

Local Highway Improvement Initiative Funding Application Form

Please complete all sections of this form.

Please note failure to provide adequate information may result in your proposal being discounted, or further information being sought.

Applying Organisation: Newton Parish Council

Contact Name: Joe Oakes

Address: 14 Offa Lea

Newton

Cambridge

Email: cambrad@btinternet.com

Telephone: 01223 870954

Location of Proposal: Newton

Objectives of Proposal: *To Reduce the Speed of vehicles entering and leaving the village via Traffic Calming & other Speed Reducing Measures .*

The B1368 is now increasingly used by commuters to Cambridge as an alternative to the A.10 (Royston to Cambridge) which has heavy delays due to the level crossing at Foxton and traffic congestion in Harston. This has also resulted in vehicles turning off the A10 as they enter Harston into Station Road and coming over the hill into Newton where they then double back onto the B1368 to rejoin the A10 as it leaves the Harston High Street.. Although 3.5 times longer, it avoids the continual peak time traffic jams on the A10 in Harston.

Newton is a village with a population of approx. 380 people. A traffic census was carried out by local volunteers for four hours on Tuesday 19th August (the height of the holiday season) and recorded 1,515 vehicles entering the village. We estimate the total for 24 hours on a normal working day would be approximately 3,800 vehicles. (See attached report to Newton Parish Council)

Newton's four 30 MPH signs are currently situated either well inside the village (Whittlesford Rd.) or actually at the start of dwellings. To obtain an appeal proof conviction for speeding, a static speed camera needs to be at least 0.2 mile from the 30 mph sign. Since nowhere in the village is 0,2 miles or more from a 30mph sign it is impossible to carry out a sound legal prosecution for speeding in Newton with a static camera.

Speeding on the Harston, Cambridge and Fowlmere Roads is particularly bad both in and out of the village. The Harston and Cambridge Roads are long straight and downhill resulting in the majority of vehicles not reducing their speed until they have passed the 30 mph sign and are actually in the village. Flashing VAS signs are located 150yds from the 30mph signs on all these roads but appear to have little effect as they are activated by the majority of vehicles entering the village. About one hundred yds on the left, shortly after entering the village on the Cambridge Road, there is a children's playground on the village green which is hidden from the sight of incoming traffic. On the opposite side of the road by the Village Hall in Harston Road is the school bus stop where children wait in the morning and alight in the afternoon, often crossing the Cambridge Road to play on the Green.

The Whittlesford Road has no VAS and the 30mph sign is located inside the village, 0.55 miles from entering Newton at the village sign. There are four blind bends and no pavement, street lighting or verge for pedestrians walking between the village sign at the start of the village and the houses at the 30mph sign.

Town Street is a dead end road with no raised pavement (just a faded and sometimes obscure white line) but has become increasingly busy with multiple businesses operating from Newton Hall.. Additionally Little Hands Nursery located at Newton Hall with 30 children at any one time entails a minimum of 60 vehicles in and out of the village each day. The road has a number of potholes and farm vehicles as well as livestock are moved along it from time to time. Town Street is also used as a village recreational space with many residents walking down to the fields beyond and children playing in the roadway on bicycles, skateboards and scooters.

Proposals:

- **Create a 40 MPH buffer zone at least 250 to 350 yds out of the village on the Cambridge and Harston Roads by installing a 40 MPH sign 250 to 350 yards from the existing 30 MPH sign.**
- **Create a 40 MPH buffer zone on the Whittlesford Road by installing a 40 MPH sign approximately 0.4 miles out of the village from the existing 30 MPH sign. This would still be within the village and be positioned on the first sharp bend where the road meets the brook, after passing the village sign and the first three houses in the village**
- **Move the existing 30 MPH sign on the Fowlmere Road, currently positioned on a dangerous bend outside a house, 100 to 150 yards towards Fowlmere.**
- **Installation of a pair Speed Cushions just 30 yards before the first houses on both the Harston and Cambridge Roads.**

Panels will score each of the proposals received against the following aims of the LHI initiative:

Any Local Highway Improvement that includes changes to the Public Highway that will require Police enforcement or physical traffic calming features will need informal consultation prior to the submission with Cambs Police via Derek Crosby, Traffic Management Officer. derek.crosby@cambs.pnn.police.uk.
01480 422458
e.g. speed limit changes, parking restrictions or physical traffic calming features in the carriageway.

Please detail the comments of Derek Crosby, Traffic Management Officer, Cambridgeshire Police in the box below.

If your proposal does not need Police consultation then write not applicable in the box.

We originally proposed extending the 30 MPH zone outside to village to where we are now proposing the 40 MPH zone. However on consulting with Derek Crosby, he made the following comments which have now been taken into account in our proposal.

‘Occasionally it may be appropriate to use a short length of 40 mph or 50 mph speed limit as a transition (‘buffer zone’) between a length of road subject to a national limit and another length on which a lower limit is in force, for example on the outskirts of villages or urban areas with adjoining intermittent development. However, the use of such transitional limits should be restricted to sections of road where immediate speed reduction would cause risks or is likely to be less effective.

With that in mind, it may be more effective for the ‘buffer’ to be introduced rather than extend the current 30’s, but to extend the current 30 only a short distance N/E 100 metres whilst not wholly supported, would not be likely to meet with an objection.’

1) Persistent Problems:

The degree to which ongoing difficulties are addressed

2) Road Safety:

The degree to which a proposal could reduce hazards or improve road safety

3) Community Improvement: (social or economic)

The degree to which a proposal addresses something felt to be very important locally.

Each of these aims will be scored in the following way:

Aims 1 - 3

- Score 0: **Fails** to deliver any improvement
- Score 1-3: Delivers **few** of the aims of the LHI initiative
- Score 4-6: Delivers **some** of the aims of the LHI initiative
- Score 7-9: Delivers a **substantial** improvement

Please outline how your proposal fulfills the LHI Initiative aims.

Persistent Problems: e.g. regular speeding in a community or provide parking area

*Persistent speeding, particularly but not only by commuter traffic, is an increasing danger to both children and adult residents of the village. This is particularly bad on the Harston and Cambridge Roads. In a traffic census carried out by volunteers 72% of all cars between the hours of 0730 - 0830 activated the VAS sign positioned 150 yards from 30 MPH sign on Harston Road.
*(See attached report to Newton PC)**

Road Safety: e.g. improving crossing facilities for pedestrians

*Curbing speed will give greater safety for residents, especially children on the village green crossing the road or getting off the school bus.
Lastly on Whittlesford Road,(in the new proposed 40 MPH part of the road) where there are no pavements or, on much of the road, verges suitable for walking, it should provide greater security for pedestrians forced to walk in the road.*

Community Improvement: e.g. new streetlight or disabled parking spaces

Please attach additional information in support of your application e.g. plans, correspondence. (Maximum of 3 pages)

Financial Contribution:

Can you confirm that you understand that you will be asked to contribute at least 10% of the cost of the scheme.

Yes

Please note that unless you are able to contribute 10% of the costs your proposal **will not** be assessed.

The estimated cost of your project: £ 14,000 (see indicative costs)

Thank you for taking the time to submit your proposal.