

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High Street, Abbotsley Footway Access Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Abbotsley Parish Council
- Issue raised – safe access to village hall
- Delivered by County Council Highways Team
- Access improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £1,000
- Total cost; £11,000

This scheme involved access improvements to the village hall on High Street, Abbotsley. No footway existed on the village hall side, where a steep highway verge also meant that all pedestrians had to walk along the carriageway to a set of steps that led directly into the carriageway. Wheelchair users also had to use the vehicular entrance which had poor visibility when entering or exiting, due to concrete retaining walls on either side.

The solution was to re-grade the existing grass verge and construct new brick retaining walls to enable construction of a new footway along the verge. This included modification of the concrete retaining walls at the vehicular entrance, to improve visibility, and provision of a pedestrian crossing point to allow pedestrians using the opposite footway to cross to the new section.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High Street, Ashley Pedestrian Crossing Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Ashley Parish Council
- Issue raised – safe crossing for elderly
- Delivered by County Council Highways Team
- Traffic calming & crossing improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £5,000
- Total cost; £15,000

The applicant originally applied for the installation of a zebra crossing in this location. The main aim was to provide assistance for the elderly crossing the road throughout the day to access bus stops and local shops. It was also hoped that such a feature would subsequently reduce vehicle speeds.

However, once accessed it was soon established that a zebra crossing would be much more hazardous in this location; due to the extremely low level of demand from pedestrians crossing, which over time influences driver behaviour to ignore the crossing.

A built out feature was therefore proposed instead, which incorporated a crossing point. This reduced the crossing width for the elderly by a third, increased visibility for pedestrians, highlighted the pedestrians to approaching drivers and reduced vehicle speeds.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Wertheim Way, Huntingdon New Zebra Crossing

PROJECT DETAILS

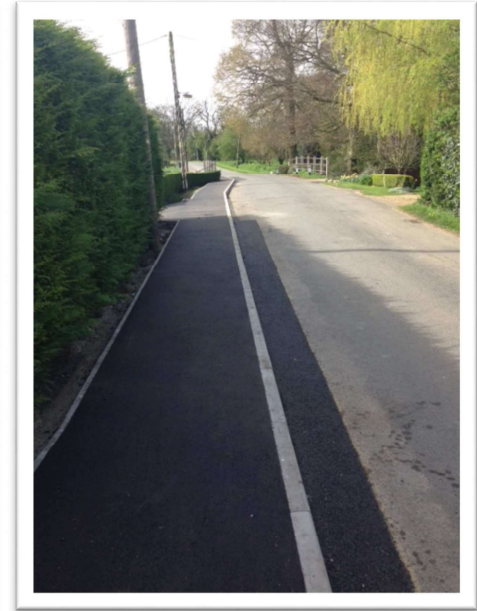
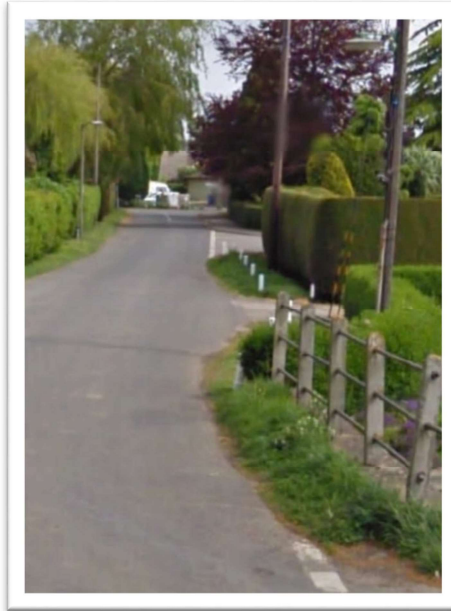
- Delivered in 2014/15
- Applicants – Stukeley Meadows Primary School & Huntingdon Town Council
- Issue raised – safer access to local facilities
- Delivered by County Council Highways Team
- Road safety/community access improvement
- LHI County Council Contribution; £6,350
- Applicant contribution; £3,150
- Total cost; £9,500

Wertheim Way forms a loop, both ends joining Stukeley Road, whilst it is not a through route, it serves numerous cul-de-sac's along its entire length. Parking in the area is also an issue and vulnerable road users have to interact with vehicular traffic at peak times.

The proposal involved in the installation of a zebra crossing on an existing road hump. The road hump incorporated an uncontrolled crossing point, linking two paths crossing Stukeley Meadows, serving residents of the area as a route to the primary school and nearby shops. As the zebra was to be located on a road hump, and following discussions with the Road Safety Team, substantial savings were made by not needing to lay high friction surfacing on the approach to the crossing. All road markings in the area were also refreshed at the same time and the street lighting upgraded.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Cattle Dyke, Gorefield New Footway Extension

PROJECT DETAILS

- Delivered in 2015/16
- Applicant – Gorefield Parish Council
- Issue raised – lack of footway provision
- Delivered by County Council Highways Team
- Community access improvement
- LHI County Council Contribution; £7,710
- Applicant contribution; £860
- Total cost; £8,570

Cattle Dyke in Gorefield had a missing link in its footway, from its junction with Back Road, over the bridge to its junction with St Pauls Close, approximately 45m in length.

The parish council highlighted the need for a safe route for pedestrians, particularly those walking to and from the local school and local facilities.

A new section of kerbed footway has been constructed over the bridge and along to St Pauls Close, utilising both the verge and some of the existing carriageway width. A new section of railing was also provided to maintain safety at the bridge.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Cowbridge Hall Rd, Little Downham Passing Places

PROJECT DETAILS

- Delivered in 2013/14
- Applicant – Little Downham Parish Council
- Issue raised – Lack of formal passing places
- Delivered by County Council Highways Team
- Road Safety improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £1,000
- Total cost; £11,000

Cowbridge Hall Road is a minor link road in an agricultural area. There were two existing unofficial passing places that were below standard. This meant that passing vehicles used them at their own risk and they were a constant maintenance issue for the Highways team.

The parish council requested that these were upgraded and improved. Feasibility confirmed that both could be completed within budget.

Both were not only able to be upgraded to official highways specification, but were both increased in size to ensure that the largest of vehicles could pass safely.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High St – Rusts Lane, Alconbury Minor Junction Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Alconbury Parish Council
- Issue raised – safety at junction
- Delivered by County Council Highways Team
- Road Safety improvement
- LHI County Council Contribution; £400
- Applicant contribution; N/A
- Total cost; £400

The applicant proposed to change the existing GIVE WAY to a STOP. The reason being that when approaching the junction from the North, visibility was extremely poor when pulling on to High Street. This is not helped by the fact that this route, albeit rural with light demand, takes 75% of turning movements.

Whilst new STOP signs require state approval, this was granted in principal during early communications. However the preferred solution was to improve visibility by bringing the give way lines further out into the junction, effectively gaining an extra 1.2m and an additional 15-20m of forward visibility for vehicles along the High St.

This was achieved at low cost, further aided by being delivered in conjunction with other County Council works in the locality.