

London Road, Handcross: WSCC Highways Response Note

Ref: BT/RS/ITB210283-004 TN

Date: 24 July 2026

1 Introduction

- 1.1 iTransport have been appointed by Welbeck Strategic Land III Limited to provide highways and transport advice in relation to an outline planning application for the development of up to 55 new homes to the west of London Road in Handcross, West Sussex. The outline planning application was submitted in May 2026 (*planning reference: DM/26/1228*) and as part of the consultee comments, West Sussex County Council (WSCC) have provided highways comments which are presented at **Appendix A**.
- 1.2 This Technical Note presents WSCC's comments and sets out a response to each of the queries raised in turn.
- 1.3 Confirmation is sought from WSCC that the additional information provided within this technical note, which supports part of the planning application, deals with the comments that have been raised.

2 West Sussex County Council Comments

2.1 Access

Stage 1 Road Safety Audit

A stage 1 Road Safety audit has been undertaken and raised 3 items to be addressed on Visibility splays, Lighting and the Walking and Cycling access. A GG119 compliant designers response should be provided. Further discussions are required to address the items raised.

- 2.1.1 As part of Appendix C in the Transport Assessment, a GG119 compliant designers' response was provided. For completeness, this has been included within this Technical Note at **Appendix B**.

Traffic Regulation Order – Speed Limit

The applicant proposes providing a contribution towards the reduction in speed limit to a 30mph with the only supporting measure proposed is the relocation of the gateway feature. The WSCC Road Safety Team have provided the following comments.

“The size of the development and the additional number of vehicles likely to be using the new junction appear to support the need for a reduced speed limit in prior to the current 30mph limit.

However the characteristics and functional use of the road would suggest that a 40mph buffer limit would be both more appropriate given the current average speeds and more likely to achieve speed compliance, without need for significant engineering measures to reduce speeds to the requisite level.

We would recommend consideration be given to a 40mph limit extending approximately 400m north of the current 30mph terminal signs, just north of the address marked as 'Coopers Wood', and there after the current 50mph limit remaining north to the roundabout and A23 slip road. This would be appropriate for this B classified through road, where foot traffic is well segregated from the carriageway edge, and there is only limited frontage and junctions onto the main carriageway, as defined by the WSCC speed policy.

We believe that this would follow a natural reduction of speed from 50 to 40 to 30 (travelling south) providing a safer speed limit across the proposed junction and achieving the likelihood of speed compliance."

- 2.1.2 In the event the proposed development comes forward, the existing urban area of Handcross will effectively be extended northward. The applicant is therefore of the view that there is merit in relocating the 30mph speed limit approximately 125m further to the north in order to include the site.
- 2.1.3 In addition to the relocation of the existing 30mph speed limit a new gateway feature will also be provided to inform approaching drivers that they are leaving a rural area and entering an area of different character. The detail will be agreed with WSCC at detailed design stage but it is currently envisaged it will incorporate a distinctive change in road surface colour or material, a prominent sign to alert drivers to the residential area, a 30mph elongated roundel marking, as well as potentially other measures such as 'dragon's teeth' to ensure it as conspicuous as possible.
- 2.1.4 In addition, as requested by WSCC, a new 40mph speed limit will be introduced to the north of the start of the new 30mph over a distance of 400m in accordance with WSCC's speed limit policy, before the relocation of the 50mph speed limit. The proposed speed limit change is presented on drawing **ITB210283-GA-011**. This amended proposal will achieve the same objectives as set out in WSCC's consultation response.
- 2.1.5 The proposed amendments to the speed limits along London Road to the north of the site will have a beneficial effect in reducing vehicle speeds on approach to the proposed development site.
- 2.1.6 The DfT's Local Transport Note 01/07 'Traffic Calming' states that minor gateway treatments typically achieve 85th percentile speed reductions of around 3mph and more significant treatments at gateways achieve speed reductions of approximately 6–7mph. Against this background, it is expected the proposed gateway feature and speed limit change will reduce the prevailing southbound vehicle speeds along the northern boundary to the site to be a maximum of 38-40mph, i.e. broadly in accordance with the posted speed limit.
- 2.1.7 The applicant is willing to acceptable a suitably worded Condition to undertake best endeavours and pay all reasonable costs to fund the Traffic Regulation Order required to implement the process speed limit changes.

Visibility Splays

A Visibility splay of 2.4m x 60m is provided in the primary direction in line with Manual for Streets parameters and is acceptable. In the secondary direction a splay of 2.4m x 160m is proposed inline with DMRB standards. This splay passes through a layby, whilst MfS para 10.7 does allow obstructions to splays, however, this would be in the context of an urban environment and lower speeds and it is not felt that this would apply to the application site. As such the applicant could investigate the possibility of removal of the layby or investigating visibility splays based on a reduced speed limit supported by complimentary measures to enforce the limit.

- 2.1.8 In the event that a car is parked in the layby (e.g. during school drop off and pick up time associated with the nearby Brighton College Prep Handcross), drawing **ITB210283-GA-001** demonstrates that a visibility splay of 61.7m is achievable to a 1.0m off-set which, using the formula set out in the Manual for Streets is appropriate for vehicle speeds of 38.5mph. As set out above, this is expected to be the approximate speed of vehicles travelling southbound in the vicinity of the lay-by.
- 2.1.9 In addition, a visibility splay of 102m is achievable to the centre line which is appropriate for vehicle speeds of approximately 53mph (using MfS parameters) or 40mph using the more onerous DMRB visibility parameters. For the majority of the day, when the lay-by is not in use, the actual visibility is significantly greater.
- 2.1.10 The proposed site access arrangements therefore provide safe and acceptable visibility from the proposed site access onto London Road taking into account the proposed changes to the road environment set out above without the need to remove the existing lay-by.

Swept Path Analysis

No swept path analysis has been provided for the site access junction and emergency access and should be provided.

- 2.1.11 Swept path analysis has been undertaken for a refuse vehicle and a fire tender. This is presented on drawings **ITB210283-GA-007**, **ITB210283-GA-008** for the proposed site access and **ITB210283-GA-009** for the proposed emergency access. The drawings demonstrate that both vehicles can adequately turn left and right in and out of the proposed access onto London Road and a fire tender can access and egress the site via the emergency access in the event the main access is blocked for whatever reason.

2.2 Public Transport

The [bus stop] improvements have been discussed between WSCC and the local bus operator and are supported. Contact should be made with the parish council to discuss the ongoing maintenance requirements of the shelters.

- 2.2.1 In principle, the applicant is willing to pay a commuted to the Parish Council to cover the maintenance costs of the proposed bus shelters (for a set period to be determined and subject to the amount being reasonable and proportionate). This will be determined at the next stage of the planning process, i.e. detailed design, and agreed as part of a S278 Agreement for the works.

2.3 Travel Plan Statement

A travel plan statement has been provided with the application, no targets have been set within the travel plan statement or monitoring proposed.

