2 zebra crossings need not take place, and the existing zebra retained with minor works where the cycle lanes cross over. As noted above, the bus stop could be moved to the east side.



Budget estimate

A high level budget estimate has been prepared for each of the 3 options.

OPTION 1

SERIES	Description	Rate [£]	Unit	Measure	Cost [£]
100	Offices, General Management and Administration Systems	£ 4,500.00	Month	9	£ 40,500.00
	Provide information board/signs to include the Employer's logo	£ 35.00	nr	2	£ 70.00
	Temporary Heras Fencing	£ 2.50	Week	200	£ 500.00
	Provision of labour, plant and equipment for the erection, maintenance and removal of Traffic Management	£ 95.48	Day	270	£ 25,779.60
200	Take up and dispose of slabs/paviors/setts footway	£ 6.00	m2	1981	£ 11,886.00
	Illuminated traffic signals and islands bollards	£ 500.00	nr	6	£ 3,000.00
	Take up and dispose of kerbs/edgings	£ 9.00	m	469	£ 4,221.00
	Take up or down and set aside for reuse cast iron bollards	£ 12.29	nr	22	£ 270.38
	Take up or down and dispose street furniture	£ 15.00	nr	10	£ 150.00
	Dispose street lighting	£ 600.00	nr	10	£ 6,000.00
	Dispose bus stop shelter	£ 1,200.00	nr	1	£ 1,200.00
	Dispose signs	£ 12.29	nr	16	£ 196.64
500	Backfilling disused gullies with concrete Class ST1.	£ 250.00	nr	20	£ 5,000.00
	100 mm int dia	£ 55.00	m	100	£ 5,500.00
	Connections	£ 150.00	nr	20	£ 3,000.00
	Catchpit Type C2, 1050mm diameter	£ 1,000.00	nr	10	£ 10,000.00
	Precast concrete trapped gully with grating and frame	£ 250.00	nr	20	£ 5,000.00
	Footway gully	£ 120.00	nr	12	£ 1,440.00
	Renewal of class D400 heavy duty cover and frame, 100mm deep	£ 120.00	nr	10	£ 1,200.00
	Renewal of footway covers recessed for paving	£ 250.00	nr	20	£ 5,000.00
	Cleaning out drainage, 100 - 225mm internal diameter, any location.	£ 2.50	m2	300	£ 750.00
	Utility diversions - Allowance	£ 150,000.00	nr	1	£150,000.00
600	Completion of formation on acceptable material in footways	£ 0.16	m2	3871	£ 619.36
700	Milling pavement up to a maximum thickness of 50mm.	£ 4.50	m2	1423	£ 6,403.50

	Soft spots and other voids	£ 35.00	m3	100	£ 3,500.00
	Hot Rolled Asphalt (HRA 55/10F Surf 100/150) 55mm thick with PSV 60 aggregate	£ 12.00	m2	1170	£ 14,040.00
	Cycle lane colored surface	£ 14.00	m2	253	£ 3,542.00
1100	Provide and lay granite kerb	£ 65.00	m	465	£ 30,225.00
	PCC slabs	£ 35.00	m2	1478	£ 51,730.00
	Paving at alleyways	£ 45.00	m2	29	£ 1,305.00
	Paving at car parking bays	£ 55.00	m2	105	£ 5,775.00
	Paving around trees	£ 45.00	m2	88	£ 3,960.00
	Entrance in natural stone	£ 100.00	m2	963	£ 96,300.00
	Banding across street in natural stone	£ 170.00	m	189	£ 32,130.00
	400mm x 400mm red tactile paving to pedestrian crossing	£ 40.00	m2	33	£ 1,320.00
	400mm x 400mm beige tactile paving to pedestrian crossing	£ 40.00	m2	25	£ 1,000.00
	Sheffield cycle stand	£ 200.00	nr	12	£ 2,400.00
1200	Contemporary bollard	£ 350.00	nr	22	£ 7,700.00
	Finger post	£ 1,500.00	nr	2	£ 3,000.00
	Supply & fit signs reflective face	£ 180.00	nr	16	£ 2,880.00
	Bus shelter	£ 20,000.00	nr	1	£ 20,000.00
	Seats	£ 1,300.00	nr	10	£ 13,000.00
	Litter bins	£ 750.00	nr	11	£ 8,250.00
	Zebra crossing	£ 25,000.00	nr	2	£ 50,000.00
	Road Markings	£ 1,000.00	nr	4	£ 4,000.00
1300	Street lighting	£ 3,000.00	nr	20	£ 60,000.00
3000	Tree Planting - Trees 4.5m - 6.0m inc grille	£ 3,500.00	nr	14	£ 49,000.00
	Public art	£ 50,000.00	nr	1	£ 50,000.00

