

Your ref
Our ref
File ref

ARUP

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BY EMAIL ONLY

2 October 2020

Dear Mr Leppard

Uppingham Bypass Study

Arup Response

We are pleased to provide you based on your telephone conversation with a proposed methodology and associated fee for the proposed Uppingham Bypass Study.

Option Identification and Appraisal Methodology

Scoping Meeting with the Client

Arup would commence the study with a kick-off scoping meeting with the client to agree the precise scope of the study. At this meeting we will fine tune any elements and assumptions set out in our offer and discuss the use of any suitable and relevant data that the client could provide, free of charge, for input into this study.

The study will be a desktop study with a focus on a qualitative appraisal of three potential by-pass options. However, it would be beneficial to have some quantitative traffic data to aid the appraisal and option identification. In particular it would be helpful if the client / highway authority could provide traffic counts north and south of Uppingham Town on the A6003, a turning count at the junction of the A47 / A6003 and traffic data on the A47 east and west of the A6003.

Three By-pass Options

Arup have assumed that three bypass options will be identified and appraised. All three are assumed to be two-way single carriageway 50/60 mph roads with some provision for slower sections on the approach to junctions. Where they differ is their respective alignments. Arup have considered the pattern of land use and the surrounding highway network and suggest the following options which can be adjusted at scoping stage.

Option 1 – an alignment that runs in a north south direction and to the west of the Town of Uppingham. Starting from the south Option 1 would connect to the A6003 at Gipsy Hollow Lane and would then follow a broadly northern alignment maintaining a position west of Gipsy Hollow Lane. Option 1 would intersect the B664 Stockerston Road at grade and continue northbound to the east of the Uppingham Cricket Club intersecting with Leicester Road at grade before continuing in a north-easterly direction to connect to an upgraded A47/A6003 roundabout junction.

Option 1a – Similar to Option 1 at the point where the proposed by-pass intersects the B664 Stockerston Road but then continuing in a northerly direction to the west of the Uppingham Cricket Club intersecting the A47 at the junction of Leicester Road.

Option 2 – an alignment that runs in a north south direction and to the east of the Town of Uppingham. Starting from the south the proposed By-pass would connect to the A6003 at Gipsy Hollow Lane and would then continue northbound skirting the built-up area of Uppingham and intersecting Seaton Road and Glaston Road at grade before connecting with the A47 somewhere between the A6003 and Glaston Road.

These Options have been outlined to provide the client with an indication as to our current thinking whilst enabling Arup to develop a scope of fees for this study. Arup are more than happy to amend these three options.

Major factors to consider in developing high level initial bypass options and their appraisal

The primary objective of any by-pass option is to remove as much unnecessary through traffic as possible passing through the Town of Uppingham. To achieve this objective, it is desirable to have a 50/60 mph speed limit on the bypass and the shortest possible point to point distance. In addition, minimising the number of at grade junctions along the bypass will assist in reducing journey times for vehicle users when using the bypass.

Another consideration is the dominant traffic movement(s) for through traffic. For instance, for traffic heading northbound from south of Uppingham is the dominant movement:

- heading northbound along the A6003 towards the town of Oakham,
- heading westbound along the A47 towards the City of Leicester, or
- heading eastbound along the A47 towards the town of Peterborough?

Alternatively, there may not be a single dominant movement, traffic movements may be split evenly between two or more of the above. An understanding of what the principal through traffic movements are will assist in achieving the primary objective of removing as much through traffic as possible from the Town of Uppingham.

To that end it would be helpful if the client can supply Arup with relevant traffic data in particular a traffic turning count at the junction of the A47 / A6003. Where data is not available Arup will apply professional judgement using the pattern of land use and the highway network to identify and appraise each option.

Future development will also need to be considered when developing options so that any alignment does not either pass through land or pass close by to land that is zoned for future development. To this end and as part of the study Arup will review local planning documents to understand any constraints and opportunities relating to future development.

Broad high-level Environmental constraints will need to be considered. Any major constraints such as ancient woodland and or other sensitive ecological receptors, heritage and community assets etc will need to be avoided.

Severance will need to be considered. Any new highway is likely to create some severance impacts and such impacts will need to be identified as part of the appraisal process.

Arup will also provide a high-level broad costing for each of the three Options. This will consist of the cost of constructing each option enabling an easy comparison of each option. This study is a pre-feasibility study enabling the client to identify suitable options to be taken to the next stage of assessment whilst ruling out others.

Where risks and opportunities are identified we will report these in the appraisal. For instance, a bypass could open land up for development and or there may be opportunities to connect any bypass to future planned development and secure private sector funding for the proposed bypass.

Appraisal of Options

Arup will conduct a high-level appraisal of all three options comparing each option to the existing do-nothing situation. We will appraise each option under a series of topics and undertake a Red, Amber, Green (RAG) appraisal operation of the operation of each option. A red score means a worsening compared to the do-nothing existing scenario, an amber score means neutral and a green an improvement on the existing do-nothing scenario.

Topics for appraisal to be agreed include:

- Traffic volumes and operation;
- Journey time / journey distance;
- Connectivity;
- Broad Environmental constraints;
- Severance;
- Scheme costs;
- Risks identified during the course of the study; and
- Opportunities identified during the course of the study.
- As well as the RAG scoring summary text will be provided of our findings.

Deliverable

Arup will prepare a letter report which will include the following:

- Description of options;
- List of assumptions and data inputs;
- Summary of appraisal methodology;
- Appraisal table;
- List of limitations; and
- Conclusions and recommendations, in particular next steps.

In addition we are happy to have a meeting to report / present our findings.

The proposed fee for carrying out this scope of work is £15,000 + VAT and will be desk based and excludes any surveys.

The timescale envisaged for this work would be in the region of 3 weeks upon receipt of the data required etc.

If acceptable we are happy to share our terms and conditions with you.

If you wish to discuss this scope and offer further, please do not hesitate to contact me. I can be reached via email or on 07884115276.

Yours sincerely

A handwritten signature in black ink, appearing to read 'JOHNNY OJEIL', with a long horizontal flourish extending to the right.

Johnny Ojeil
Director

Cc Bob Flynn
Nick Sidhu