The sustainable Travel Voucher should be for £150 per dwelling towards the following incentives

a. a season ticket for the local bus service

b. a rail season ticket or network card

c. a contribution towards the purchase of a new bicycle and/or equipment

d. Bikeability training up to 4 members of the household (further details and course costs are available at <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>)

e. 12 months free membership to any local Car Club (including joining fee)

The Travel Plan Statement and an auditing fee of £1,765 would be secured via S106

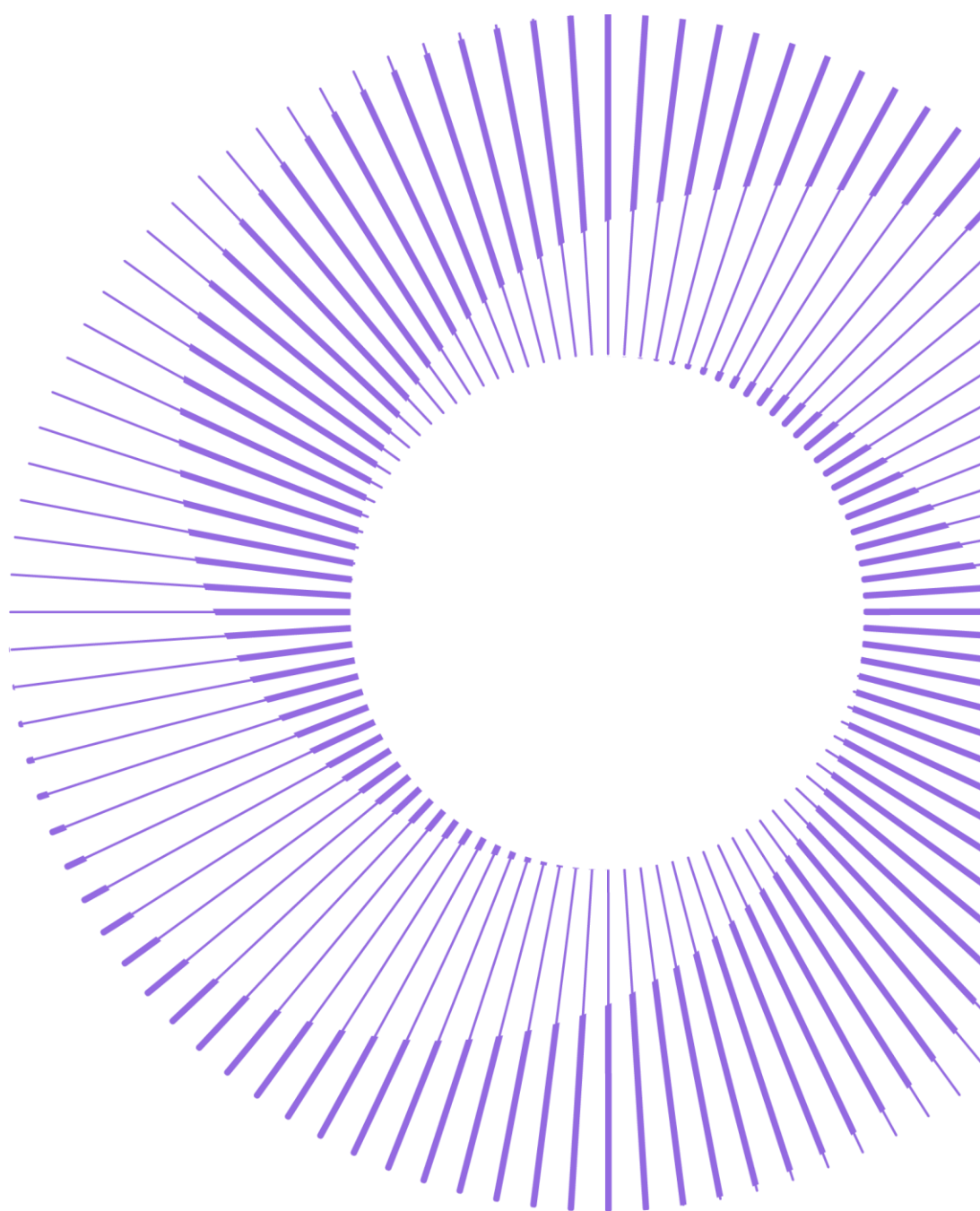
- 2.3.1 The Travel Plan Statement has been updated increasing the voucher contribution and has been submitted as separately as part of the application (*report reference: ITB210283-003b*).

2.4 TAD Contribution

Costings of the bus infrastructure improvements should be provided to understand if additional contributions are required.

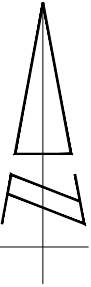
- 2.4.1 A feasibility stage cost estimate has been undertaken of the bus infrastructure improvements, and is presented at **Appendix C**.

- 2.4.2 The cost of the proposed bus stop improvements, including shelter and Kassel kerbing is £20.5K.



KEY:

- SITE BOUNDARY
- EXTENT OF HIGHWAY



2.4m x 102m MAXIMUM
ACHIEVABLE VISIBILITY SPLAY
(TO CENTRELINE)

PROPOSED 30mph SPEED
LIMIT AND GATEWAY FEATURE

2.4m x 61.7m MAXIMUM
ACHIEVABLE VISIBILITY SPLAY
(TO 1.0m OFFSET FROM EDGE
OF CARRIAGEWAY)

PROPOSED 2.0m WIDE FOOTWAY
TO TIE INTO EXISTING

PROPOSED UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

EXISTING LAMP COLUMN
TO BE RELOCATED

2.4m x 60m VISIBILITY SPLAY
(TO 0.5m OFFSET)

EXISTING FOOTWAY TO
BE WIDENED TO 2.0m

UPGRADE OF EXISTING FIELD TRACK ACCESS
TO 3.7m WIDE FOOTPATH / CYCLEPATH
(POTENTIALLY USING NO-DIG SOLUTION
FOR CONSTRUCTION)

EXISTING GATEWAY &
SPEED LIMIT CHANGE TO
BE RETAINED

SCALE BAR @ 1:1000

0 10 25 50 100

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CLIENT:

WELBECK STRATEGIC LAND

TITLE:

PROPOSED SITE ACCESS ARRANGEMENTS

PROJECT:

LAND WEST OF LONDON ROAD, HANDCROSS

C	08.07.26	JB	LAYBY RELOCATED	RS	BT
B	30.03.26	JB	GATEWAY RELOCATED & MINOR AMENDMENTS	RS	BT
A	21.01.26	MM	SITE LAYOUT AND SITE ACCESS ARRANGEMENT UPDATED	RS	BT
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:

