

# PROJECT FEASIBILITY SUMMARY

## Local Highway Improvement (LHI) Initiative



<b>Applicant</b>	Hardwick Parish Council	<b>Status</b>	draft/issued
<b>Application Reference No</b>	LHI	<b>Version</b>	1.0
<b>Assigned Highways Officer</b>	John O'Donnell	<b>Approved by</b>	
<b>Location of proposal</b>	Cambridge Road, Hardwick (past Hardwick Community Primary School)		
<b>Streetview Link</b>	<a href="https://www.google.com/maps/@52.2151757,0.0125385,3a,75y,205.63h,78.65t/">https://www.google.com/maps/@52.2151757,0.0125385,3a,75y,205.63h,78.65t/</a>		
<b>Highway Issue or Improvement</b>	Suitable traffic calming and safety improvements throughout the village, to be decided upon and dependent on the outcome of the survey and recommendations from the Highways Engineer.		
<b>Key Considerations</b>	Road is suitable for vertical deflection type traffic calming with a 30mph speed limit, good level of street lighting and adequate carriageway width. There are several driveways on the western side to avoid when deciding locations and a local shop attracting on street parking. There is already an advisory 20mph (wig-wag school safety zone) past the school but still instances of speeding during the period covered by the advisory 20mph.		
<b>Optimum Solution</b>	Installation of 4 sets of 2 bolt down rubber speed cushions at intervals not exceeding 100m on Cambridge Road . Proposed locations from detailed design but to include the area covered by the advisory 20mph wig wags school safety zone with the first set south of the local shop to avoid issues related to on street parking. Include required hump warning signs as (4 no) on Cambridge Rd, Limes Rd and Egremont Rd.		
<b>Other options considered</b>	Give way features and traffic islands are not as effective reducing speeds as speed cushions, and the width is too narrow for traffic islands.		
<b>Supporting Documents</b>	LTN1/07		

## TECHNICAL APPRAISAL OF PROPOSED SOLUTION

<b>Road Safety Benefit and/or Issues</b>	RAG
Benefits associated with lower speeds when in proximity to NMUs	
<b>Risks to Delivery</b>	RAG
Objections to vertical features, informal consultations will need to be carried out by the PC prior to formal consultation.	
<b>Effectiveness</b>	RAG
Effective at reducing speeds for most traffic	
<b>Maintenance Considerations</b>	RAG
Low ongoing maintenance usually required with bolt down cushions- road surface generally good so unlikely to require patch underneath.	

## ESTIMATED CONSTRUCTION & OTHER COSTS

Item	Estimated Cost
Staff Costs	£1,672.19
Labour	£2,000
Equipment	£500
Materials	£5,000
Traffic Management	£1,000
TRO Advertising Costs	£1,000
Road Safety Audit	£1,500
Sub-Total	£12,672
10% Risk Contingency	£1,267
<b>GRAND TOTAL</b>	<b>£13,939.41</b>

Total Project Budget Required £13,939.41

Applicant Contribution £2,000.00 14.3%

CCC Contribution applied for £11,939.41

Estimated duration of project 8-12 months

Commencing 1st April 2020