

PROJECT FEASIBILITY SUMMARY

Privately Funded Highway Improvement (PFHI) Initiative



Applicant	Hardwick Parish Council	Status	Draft
Application Reference No	PFHI	Version	1.0
Assigned Highways Officer	John O'Donnell/Donald O'Shea	Approved by	
Location of proposal	St Neots Road and Main Street Hardwick.		
Streetview Link	N/A		
Highway Issue or Improvement	To make Hardwick unattractive to through traffic choosing not to use the A428, a reduction in speed in the village. To make the village roads, cycle path and footpath networks safer for residents by suitable traffic calming measures.		
Key Considerations	Locations and type of proposed traffic calming features will need to consider the available road widths, street lighting, high speed (40mph on St Neots Road) road environment, proximity to driveways and junctions. There are 2 bends on Main Street where the alignment will not allow for vertical traffic calming.		
Optimum Solution	<p><u>St Neots Road</u> Installation of traffic islands with a mix of standard traffic islands and pedestrian refuge islands to aid crossing to bus stops located on the opposite side to the footway. Alterations will be required to the cycle lanes past the islands and the gateway at the eastern extent of the 40mph. Additional soft traffic calming (signs/road markings) to supplement especially where gaps between features are large. Installation cost £40k</p> <p><u>Main Street</u> Poor street lighting and positioning makes speed cushion installation more difficult (requires preferred 100m maximum 150m interval between sets). Additional street lighting columns would be required at some locations increasing costs (£3-4k per location). Speed cushions on Main street likely to cost £17k (5 sets of 2 cushions with 2 streetlights).</p>		
Other options considered	<u>Main Street</u> Insufficient width for traffic islands. Give way feature is a possibility but unlikely to have sufficient opposing flows. There is also a good quality gateway feature already but maintaining low speeds throughout this long stretch is difficult. One solution is further soft traffic calming measures with road signs and road markings (£4k).		
Supporting Documents	LTN1/07		

TECHNICAL APPRAISAL OF PROPOSED SOLUTION

Road Safety Benefit and/or Issues	RAG
St Neots Road- cycle lanes past the proposed islands may contribute to overtaking issues may discourage some cyclists. Benefits associated with lower speeds when in proximity to NMUs	
Risks to Delivery	RAG
Consultation of road humps may attract resident objections	
Effectiveness	RAG
Both forms of traffic calming proven effective at reducing average speeds.	
Maintenance Considerations	RAG
Low ongoing maintenance usually required with speed cushions- surface generally good so unlikely to require patch. Traffic Islands can be struck by vehicles requiring sign replacement	

ESTIMATED CONSTRUCTION & OTHER COSTS

Item	Estimated Cost
Staff Costs (design x 2)	£3,344.38
Labour (incl sub contract installation)	£13,000
Equipment	£6,000
Materials	£38,000
Traffic Management (incl road closures for island installation)	£3,000
TRO advertising costs	£1,000
Road Safety Audit	£1,500
Sub-Total	£65,844
10% Risk Contingency	£6,584
GRAND TOTAL	£72,428.82

Total Project Budget Required	£72,428.82	
Applicant Contribution	£72,428.82	100.0%
CCC Contribution applied for	£0.00	
Estimated duration of project	8-12 months	

Commencing *1st April 2020*