FOR INFORMATION

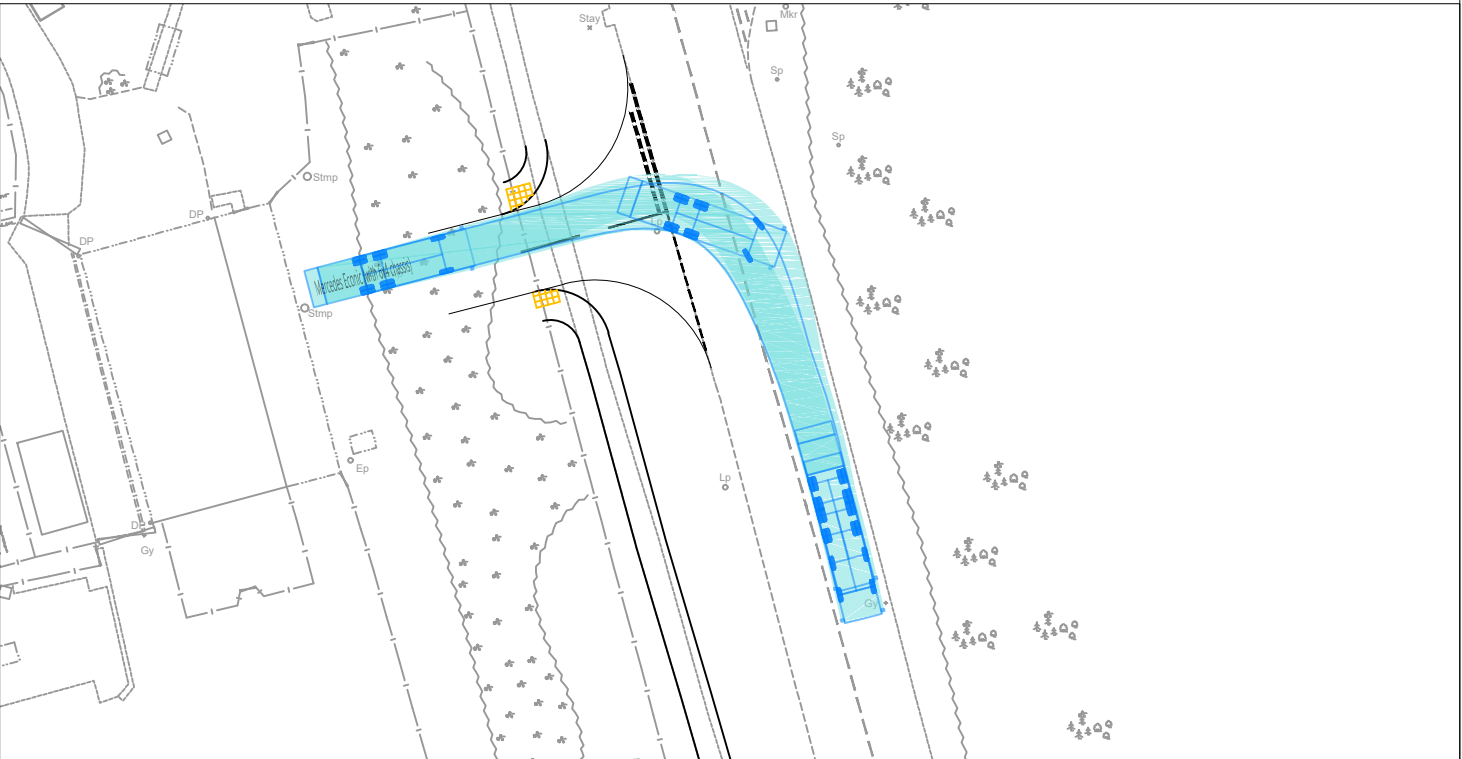
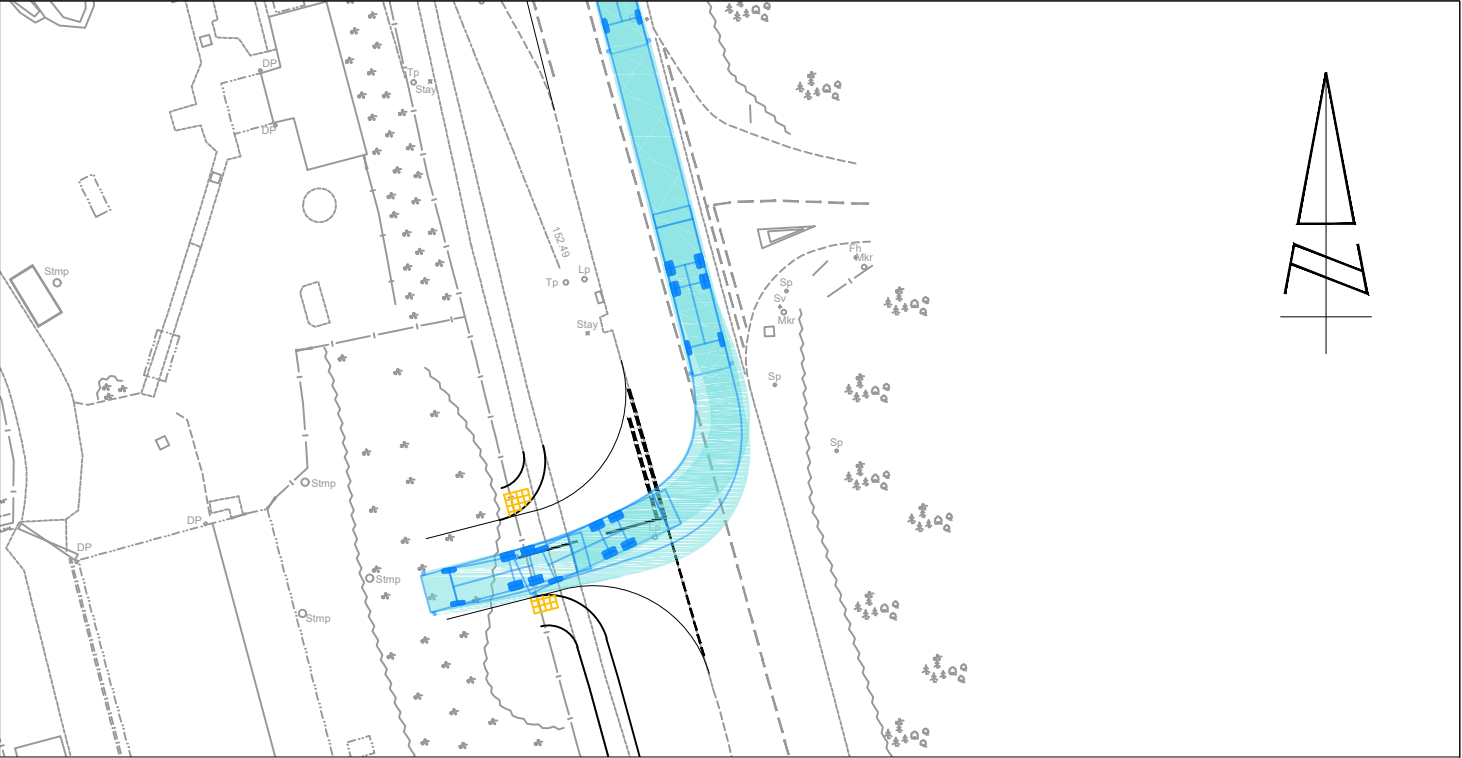
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ITB210283-GA-001		



