

Project Brief

PROJECT TITLE:	Falmer –Woodingdean Path Resurfacing
PROJECT INITIATOR:	Allison Thorpe
DATE:	31 October 2019
PROJECT TYPE (MATRIX):	

Project Specifics

1	PROJECT START DATE:	February 2020
2	PROJECT DURATION:	8 weeks
3	PROJECT LOCATION:	Falmer and Woodingdean
4	LONGITUDE/LATITUDE:	TQ35370859 – TQ35630639

5	LIST ALL PARTNERS:	Brighton and Hove City Council (LEAD) East Sussex County Council South Downs National Park Authority
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6	PMP OUTCOMES:	The project supports Outcome 5 and in the new draft PMP, Priority Programme 5.2 Outcome 5: Outstanding experiences for communities and visitors are supported by high quality access and sustainable transport networks 5.2: Improve accessibility through a network of high quality routes connecting communities with the landscape, heritage, attractions and transport hubs and gateways
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Project Overview

7	AIM OF PROJECT:	To refurbish the Falmer –Woodingdean path and enable its adoption as a legal right of way by ESCC providing an improved amenity for walkers, riders and cyclists.
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8	PROJECT SUMMARY:	<ul style="list-style-type: none"> Background: The Falmer-Woodingdean Path was created in 2013 via a partnership between BHCC, ESCC, and SDNPA. The project was funded by the DfT's Local Sustainable Transport Fund. The design and path construction was led by BHCC with project management support from SDNPA. As well as
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		<p>enabling access to the National Park, the shared use path is well used by students and employees of the two universities and by match goers as the Amex stadium is a stone's throw from the Falmer end of the route.</p> <ul style="list-style-type: none"> • Issues: The original path construction and surface was in accordance with the accepted bridleway standards. However, the challenging topography quickly resulted in severe erosion due to water damage almost from the beginning. Despite mitigation works, the erosion has continued and the path is now in a state of severe disrepair, with the sub base exposed in many locations. It is clear that the existing path surfacing materials are not appropriate in this setting. • Impacts: These shortcomings deter many cyclists from using the path, leading them to choose the busy Falmer Road joining motorised traffic at speeds of up to 60mph. • The poor state of the path has also resulted in the delay in BHCC and ESCC adopting it as a formal Public Right of Way.
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	<p>PROJECT SUMMARY CTD:</p>	<ul style="list-style-type: none"> • Proposals: New surfacing is proposed for the length of the path (2.5km) • The proposed surface type will be a sealed surface resistant to water erosion and gullyng. • The project specification will also include installation of drainage channels where needed and work with the adjacent farm tenant to create a buffer zone to hold water in the field preventing run off onto the path. • BHCC and ESCC will adopt the route as a PROW enabling an on-going maintenance programme to be established.
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8	Objective	Outcome	Output
	To address the problems of severe erosion and gullyng on the Falmer Woodingdean path	Users are taken off the highway and have access to a high quality off road path.	2.5km resurfaced shared use path
	To refurbish the failing path to a high quality, long lasting specification enabling its adoption	The path is incorporated into the ESCC RoW maintenance programme.	ESCC formally adopt the route as a public right of way

	as part of the ESCC rights of way network		

9	PROJECT TIMING:	The timing of this project is linked to the availability of partner funding. Partners have been aware of the issue of path surface failure for some time and it is only in 2019/20 that the lead authority has been able to find a significant sum to enable the scheme to be brought forward.
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10	PROJECT LEGACY & EXIT STRATEGY:	<ul style="list-style-type: none"> • Additional 2.5km added to the legal rights of way network in Brighton and Hove and East Sussex Authorities. • Improved accessibility into the National Park (to be added to Miles without Stiles offer). • Improved link to the Universities and Amex Stadium carrying upwards of 26,000 users annually. • Majority of road cyclists will transfer to refurbished path reducing the risk of cyclists involved in road traffic accidents. • Route forms an important link between NCN 90 and NCN 2. • Forecast 20yr lifespan of new path surface.
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Project Management

11	PROJECT GOVERNANCE STRUCTURE:	The whole project will be managed by BHCC Highways department. BHCC have designed and costed the scheme and lead on the tender process, appointment of contractors and day to day supervision of the scheme. The SDNPA's contribution will be managed by the nominated member of staff who will report to the Access Theme Board.
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12	KEY PROJECT RISKS:	Fundraising target not reached – Lead partner has identified budget and potential funding source within SDNPA has also been identified. Preferred construction methodology and materials reflect the budget range available. There remains a shortfall in confirmed funding and all partners are currently exploring additional options including third party sponsorship and Highways England Designated Funds. If the full funding package is not secured, the project may be indefinitely postponed.
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	<p>Cost is over-budget – the construction project has been costed by BHCC Transport and Engineers team, and will be competitively tendered to achieve best value. 10% contingency is built into the budget.</p> <p>Changes to project brief – Significant changes to the project brief will put the project at risk. The project scope has therefore been extensively explored with key partners at the outset to avoid any surprises.</p> <p>Project timeline overruns – the selected contractor will build flexibility and contingency into the construction phase. Good fundraising opportunities have been identified.</p>
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Finance & Resource

13	SOURCE OF FUNDING:	The SDNPA funding source is the Strategic Fund
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Project Income

PARTNER	CASH INCOME (£)	IN KIND INCOME (£)	TOTAL (£)
1 BHCC	£100k	tbc	
2 SDNPA	£100k	tbc	
3 ESCC	-	tbc	
4 OTHER	tbc		
TOTAL	£200k	Tbc	£200k (to date)

Project Expenditure

ACTIVITY	PREDICTED COST (£) 357,000		
	YR 1	YR 2	TOTAL
1 Preparation and installation of new sealed surface on path	321,300		321,300
Contingencies @10%	35,700		35,700
Total	357,000		357,000

SDNPA & SDVRS Resource Required

ROLE			
	YR 1	YR2	TOTAL

1 SDNPA Officer/Ranger	3 days	-	3 days
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Additional Information

Comments from Access Theme Board consultation:

“This route between Falmer and Woodingdean is an important link in the access network. It helps people access the National Park from East Brighton, it links National Cycle network routes 90 and 2. It also provides a useful and easier link from Falmer Station to the South Downs Way and opens up a well ridden circular route. The slope and potential run-off does mean that a sealed surface is most suitable. One of the key outputs of this project will be the adoption and therefore the future maintenance of this route by ESCC”.

Appendix 1 – Project Map

Falmer – Woodingdean Path

