

Local Highway Improvement Initiative **Application Form**

Dear Applicant,

Thank you for taking the time to apply for funding via the Local Highway Improvement Initiative.

The following form will guide you through the process step by step. As well as the information and prompts contained within the form there is much more on our website. I would urge you to read through this before you complete the form.

The following link will take you to our website - [Local Highway Improvement funding - Cambridgeshire County Council](#)

Should you have any further questions the LHI team can be contacted via email at - Local.projects@cambridgeshire.gov.uk

Email *

clerk@oakingtonandwestwick-pc.gov.uk

Applicant Details

By completing this form, you confirm that you are happy for Cambridgeshire County Council to use your data in accordance with our own Data Protection policies. More information on these policies can be found at - [Data Protection Policy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/data-protection-policy)

District *

Huntingdonshire
East Cambridgeshire
South Cambridgeshire
Cambridge City
Fenland

Parish/Town/City/Community Group? *

Parish
Town
City
Community Group (i.e. Transport Working Group or Resident Association)

Applicant Name

*

Oakington & Westwick Parish Council and Girton Parish Council

Applicant Email Address

*

clerk@oakingtonandwestwick-pc.gov.uk and clerk@girton-pc.gov.uk

Applicant Contact Number

*

01223 232398/01223 618619

What is the population of the area of your requested improvement?

*

Please use [this link](#) to respond to this question.

Girton 4886, Oakington & Westwick 1569

What is the maximum budget you are able to contribute towards your requested improvements?

*

Please use the [LHI Highway measures page](#) on our website for indicative total costs for the different types of improvement.

£20,000 Oakington & Westwick, £20,000 Girton

Local Highways Initiative Information

What type of LHI Scheme are you applying for?

*

More information on what part of the process your applications falls under can be found on our webpage - [Local Highway Improvement funding - Cambridgeshire County Council](#)

Complex

What specific type of measure(s) are you applying for?

*

Please select the measure(s) below which you feel are most applicable to your application.

Speed limit change (including buffer zones)

Street lighting

Parking restrictions such as double yellow lines or controlled parking zone.

Traffic restriction such as a weight limit or one way system

Signing such as new junction warning signs or flashing school signs

Road markings such as speed roundels or dragons' teeth

Village gateways

Central Island / Pedestrian Refuge

Priority Chicane

Footpath/Cycle Path

Vertical features such as speed cushions or a raised table

Zebra crossing

Mobile Vehicle Activated Signs (MVAS)

Uncontrolled crossing point

Road narrowing

Other:

Description

*

Please provide a short summary of the improvements you are applying for, where they will be located, and why you are making an application. Please be aware you will have the opportunity to go into more detail later on in the form.

Location: From the beginning of the 40 mph sign exiting Girton to the North, to the 20 mph sign entering Oakington from the South East. This is one continuous stretch of road, known as Oakington Rd exiting Girton and changing its name to Cambridge Rd as it nears Oakington. The total approximate distance is half a mile. Measures: Both Parish Councils recognise the need to reduce the speed of traffic and are therefore seeking: (i) a 30-mph limit between the two villages, (ii) speed cushions/road tables at approximate 100 metre intervals. (iii) Speed signs and roundels

How does your application address a known safety issue?

*

Evidence should be provided that demonstrates that there is an existing safety issue or problem. This can be with reference to -

- Existing recorded accident data which can be found on the LHI website.
- Anecdotal evidence of accidents including reference to photographs or emails where an injury accident may not have occurred.
- Or both.

This section of road is causing considerable concern to residents of both villages. The 40mph limit has been, and continues to be ignored, by a significant proportion of drivers. The nature of the road, which links the two villages seems deceptively safe and encourages drivers to speed. In the past, this has been of considerable concern to residents on Cambridge Rd, Oakington and Oakington Rd, Girton. However, the situation has now

considerably worsened for both Oakington and Girton residents, after the introduction of a 20 mph speed limit and a 30 mph limit respectively at each end of the road. For Oakington residents, the speed limit changes directly from 40 mph to 20 mph, with no buffer speed zone causing drivers to slow down gradually, has resulted in vehicles entering the 20mph zone at high speeds and then braking relatively sharply or continuing on 40 mph, thereby limiting the effectiveness of the 20mph. For Girton residents, a similar situation exists, with drivers unwilling to reduce their speed on entering Girton. One particular section of the road causes great concern to the two Parish Councils. There is a dangerous bend, to the South of Gatehouse Rd, which has seen a number of drivers coming off the road. Unfortunately for our application, these are rarely recorded as accidents, as the vehicles are towed back on the road by commercial rescue companies. A recent tragic accident, resulting in the death of a schoolgirl, has occurred at this bend. It is not yet known exactly the cause of the accident, but the location is at our main area of concern. Because the road encourages drivers to speed, and because of the significant increase in traffic over the last ten years, Oakington and Westwick Parish Council is particularly concerned about the residents in the houses fronting on to Cambridge Rd which is still part of the road falling within the (widely ignored) 40 mph speed limit. Residents feel unsafe walking along the narrow footpath into the main body of the village and, in particular, to Oakington Primary School. Speed measurements were taken on Oakington Rd over the course of approximately one month from 21st December 2021 to 20th January 2022. These measurements show that on most days the average speed limit of 40mph was exceeded in both directions. Maximum speeds on this road regularly exceeded 50mph, and on over half the days surveyed exceeded 60 mph. Anecdotally, a number of near-misses are noted on this stretch of road. This has been particularly highlighted by the village's equestrian community who note that they need to ride on this stretch of road to travel by horse between stables and bridleways.