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

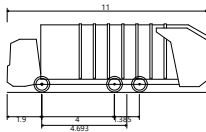
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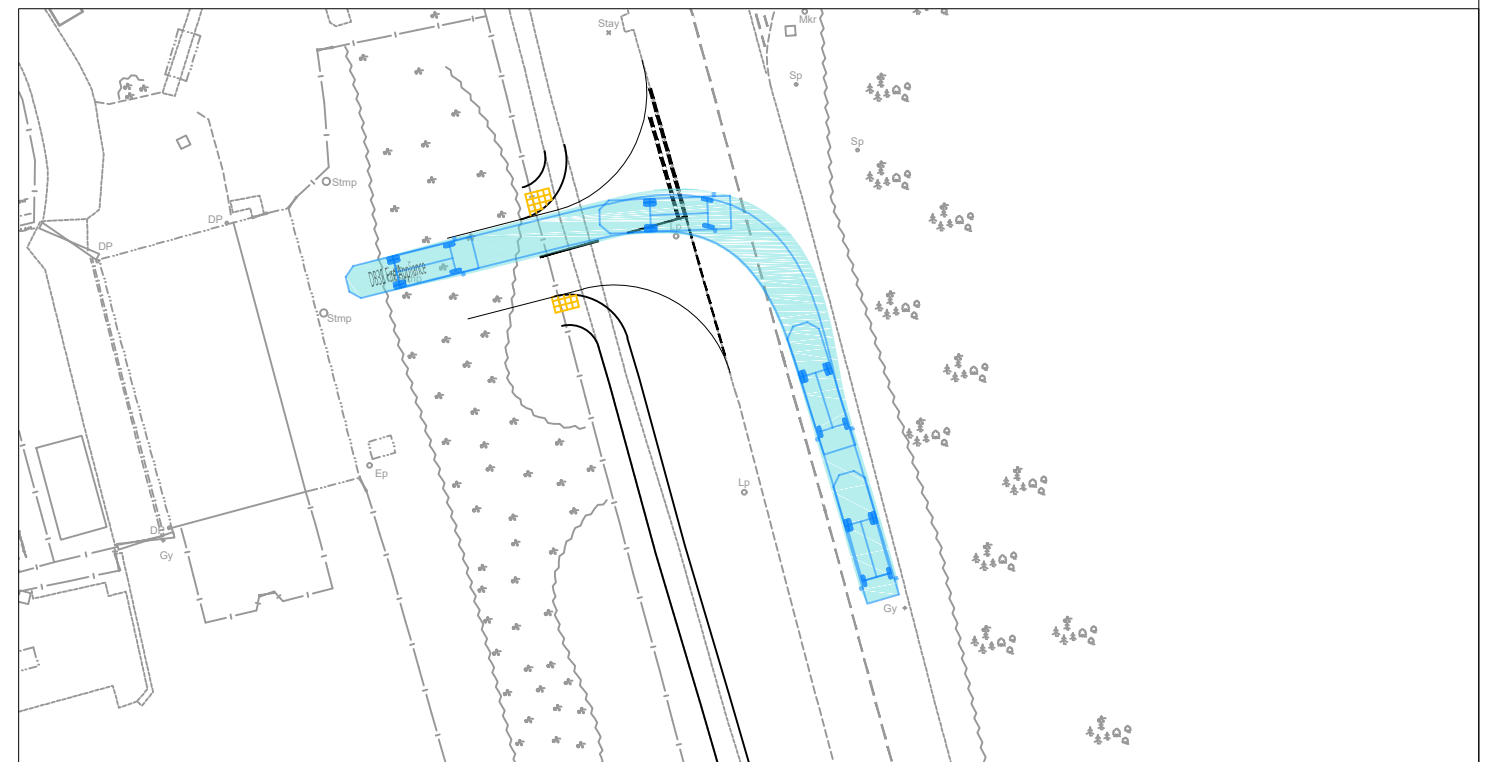
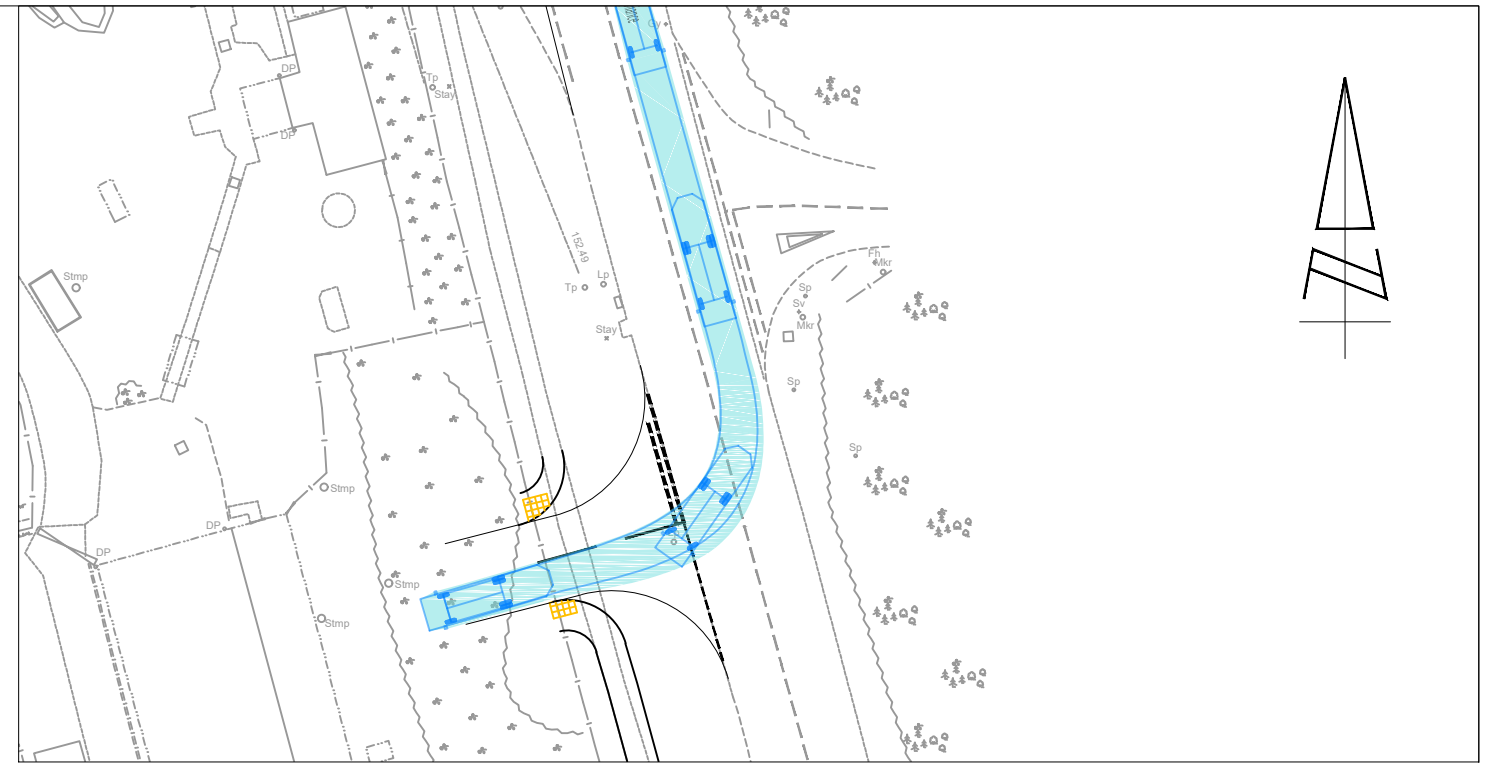


