

Local Highway Improvement (LHI) Application form 2019/20

Please ensure you have read through the supporting LHI guidance available online before completing this application form. You must complete all sections, further information may be requested at the next stage of the process. Please fill in this form electronically, save and submit by email.

Deadline for submission - Tuesday 31st July 2018 **Email:** local.projects@cambridgeshire.gov.uk

Application date

Applicants name:

Contact name:

Applicants address:

Email:

Telephone number:

District area:

Huntingdonshire

Fenland

Cambridge City

East Cambridgeshire

South Cambridgeshire

Proposal details

OBJECTIVES OF YOUR PROPOSAL

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).



You **must include a plan showing the location of the proposal** as an attachment to your email when you apply. You can also supply photos or correspondence that support the proposal (Maximum of 3 pages)

FINANCIAL CONTRIBUTIONS

You must contribute at least 10% of the total cost of your proposal. These contributions can be revised at the next stage of the process, where highway engineers will work with you to refine your application. You will then be expected to approve the final version of your application for submission to the Member Assessment Panel by the end of November 2018

County Council LHI funding applied for: (Maximum £10,000)

Applicant contribution: (Minimum of 10% of total cost)

Total Estimated Project Cost: (Total of above - see indicative costs)

How does your proposal fulfill the aims of the LHI Initiative

PERSISTENT PROBLEM

How does your proposal aim to address the problem and to what degree will it resolve or improve it? (See guidance document.)

ROAD SAFETY

How will your proposal contribute to improving road safety? (See guidance document.)

COMMUNITY IMPROVEMENT

How does your proposal provide community improvement? (See guidance document.)

ADDED VALUE

Are there any additional benefits to your proposal? (See guidance document.)

Thank you for taking the time to submit your proposal.

Please return your completed application to local.projects@cambridgeshire.gov.uk, before 31 July 2018

Save this form

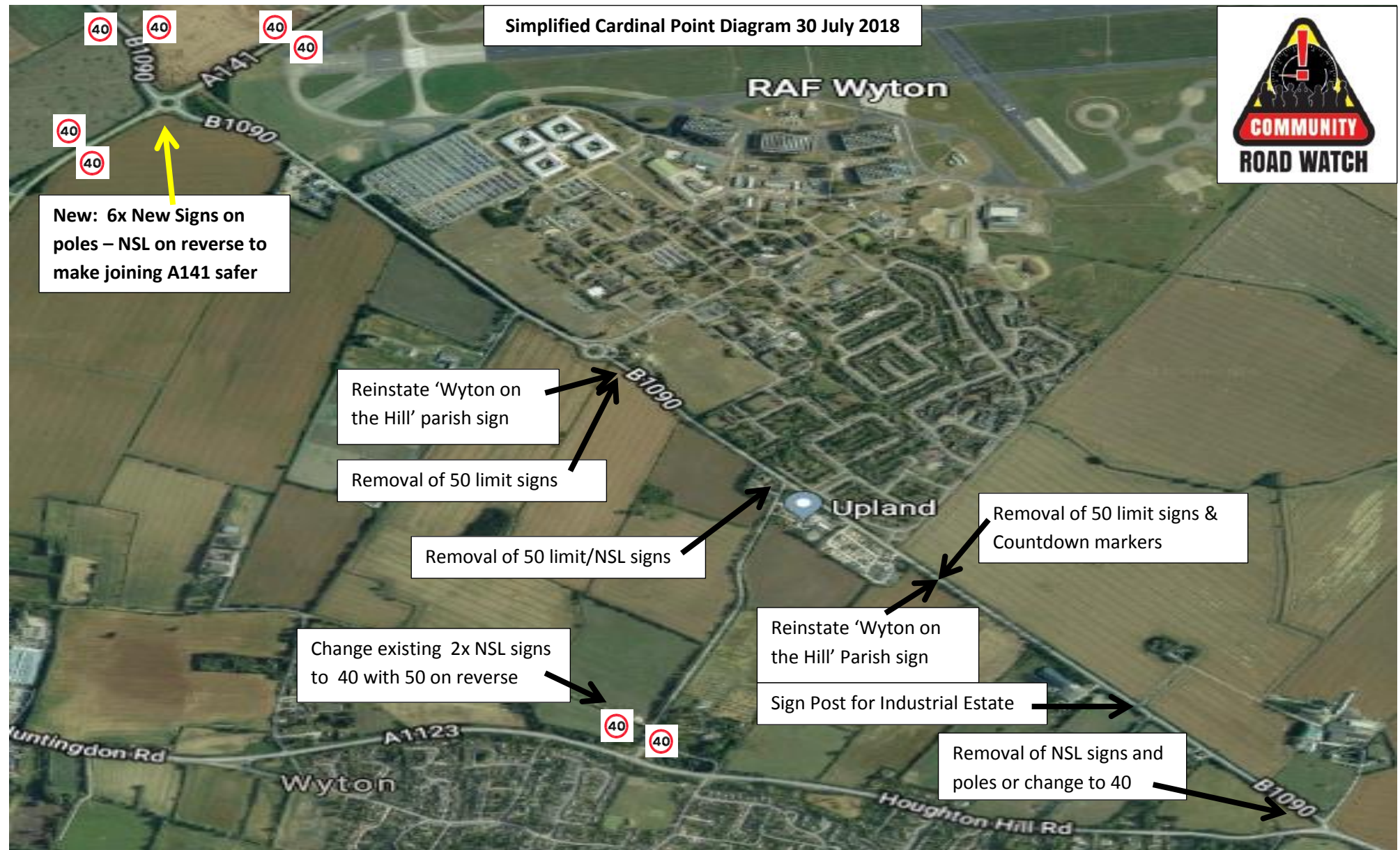
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You may be asked to provide some personal information for us to be able to fulfil your request for information or services. The way we collect and use your information is governed by the Data Protection Act 1998. In most cases, we are under a statutory obligation to provide the service you are requesting and this will be the basis on which we will collect and use your data. Information will only be shared with other organisations where this is needed to provide the service requested or where we are under a legal obligation to do so (for example, for the purposes of preventing and detecting fraud).