SUBTOTAL	£802,743.48
Contingency 12%	£ 96,329.22

TOTAL	£899,072.70

OPTION 2

SERIES	Description	Rate [£]	Unit	Measure	Cost [£]
100	Offices, General Management and Administration Systems	£ 4,500.00	Month	9	£ 40,500.00
	Provide information board/signs to include the Employer's logo	£ 35.00	nr	2	£ 70.00
	Temporary Heras Fencing	£ 2.50	Week	200	£ 500.00
	Provision of labour, plant and equipment for the erection, maintenance and removal of Traffic Management	£ 95.48	Day	270	£ 25,779.60
200	Take up and dispose of slabs/paviors/setts footway	£ 6.00	m2	1981	£ 11,886.00
	Illuminated traffic signals and islands bollards	£ 500.00	nr	6	£ 3,000.00
	Take up and dispose of kerbs/edgings	£ 9.00	m	469	£ 4,221.00
	Take up or down and set aside for reuse cast iron bollards	£ 12.29	nr	22	£ 270.38
	Take up or down and dispose street furniture	£ 15.00	nr	10	£ 150.00
	Dispose street lighting	£ 600.00	nr	10	£ 6,000.00
	Dispose bus stop shelter	£ 1,200.00	nr	1	£ 1,200.00
	Dispose signs	£ 12.29	nr	16	£ 196.64
500	Backfilling disused gullies with concrete Class ST1.	£ 250.00	nr	20	£ 5,000.00
	100 mm int dia	£ 55.00	m	100	£ 5,500.00
	Connections	£ 150.00	nr	20	£ 3,000.00
	Catchpit Type C2, 1050mm diameter	£ 1,000.00	nr	10	£ 10,000.00
	Precast concrete trapped gully with grating and frame	£ 250.00	nr	20	£ 5,000.00
	Footway gully	£ 120.00	nr	12	£ 1,440.00
	Renewal of class D400 heavy duty cover and frame,	£ 120.00	nr	10	£ 1,200.00
	Renewal of footway covers recessed for paving	£ 250.00	nr	20	£ 5,000.00
	Cleaning out drainage, 100 - 225mm internal diameter, any location.	£ 2.50	m2	300	£ 750.00
	Utility diversions - Allowance	£ 150,000.00	nr	1	£ 150,000.00

600	Completion of formation on acceptable material in footways	£ 0.16	m2	3871	£ 619.36
700	Milling pavement up to a maximum thickness of 50mm.	£ 4.50	m2	1432	£ 6,444.00
	Soft spots and other voids	£ 35.00	m3	100	£ 3,500.00
	Hot Rolled Asphalt (HRA 55/10F Surf 100/150) 55mm thick with PSV 60 aggregate	£ 12.00	m2	1211	£ 14,532.00
	Concrete block edge	£ 75.00	m2	221	£ 16,575.00
1100	Provide and lay granite kerb	£ 65.00	m	577	£ 37,505.00
	PCC slabs	£ 35.00	m2	1569	£ 54,915.00
	Paving at alleyways	£ 45.00	m2	29	£ 1,305.00
	Paving at car parking bays	£ 55.00	m2	103	£ 5,665.00
	Paving around trees	£ 45.00	m2	89	£ 4,005.00
	Entrance in natural stone	£ 100.00	m2	878	£ 87,800.00
	Banding across street in natural stone	£ 170.00	m	265	£ 45,050.00
	400mm x 400mm red tactile paving to pedestrian crossing	£ 40.00	m2	15	£ 600.00
	400mm x 400mm beige tactile paving to pedestrian crossing	£ 40.00	m2	18	£ 720.00
	Sheffield cycle stand	£ 200.00	nr	12	£ 2,400.00
1200	Contemporary bollard	£ 350.00	nr	22	£ 7,700.00
	Finger post	£ 1,500.00	nr	2	£ 3,000.00
	Supply & fit signs reflective face	£ 180.00	nr	16	£ 2,880.00
	Bus shelter	£ 20,000.00	nr	1	£ 20,000.00
	Seats	£ 1,300.00	nr	9	£ 11,700.00
	Litter bins	£ 750.00	nr	11	£ 8,250.00
	Zebra crossing	£ 25,000.00	nr	1	£ 25,000.00
	Road Markings	£ 1,000.00	nr	4	£ 4,000.00
1300	Street lighting	£ 3,000.00	nr	20	£ 60,000.00
3000	Tree Planting - Trees 4.5m - 6.0m inc grille	£ 3,500.00	nr	14	£ 49,000.00
	Public art	£ 50,000.00	nr	1	£ 50,000.00