NOTE: SWEEP PATH ANALYSIS
UNDERTAKEN AT 10mph



Mercedes Eonic (with 6x4 chassis)
Overall Length 11.000m
Overall Width 2.500m
Overall Body Height 3.760m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.000m

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										PROJECT No: ITB210283		SCALE @ A3: 1:500		DATE: 08.07.26				
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		STATUS: FOR INFORMATION																

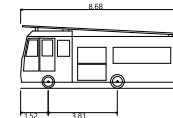


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SCALE BAR @ 1:500



NOTE: SWEEP PATH ANALYSIS
UNDERTAKEN AT 10mph



DB32 Fire Appliance - including wing mirror	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

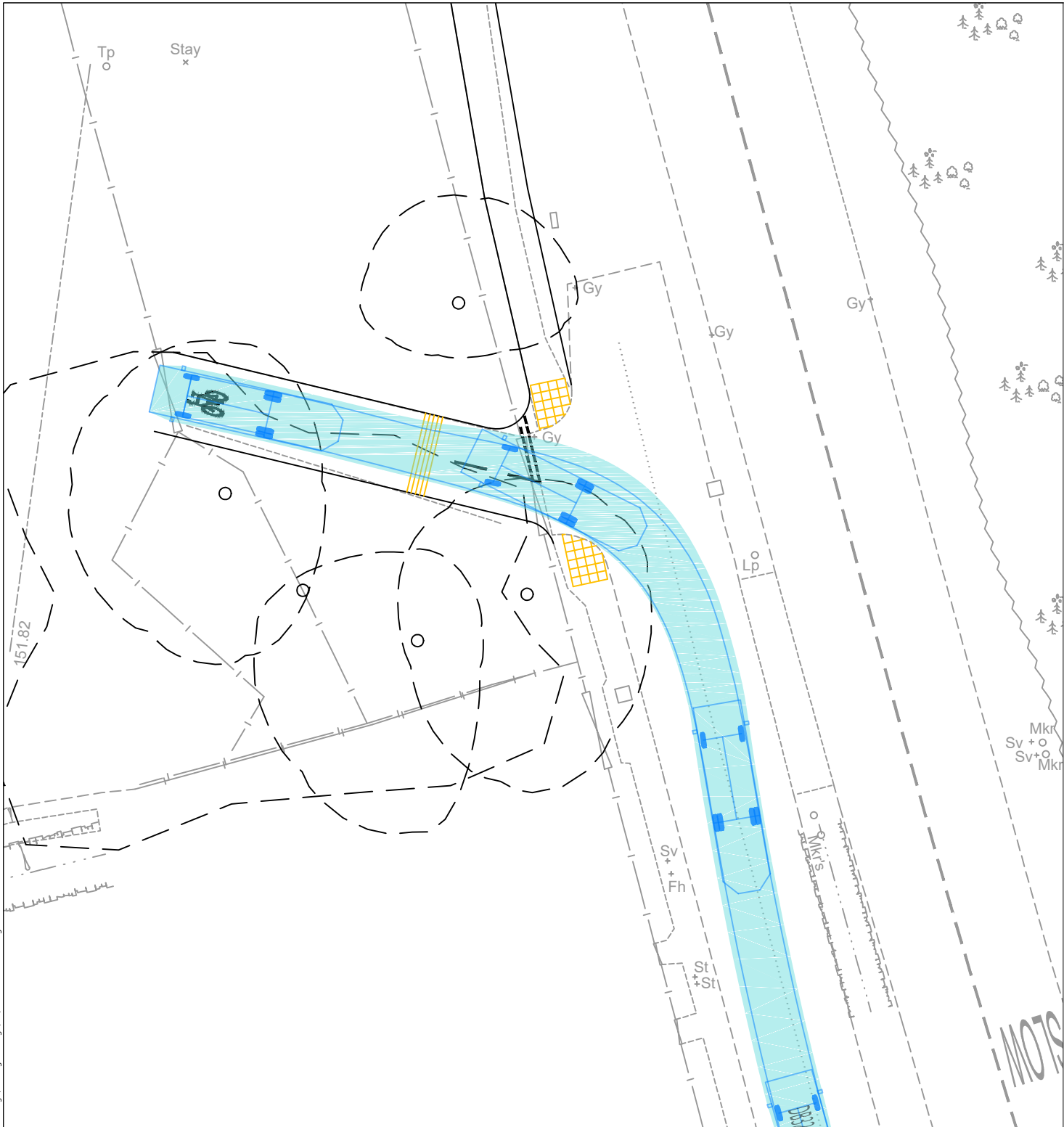


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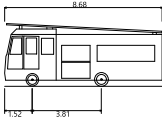
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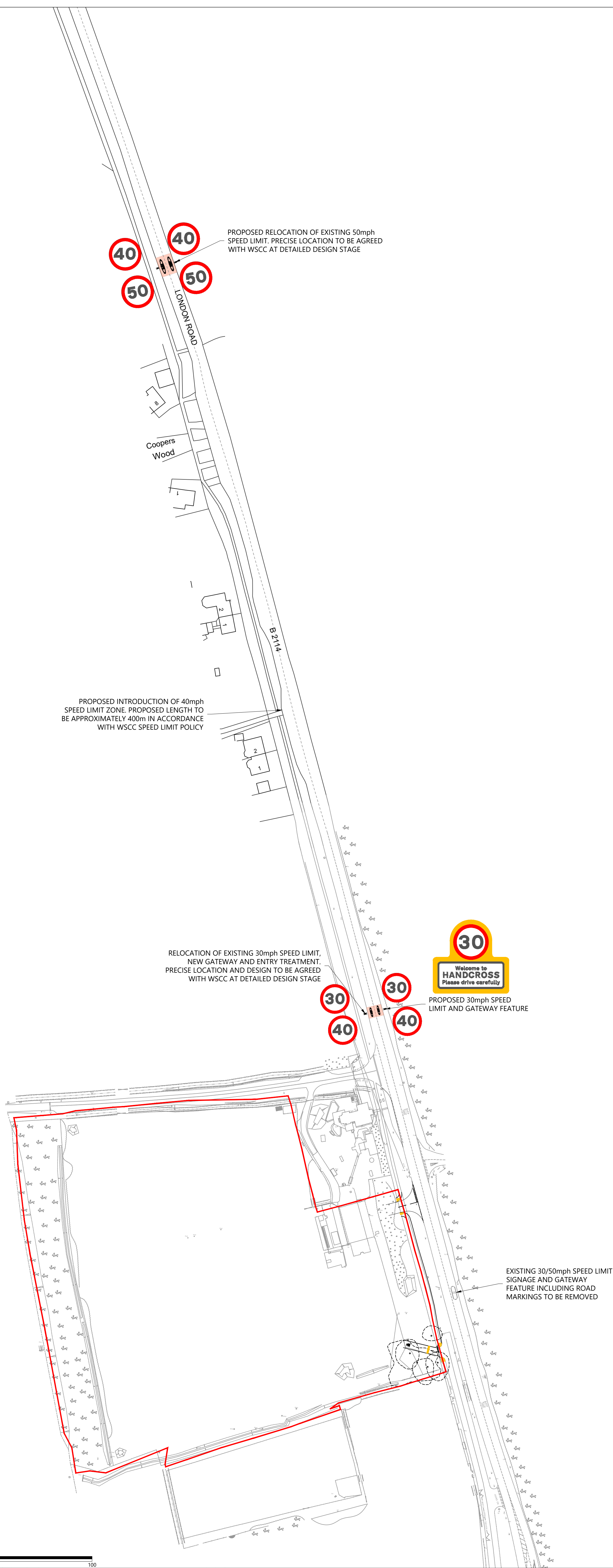
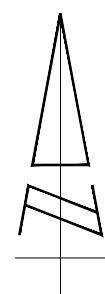


NOTE: SWEEP PATH ANALYSIS
UNDERTAKEN AT 10mph



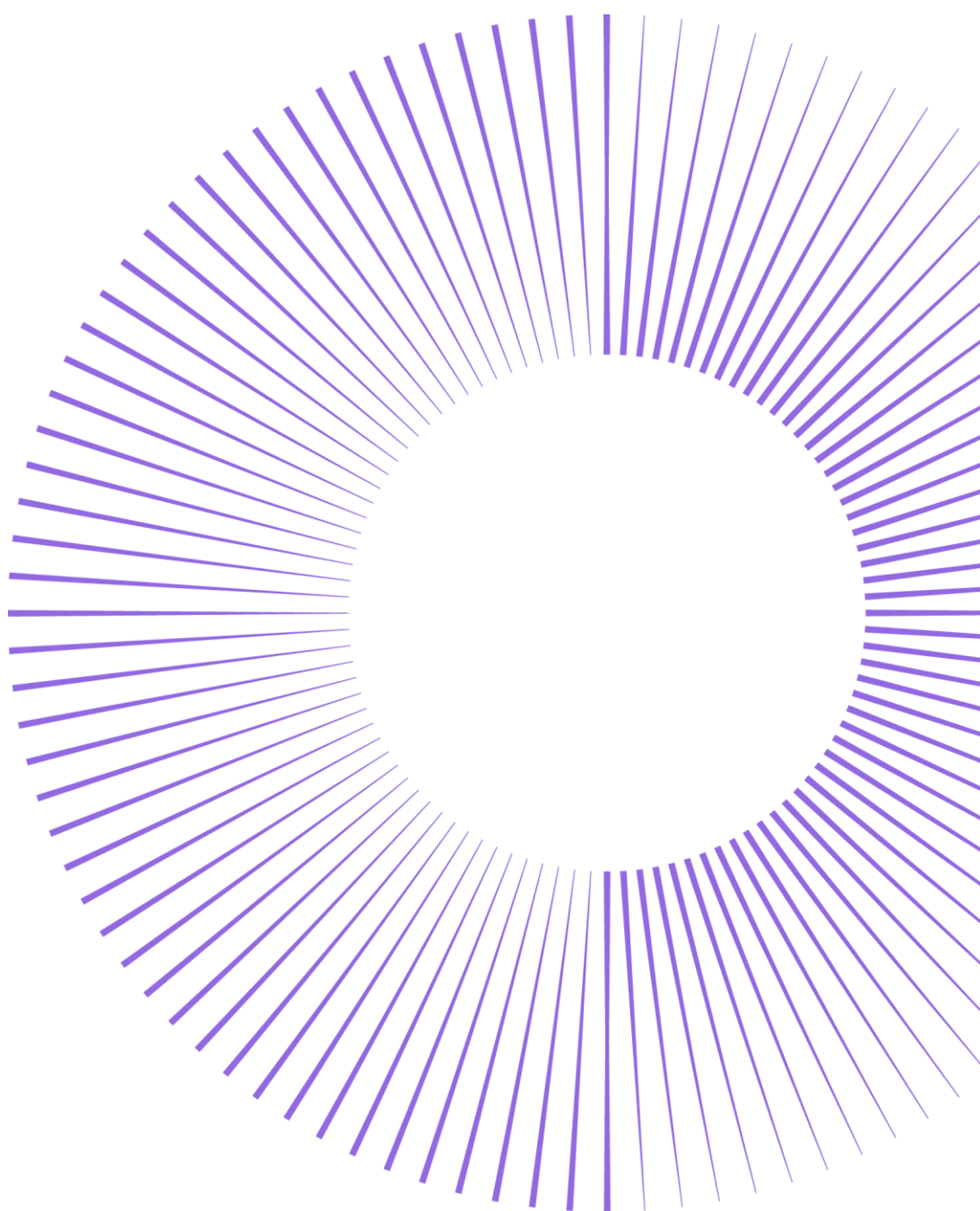
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 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk							TITLE: SWEEP PATH ANALYSIS FIRE APPLIANCE		DRAWN: JB		CHECKED: JD		APPROVED: BT					
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REV				DATE		BY		DESCRIPTION		CHG		APD		PROJECT		CLIENT	
STATUS								FOR INFORMATION						LAND WEST OF LONDON ROAD, HANDCROSS		WELBECK STRATEGIC LAND	

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**APPENDIX A. WEST SUSSEX COUNTY COUNCIL
HIGHWAY COMMENTS**

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	30 June 2026
LOCATION:	Land West Of London Road Handcross West Sussex
SUBJECT:	DM/26/1228 Outline planning application (with all matters reserved except for access) for the erection of up to 55 dwellings, including affordable homes, together with green and blue infrastructure, vehicular access from London Road, pedestrian/cycle access from London Road, the provision of utility services structures and the demolition of an existing agricultural building.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

The application is for the erection of upto 55 dwellings at Land West of London Road, Handcross. The site is located to the north of the primary school.

Access

A simple priority access is proposed onto the B2114 London Road. In the vicinity of the site access the speed limit is 50mph reducing to 30mph to the south. Speed surveys have been undertaken and indicate that 85th% speeds are 37.3mph northbound and 48.1mph southbound.