If you have any queries, please get in contact via **data.protection@cambridgeshire.gov.uk**. The Information Commissioner's Office is the national regulator for Data Protection and their website contains further details on the Act and how you can make a complaint to them. Further details on why we collect information, how we use it and your rights around your personal data, can be found in our terms and disclaimer page.

www.cambridgeshire.gov.uk/terms-and-disclaimer

The Sawtry Way 2018 TRO Project to make the B1090 between the A141 roundabout and A1123, and Mere Way between the A1123 and the B1090 40 limits end to end. Sponsored & solely funded By Community Roadwatch(UK) CIC on behalf of the Residents of Wyton on the Hill, Pine Hill Park, Blenheim Court and the Residents and Businesses along this part of the B1090. This project also reduces the confusing/annoying signpost clutter and aims to make the A141 roundabout safer for Sawtry Way users.



Extract of Comments received by CRW from consultations (most face-to-face) to validate the overwhelming support reported by Wyton On The Hill Parish Council from its 900 leaflet consultation simply “To reduce the Speed Limit along Sawtry Way.

Origin	Comment
Residents x2 of Dorchester Way, WOTH 19 Jun 18	Agree with reducing the speed limit along the B1090 for the reasons given by CRW.
Business on Sawtry Way 60 zone 20 Jun 18	Very strongly agree. We need the whole length of Sawtry Way between A141 and at least the end of the existing 50 to be a 40 zone; in fact make the whole stretch a 40 to protect pedestrians on the very narrow footpath that needs the overgrowth removing to provide full-width especially with HGVs passing so close on what bit of the footpath is still available to adults as well as school children.
Personal from Individual @ Houghton Rd Industries 60 zone 20 Jun 18	Disagree with different speed limits along here. As a driver I do not like the idea of limits changing from 60 on the A141 to 50 to 40 to 50 to 40 on A1123 so would say leave it as it is or make the whole stretch a 40 limit to reduce confusion and pollution.
Personal Request from Business Owner @ Upland Industries 50 zone 20 Jun 18	Strongly agree. Fully support the project but Please don't forget to change to 40, the limit along Mere Way that is NSL (60) from the A1123 right up to Sawtry Way including right across a dwelling and the exit from the Uplands Industrial Site. Most speeds, including terminal speeds experienced along this very narrow, almost single-track, whilst probably legal, are road are dangerous and frightening.
Business on Sawtry Way 60 zone 20 Jun 18	Very Strongly Agree. The numerous accidents we have had over the last year in the vicinity of the Camp Garage and the alternative exit to RAF Wyton - that is currently in use at times (June/July 18) for an indeterminate period - prove that the speed permitted by the existing limit is far too high. Also we have a busstop at the Camp Garage that would be made much safer if the bus were being overtaken in a 40 with vehicles approaching at 40 and the passengers visiting the car show rooms were able to cross a safer road.
Business @ Houghton Hill Industries 60 Zone 20 Jun 18	Very Strongly Agree. Thanks for stopping by earlier today. As discussed I'm in complete agreement with your proposal, to the extent of actually reducing the 60 to 40. Daily I worry that people overtaking near the turning to Houghton Hill Industries is going to cause a fatal accident. At least once a week somebody is overtaking me (on the inside) as I'm about to turn right. To me it's insane for the approach to that turning to be a 60mph limit. My company is prepared to make the road signs to Highways specifications to reduce costs.
Ex-Resident of WOTH 20 Jun 18	Strongly Agree. I fully support this project, especially to reduce the limit of the stretch adjacent to the footpath to 50 if not 40 because of the planning application for the patch adjacent to Slepe Meadow that will accommodate many children who will start their schooling at WOTH Primary and - with parents or a 'school train' - will use that currently dangerous, narrow footpath.

More comments at www.roadwatch.org.uk/cambs/sawtrywayproject/comments.html

Other links to justify reducing the speed limit along Sawtry Way 'to save lives' by making it a 40 limit because in 2009 the wider A1123 was judged to justify 40 end to end between Hartford and St Ives.

<http://www.huntspost.co.uk/hunts-life/calls-to-cut-cambs-rural-road-speed-limits-1-416644>

<http://www.huntspost.co.uk/hunts-life/speed-limit-reduction-set-for-a1123-in-hunts-1-418315>

Camp Roundabout and Camp Garage Area Needs to be in a 40 zone.

Bus shelter Railings – Speed Limit Needs to be commensurate with a safe speed across this roundabout that does not have a tangential exit path that catches out the unwary at 60 mph.



Recently a car ended up on its roof in the ditch on the other side of the bus shelter having lost control exiting the roundabout too fast.

Even 60 mph is too fast for cars entering the camp via the slip road as its railing bear witness. Notice the purpose of the railings here is not understood as they are not protecting the pedestrians on the path.



Camp Garage Bus stop and Camp Alternative exit need to be in a 40 (currently in a 60 limit)



Currently, the problem is not one of speeding but of having an existing speed limit that allows cars to travel far too fast for the environment and legally at irresponsible, deadly speeds across busy business accesses.