PROJECT FEASIBILITY SUMMARY

Local Highway Improvement (LHI) Initiative

Applicant	Stilton Parish Council	**Status**	Approved
Application Reference No	90	**Version**	1.0
Assigned Highways Officer	Matthew Meredith	**Approved by:**	MRM
Location of proposal	North Street, Stilton		
Streetview Link	https://maps.app.goo.gl/4wWYbrNkPtHg6gqf9		
Highway Issue or Improvement -	Applicant requested the installation of a give-way feature on North Street to reduce the speed of inbound traffic within the 20 mph speed limit. Provision of additional 20mph roundels.		
Key Considerations -	Positioning of the feature limiting available design options.		
Optimum Solution -	Due to the significant location restrictions from bus stops, house accesses and side roads, a give-way feature is likely to be very difficult and costly to position effectively. Instead, the proposed solution is for a localised road widening to accomodate a pedestrian refuge island. Positioning of this feature is still likely to be complex, but less so than give-way features. This would also be accompanied by non-priority road narrowings.		
Other options considered -	Utilise the existing 20mph limit to install a pinch point (give-way) to help reduce speeds in both directions. The area would also benefit to improvements to the terminal signage and lining when approaching the area. Provision of either non-priority road narrowing lining or provision of pedestrian refuge island, likely reducing cost.		
Key project risks -	Having suitable locations to situate any features. North Street is currently insufficiently wide to accommodate a pedestrian refuge, although there is room to locally widen the road. Exceeding available Parish contribution. Proximity to accesses, side roads and bus stops.		

TECHNICAL APPRAISAL OF PROPOSED SOLUTION	
Does the application address a known problem, or safety issue?	RAG
The proposed refuge island aims to reduce the persistent issue of non-compliance with the 20mph speed limit.	
Could the suggested scheme increase safety for highway users?	RAG
The scheme could increase the perceived safety for vulnerable road users. The scheme could help to reduce vehicle speeds in the localised area.	
Could the scheme contribute positively to public health?	RAG
The scheme could encourage more people to walk or cycle along the road.	
Does the application have demonstrable local support?	RAG
The Parish Council state that they have undertaken engagement with local residents on this scheme but no evidence of this has been provided as part of this application.	
Could the scheme potentially lead to any localised environmental improvements?	RAG
None.	
Value for Money - (Effectiveness)	RAG
The scheme is likely to have a positive impact on reducing the speed of vehicles travelling towards the village.	
Deliverability (Risks to Delivery, see 'Key project risks' section above for further information)	RAG
Finding suitable locations to locate the features.	

ESTIMATED CONSTRUCTION & OTHER COSTS		
Item		**Estimated Cost**
Staff Cost	£	7,548.00
Construction Cost (Inc. Traffic Management)	£	43,200.00
TTRO	£	1,190.00
Safety Audit (Stages 1-3)	£	1,684.00
Legal Traffic Regulation Order (Includes 2 No. Newspaper Adverts)	£	1,000.00
Sub-Total	£	54,622.00
23% Risk Contingency	£	12,563.06
GRAND TOTAL	£	67,185.06

Total Project Budget Required	£			67,185.06
Applicant Contribution	£	42,185.06	**62.8**	**%**
CCC Contibution applied for	£			25,000.00
Estimated duration of project	15 months (commencing 1st April 2024)			