The average weekly speeds are not explicitly stated but are approximately 42-43mph to the north of the site.

A stage 1 Road Safety audit has been undertaken and raised 3 items to be addressed on Visibility splays, Lighting and the Walking and Cycling access. A GG119 compliant designers response should be provided. Further discussions are required to address the items raised.

A Visibility splay of 2.4m x 60m is provided in the primary direction in line with Manual for Streets parameters and is acceptable. In the secondary direction a splay of 2.4m x 160m is proposed inline with DMRB standards. This splay passes through a layby, whilst MfS para 10.7 does allow obstructions to splays, however, this would be in the context of an urban environment and lower speeds and it is not felt that this would apply to the application site. As such the applicant could investigate the possibility of removal of the layby or investigating

visibility splays based on a reduced speed limit supported by complimentary measures to enforce the limit.

The applicant proposes providing a contribution towards the reduction in speed limit to a 30mph with the only supporting measure proposed is the relocation of the gateway feature. The WSCC Road Safety Team have provided the following comments.

“The size of the development and the additional number of vehicles likely to be using the new junction appear to support the need for a reduced speed limit in prior to the current 30mph limit.

However the characteristics and functional use of the road would suggest that a 40mph buffer limit would be both more appropriate given the current average speeds and more likely to achieve speed compliance, without need for significant engineering measures to reduce speeds to the requisite level.

We would recommend consideration be given to a 40mph limit extending approximately 400m north of the current 30mph terminal signs, just north of the address marked as ‘Coopers Wood’, and there after the current 50mph limit remaining north to the roundabout and A23 slip road. This would be appropriate for this B classified through road, where foot traffic is well segregated from the carriageway edge, and there is only limited frontage and junctions onto the main carriageway, as defined by the WSCC speed policy.

We believe that this would follow a natural reduction of speed from 50 to 40 to 30 (travelling south) providing a safer speed limit across the proposed junction and achieving the likelihood of speed compliance.”

No swept path analysis has been provided for the site access junction and emergency access and should be provided.

Transport Vision

The site proposes the following vision.

“To create a safe, sustainable, and well-connected development which enables residents to choose walking, cycling, and public transport as their primary modes of travel, regardless of age or ability. The development will be fully integrated with the surrounding transport networks with connections provided to the nearby bus stops and local services and facilities within Handcross to the south. The development will contribute to a healthy, accessible living environment that minimises car dependency and aligns with local and national sustainability goals.”

Sustainable Transport

Walking

A footway is currently provided along the frontage of the site and connects southwards to the Primary School and bus stops. It is proposed to widen the footway along the site frontage to

2m, provide 2m alongside the access and provide a separate pedestrian/cycle/emergency access to the south eastern corner of the site.

The development also proposes the provision of tactile paving at the Windmill Platt / High Street junction.

Cycling

There are no local cycle facilities with cyclists required to cycle on carriageway.

The site proposes a 3.7m wide connection to the south east of the site. The link feeds onto Hoadlands and would enable future residents to be able to cycle to the primary school and doctors.

Public transport

The nearest bus stops to the site are located close to the Primary School, the northbound stop consist of a bus flag and no facilities are provided for the southbound stop.

Services 273 provide approximately an hourly service to Crawley and Brighton and 273 also serves Haywards Heath and Burgess Hill every 2 hours.

Weekly community and school buses also serve the stop.

The applicant proposes the provision of improvements to the nearest stops.

Northbound Bus Stop (Drawing ITB210283-GA-005) ■ Real Time Passenger Information (RTPI). ■ Increased kerb heights (i.e. Kassel kerbs) to allow for accessibility for all users. ■ Bus shelter provision.

Southbound Bus Stop (Drawing ITB210283-GA-006) ■ Real Time Passenger Information (RTPI) ■ New footway / hardstanding on the eastern side of London Road. ■ New crossing points to access the existing footway provision on London Road. ■ Bus cage markings. ■ Bus stop flagpole. ■ Cantilever bus shelter provision.

The improvements have been discussed between WSCC and the local bus operator and are supported. Contact should be made with the parish council to discuss the ongoing maintenance requirements of the shelters.

Trip Generation

TRICS has been utilised and indicates a development of 60 units would generate 32 am peak two way trips and 31 PM peak two way trips, this presents a robust scenario for testing.

Trips have been distributed according to census journey to work information and a pv2 gravity model and is acceptable. This would result in 42% of trips routing northwards and 58% southwards.

Junction Modelling

Based on the trip generation of the site and distribution, WSCC would not require junction modelling beyond the site access, the applicant has however provided modelling for a much wider area than necessary.

A full review of the additional modelling has not been undertaken; however, the headline results do indicate that the wider junctions assessed would continue to operate well within capacity

Site Access

The site access would well within capacity in a 2029 scenario with a maximum RfC of 0.05 (at 0.85 the junction may experience congestion). Normally as the site is not allocated the future year should be a 2031 End of Local Plan scenario, due to the modelling results provided it is highly unlikely that the additional background growth between the years would change the results of the assessment.

Personal Injury Collisions

A total of 15 PIC have been recorded across the wider study area, none of which were recorded within the vicinity of the proposed site access.

Travel Plan Statement

A travel plan statement has been provided with the application, no targets have been set within the travel plan statement or monitoring proposed.

The sustainable Travel Voucher should be for £150 per dwelling towards the following incentives

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Bikeability training up to 4 members of the household (further details and course costs are available at <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>)
- e. 12 months free membership to any local Car Club (including joining fee)

The Travel Plan Statement and an auditing fee of £1,765 would be secured via S106

TAD Contribution

Costings of the bus infrastructure improvements should be provided to understand if additional contributions are required.

Conclusion

Further information is required

Visibility requirements at site access – removal of the layby / reduction in speed limit

