Summary of feasibility findings for Heacham A149 Lamsey Lane

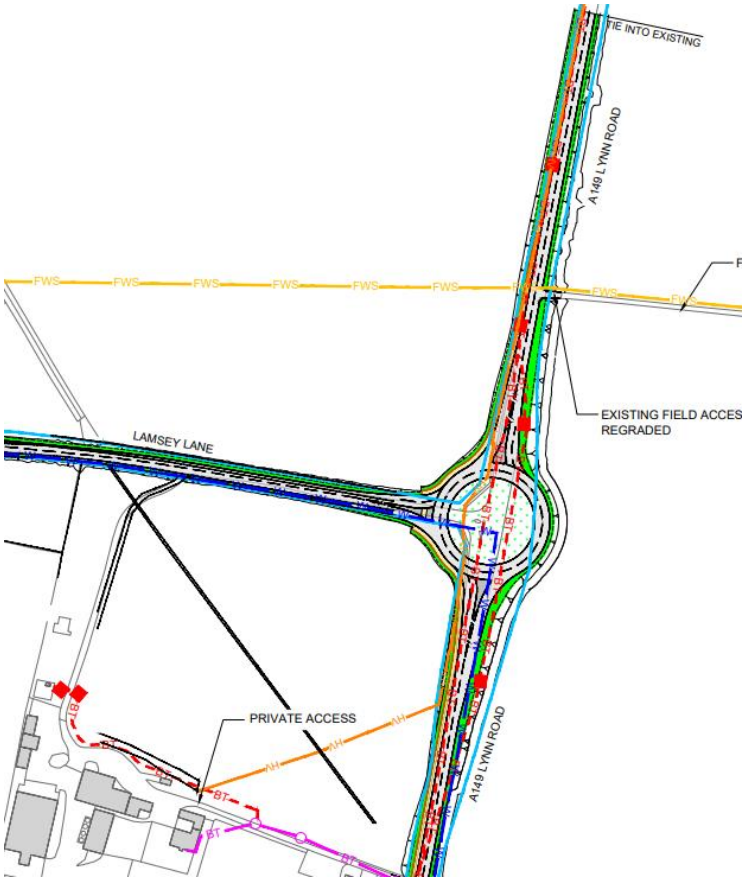
A149 Heacham Lamsey Lane junction

WSP developed options were based on differing arrangements of signalised junction's vs roundabouts with arrangements to give buses priority when exiting Lamsey Lane on a right turn toward Kings Lynn. These options were discounted for costs reasons with estimates ranging between £2.6m & £4.7M

WSP were asked to develop a simple roundabout vs simple traffic signals with no bus priority as a base comparison as either form of junction improvement will produce benefits in bus journey time reliability.

Options:

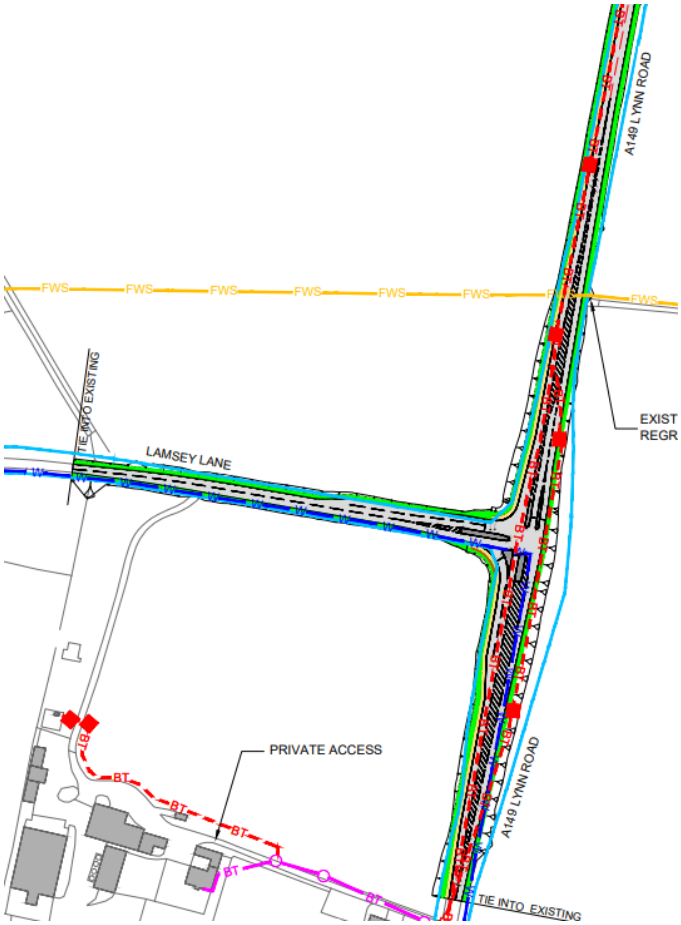
Option 1 - Roundabout



Note – the surrounding land is currently subject to a planning application to deliver a regenerative farm and re wilding site with some accommodation known as Wild Ken Hill. As part of the discussions the land owner has offered land to the west of the site with a condition that highway works commence within 15 yrs, so it is likely that for buildability the roundabout will be built offline to the west.

Advantages	Disadvantages
The reduction of speed limit from 60mph to 50mph would improve the overall safety of the junction where vehicle speeds pose a risk.	Due to the existing vertical alignment, extensive earthworks are anticipated as part of the proposal to ensure sufficient forward visibility is attained.
Provision of informal crossing would provide a safer crossing point for non-motorised users.	Retaining structure or reinforced earthworks may be required along A149 Lynn Road near the existing properties (Heacham Bottom Cottages) if deemed necessary. This will increase the overall project cost.
Existing bus stops present along A149 Lynn Road is to be retained.	Additional land take would be required on the adjacent fields to facilitate implementation of the proposal
Tie ins to the existing highway along the major and minor arm is relatively straight forward and should not present a diversion problem	Existing statutory utilities within the scheme extents would require diversion.
The existing landscape would be retained.	The existing private accesses within the scheme footprint arms would need to be re-aligned.
	Delays to bus journey times is anticipated.

Opyion 2 - Traffic Signals



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The existing landscape would be retained	The existing private accesses within the scheme footprint arms would need to be re-aligned
	Street lighting would need to be provided to ensure the overall junction is illuminated during

Costs and Value for Money

Option 1 – Roundabout

Predicted costs for 24/25 year build - £2.489m

BCR (considering accident saving and congestion delays) – **Low 1.3:1**

Option 2 – Traffic Signals

Predicted costs for 24/25 year build - £2.566m

BCR (considering accident saving and congestion delays) – **Poor 0.7:1**

saving and congestion delays) – **Poor 0.91:1**