SUBTOTAL	£ 803,828.98
Contingency 12%	£ 96,459.48

TOTAL	£ 900,288.46

OPTION 3

SERIES	Description	Rate [£]	Unit	Measure	Cost [£]
100	Offices, General Management and Administration Systems	£ 4,500.00	Month	9	£ 40,500.00
	Provide information board/signs to include the Employer's logo	£ 35.00	nr	2	£ 70.00
	Temporary Heras Fencing	£ 2.50	Week	200	£ 500.00
	Provision of labour, plant and equipment for the erection, maintenance and removal of Traffic Management	£ 95.48	Day	270	£ 25,779.60
200	Take up and dispose of slabs/paviors/setts footway	£ 6.00	m2	1981	£ 11,886.00
	Illuminated traffic signals and islands bollards	£ 500.00	nr	6	£ 3,000.00
	Take up and dispose of kerbs/edgings	£ 9.00	m	469	£ 4,221.00
	Take up or down and set aside for reuse cast iron bollards	£ 12.29	nr	22	£ 270.38
	Take up or down and dispose street furniture	£ 15.00	nr	10	£ 150.00
	Dispose street lighting	£ 600.00	nr	10	£ 6,000.00
	Dispose bus stop shelter	£ 1,200.00	nr	1	£ 1,200.00
	Dispose signs	£ 12.29	nr	16	£ 196.64
500	Backfilling disused gullies with concrete Class ST1.	£ 250.00	nr	20	£ 5,000.00
	100 mm int dia	£ 55.00	m	100	£ 5,500.00
	Connections	£ 150.00	nr	20	£ 3,000.00
	Catchpit Type C2 [FWS 3], 1050mm diameter	£ 1,000.00	nr	10	£ 10,000.00
	Precast concrete trapped gully with grating and frame	£ 250.00	nr	20	£ 5,000.00
	Footway gully	£ 120.00	nr	12	£ 1,440.00
	Renewal of class D400 heavy duty cover and frame, 100mm deep	£ 120.00	nr	10	£ 1,200.00
	Renewal of footway covers	£ 250.00	nr	20	£ 5,000.00
	Cleaning out drainage, 100 - 225mm internal diameter, any location.	£ 2.50	m2	300	£ 750.00
	Utility diversions allowance	£ 150,000.00	nr	1	£150,000.00
600	Completion of formation on acceptable material in footways	£ 0.16	m2	3871	£ 619.36
700	Milling pavement up to a maximum thickness of 50mm.	£ 4.50	m2	1615	£ 7,267.50

	Soft spots and other voids	£ 35.00	m3	100	£ 3,500.00
	Hot Rolled Asphalt (HRA 55/10F Surf 100/150) 55mm thick with PSV 60 aggregate	£ 12.00	m2	1112	£ 13,344.00
	Cycle lane coloured surface	£ 14.00	m2	423	£ 5,922.00
	Concrete block edge	£ 75.00	m2	80	£ 6,000.00
1100	Provide and lay granite kerb	£ 65.00	m	858	£ 55,770.00
	PCC slabs	£ 35.00	m2	1420	£ 49,700.00
	Paving at alleyways	£ 45.00	m2	29	£ 1,305.00
	Paving at car park	£ 55.00	m2	123	£ 6,765.00
	Entrance in natural stone	£ 100.00	m2	798	£ 79,800.00
	Banding across street in natural stone	£ 170.00	m	163	£ 27,710.00
	400mm x 400mm red tactile paving to pedestrian crossing	£ 40.00	m2	29	£ 1,160.00
	400mm x 400mm beige tactile paving to pedestrian crossing	£ 40.00	m2	18	£ 720.00
	Sheffield cycle stand	£ 200.00	nr	12	£ 2,400.00
1200	Contemporary bollard	£ 350.00	nr	22	£ 7,700.00
	Finger post	£ 1,500.00	nr	2	£ 3,000.00
	Supply & fit rectangular signs reflective face	£ 180.00	nr	16	£ 2,880.00
	Bus shelter	£ 20,000.00	nr	1	£ 20,000.00
	Seats	£ 1,300.00	nr	4	£ 5,200.00
	Litter bins	£ 750.00	nr	11	£ 8,250.00
	Zebra crossing	£ 25,000.00	nr	2	£ 50,000.00
	Road Markings	£ 1,000.00	nr	4	£ 4,000.00
1300	Street lighting	£ 3,000.00	nr	20	£ 60,000.00
3000	Tree Planting - Trees 4.5m - 6.0m inc grille	£ 3,500.00	nr	6	£ 21,000.00
	Public art	£ 50,000.00	nr	1	£ 50,000.00

SUBTOTAL	£774,676.48
Contingency 12%	£ 92,961.18

TOTAL	£867,637.66