GG119 compliant designers response

Provision of swept path analysis

Costing of Bus Infrastructure

Updated Travel Plan Statement

Stephen Gee

West Sussex County Council – Planning Services

APPENDIX B. STAGE 1 RSA DESIGNERS RESPONSE

RSA Problem	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
A.2.1	London Road - concerns that stationary vehicles within the layby will limit the level of visibility that is achievable. Limited visibility could result in a motorist attempting to exit the site road when it is not safe to do so and lead to a rear of side impact type collision.	It is recommended for the existing SLOW marking to be enhanced and/or the speed limit decreased to 30 mph before the proposed site.	It is proposed to relocate the existing gateway feature and 30mph speed limit to the north of the access. This will better integrate the site with the existing urban area. The Client will commit to funding a TRO to relocate the speed limit, however if this was to be unsuccessful, the proposed access could still be achievable in terms of visibility splays and the recorded speeds. The proposed location is presented on the drawing.		
A.4.1	Proposed shared cycle / pedestrian access point - concerns that the existing kerbing albeit with just a 25mm upstand, is a trip hazard which could lead to trips, falls and personal injuries and that no measures are proposed to highlight the change in route characteristics which could lead to cyclists to pedestrian type collisions.	It is recommended that a footway crossover is formed with hazard warning corduroy paving installed either side of the proposed shared footway cycleway to highlight the change in route characteristics to users of the existing footpath.	The footway either side of the shared footway / cycleway will be for pedestrians only and will not accommodate cycle use. The northern kerb line has been removed to allow for cyclists to enter the carriageway. Tactile paving is provided either side, with corduroy paving provided on the shared route. This is presented on the drawing.		
A.5.1	Proposed access location - The Audit Brief identifies that items of street furniture will be assessed through the detailed design stage of the scheme, nevertheless, the removal or relocation of the street lighting column could have an adverse impact on the level of illuminance in the vicinity to the proposed uncontrolled crossing. Motorists are required to proceed with headlights illuminated during the hours of darkness, however, the Audit Team have concerns that the level of lighting may not be adequate to highlight the presence of a pedestrian crossing the proposed uncontrolled crossing.	It is recommended that the level of illuminance is adequate.	The lighting column located at the access will be relocated. Details of the precise location are to be determined at the detailed design stage.		

APPENDIX C. FEASIBILITY COSTINGS – BUS STOPS

Project No:

ITB210283

Project Title:

London Road, Handcross



Feasibility cost estimate for works shown on drawing ITB210283-GA-005

Title:

Date:

24.07.26

Prepared By:

PH

Approved By:

Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	urban areas (town centres)	0.0087	ha	£7,500.00	£65.25
	Take up and dispose of kerbs	0	m	£9.45	£0.00
				Sub Total	£65.25
2	Earthworks				
	General excavation using backacters and tractor loaders - not exceeding 3.0m deep (includes soft and hard excavation volumn)	0	m ³	£13.90	£0.00
	Extra over cost for excavaton of hard material	0	m ³	£125.61	£0.00
	Disposal of material on-site or off-site (includes bulking factor of 1.3) (haul distance not exceeding 1 km)	0	m ³	£7.79	£0.00
	additonal cost of haul per m3 per additonal km haul distance to tipping location (on or off site) (assumed extra haul distance = 3km)	0	m ³	£11.70	£0.00
				Sub Total	£0.00
3	Kerbs Footways and Paved Areas				
	Carriageway kerbs combined rate (foundation, haunching, kerb)	0	m	£45.63	£0.00
	Footway edgings combined rate (foundation, haunching, edging)	0	m	£17.08	£0.00
	Full Depth Footway constrution (70mm deep asphalt on 100mm Subbase)	0	m2	£45.07	£0.00
	Standard Dropped kerbs (1 side only)	0	nr	£1,500.00	£0.00
	Tactile paving = 1.6sqm per dropped kerb	0	m2	£220.00	£0.00
				Sub Total	£0.00
4	Traffic signs, Street Furniture and Road Markings				
	Establishment cost for white lining equipment	0	nr	£2,000.00	£0.00
	Continuous line in reflectorised white 200 mm wide	0	m	£2.48	£0.00
	6m long road marking arrow and/or lettering	0	nr	£49.45	£0.00
	Bus Shelter	1	Item	£10,000.00	£10,000.00
				Sub Total	£10,000.00
5	Other				
				Sub Total	£0.00
Works Sub Total					£10,065.25
Professional Fees				5.0%	£503.26
Preliminaries				15.0%	£1,509.79
Traffic Management				10.0%	£1,006.53
Contingency				10.0%	£1,006.53
TOTAL WORKS COST					£14,091.35
Optimism Bias				46.00%	£6,482.02
TOTAL WORKS COST (including Optimism Bias)					£20,573.37

Exclusions:

Utility diversion costs
Commuted sums
Land Compensation Act Part 1 & 2
Accoustic Fencing (Noise Mitigation)

Assumptions:

No Structure required
No significant level difference across site
No hazardous waste for disposal

Disclaimer:

INITIAL CONCEPT STAGE COST ESTIMATE ONLY
A QUALIFIED QUANTITY SURVEYOR SHOULD BE APPOINTED TO PROVIDE A FULL ESTIMATE OF CONSTRUCTION COSTS AND CONTRACTS.

Project No:

ITB210283

Project Title:

London Road, Handcross



Feasibility cost estimate for works shown on drawing ITB210283-GA-006

Title:

Date:

24.07.26

Prepared By:

PH

Approved By:

Item	Description	Quantity	Unit	Rate	Total
1	Site Clearance				
	urban areas (town centres)	0.04	ha	£7,500.00	£300.00
	Take up and dispose of kerbs	10	m	£9.45	£94.50
				Sub Total	£394.50
2	Earthworks				
	General excavation using backacters and tractor loaders - not exceeding 3.0m deep (includes soft and hard excavation volumn)	11	m ³	£13.90	£152.90
	Extra over cost for excavaton of hard material	3	m ³	£125.61	£376.83
	Disposal of material on-site or off-site (includes bulking factor of 1.3) (haul distance not exceeding 1 km)	15	m ³	£7.79	£116.85
	additonal cost of haul per m3 per additonal km haul distance to tipping location (on or off site)				
	(assumed extra haul distance = 3km)	15	m ³	£11.70	£175.50
				Sub Total	£822.08
3	Kerbs Footways and Paved Areas				
	Carriageway kerbs combined rate (foundation, haunching, kerb)	10	m	£45.63	£456.30
	Footway edgings combined rate (foundation, haunching, edging)	18	m	£17.08	£307.44
	Full Depth Footway constrution (70mm deep asphalt on 100mm Subbase)	19	m2	£45.07	£856.33
	Standard Dropped kerbs (1 side only)	4	nr	£1,500.00	£6,000.00
	Tactile paving = 1.6sqm per dropped kerb	6.4	m2	£220.00	£1,408.00
				Sub Total	£9,028.07
4	Traffic signs, Street Furniture and Road Markings				
	Establishment cost for white lining equipment	1	nr	£2,000.00	£2,000.00
	Continuous line in reflectorised white 200 mm wide	36	m	£2.48	£89.28
	6m long road marking arrow and/or lettering	7	nr	£49.45	£346.15
	Bus Shelter	1	Item	£10,000.00	£10,000.00
				Sub Total	£12,435.43
5	Other				
				Sub Total	£0.00
Works Sub Total					£22,680.08
Professional Fees				5.0%	£1,134.00
Preliminaries				15.0%	£3,402.01
Traffic Management				10.0%	£2,268.01
Contingency				10.0%	£2,268.01
TOTAL WORKS COST					£31,752.11
Optimism Bias				46.00%	£14,605.97
TOTAL WORKS COST (including Optimism Bias)					£46,358.08

Exclusions:

Utility diversion costs
Commuted sums
Land Compensation Act Part 1 & 2
Accoustic Fencing (Noise Mitigation)

Assumptions:

No Structure required
No significant level difference across site
No hazardous waste for disposal

Disclaimer:

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