How will your application increase safety for highway users?

*

Evidence should be provided in the application of how the scheme will make it safer for different user groups. Specific reference should be made to the expected safety improvements the requested changes will have for groups such as pedestrians, cyclists, or vulnerable users.

An example could include the installation of speed cushions outside a primary school to reduce vehicle speeds in an area with a high number of vulnerable users, or the installation of parking restrictions to prevent vehicles parking too close to a junction and increase visibility for those seeking to cross the road.

There is ample evidence to show that accidents are directly related to traffic speed and that speeding traffic increases the concerns of cyclists and pedestrians, limiting their use of such roads. Our overall aim is to decrease traffic speed and thereby lower the possibility of accidents. However, there is a particular context to our bid, in that the only way to ensure that the newly introduced 20mph speed limits in Oakington and Girton are followed by drivers is to ensure that the speed limit on exiting and entering each village is kept to 30 mph. Currently, as explained earlier, the 40 mph section linking each village encourages drivers to ignore the new speed limits of 20 mph (Oakington) and 30mph (Girton). The introduction of a 30 mph limit between the villages will effectively complete the speed limiting measures introduced by Highways. Failure to introduce the 30 mph limit on the Oakington/Cambridge Rd will undermine the recent excellent work by the County Council. However, in informal discussions, we have been advised that the introduction of a 30 mph limit between the two villages will be widely ignored without appropriate speed reduction measures such as cushions at approximately 100 metre intervals., plus the appropriate speed signs and roundels.

How does your application contribute positively to public health?

*

Your application should detail the anticipated safety benefits as a result of your improvement being installed for users of non-motorised forms of transport.

For example, you could refer to or highlight how your proposal would encourage an uptake in healthy activities such as walking, cycling, or horse-riding. Improvements could include new sections of widen foot or cycle path, warning signs making it safer for horse riders or cyclists to use a section of road, or a pedestrian crossing linking two areas of a village and providing a formalised place for people to cross.

As mentioned earlier, currently pedestrians and cyclists are inhibited from using this stretch of road, given the speed and proximity of traffic. Equestrian riding was, at one time, common, but it is now too dangerous for horses to use the road; despite the existence of at least two stables on the road. Furthermore, residents with young children will not let children play in their front garden or walk alone along the road.

Does your application have demonstrable local support?

*

Does the wider community, particularly those directly affected, support your proposal? How important is this issue on a local level? Evidence that your proposal is supported by the local community including your County Councilor will be required, along with further details on the level of local consultation that has been carried out to date.

You should provide a detailed summary of what consultation you have undertaken, for example pages in a parish newsletter, online surveys, or a presentation at a council meeting. You will need to satisfy those scoring your application that should your application be successful local stakeholders will be in support of the scheme and are aware of what has been applied for.

Oakington and Westwick Parish Council has, over the last eight years, adopted a system which allows individuals and groups to feed their views directly to the Parish Council and, in turn, receive support and recognition by the Parish Council. There are three main groups: The Environment Action Group (EAG): which deals with pavement clearance, drainage issues and a range of other environmental activities. The County Council Highways Department liaises with them, as does the District Council. The EAG receives a small amount of funding from the Parish Council as well as raising monies from voluntary activities. They are in favour of the measure. The Oakington and Westwick Neighbours (OWN): which provides physical, financial and social support to those in the community in need. They also receive funding from the Parish Council as well as raising monies from voluntary activities. The Transport Action Group (TAG): which has the remit to monitor traffic, roads and footpaths, and making representations either through or directly with the County and District Councils. They are also monitoring and representing the Parish Council on issues relating to East-West Rail. TAG strongly supports this bid. The Parish Council is represented at the monthly meetings of all three groups and has a nominated Councillor who reports back to the Parish Council at each meeting. Oakington and Westwick Parish Council have posted on Facebook and on the specific Facebook Page for Oakington – OakyFolk. The response has been positive. The issue of the abrupt change from 40 mph to 20 mph has been covered in the Oakington and Westwick Journal. The Parish Council has had extensive discussions with TAG on the issue, as mentioned above. It should be emphasized that TAG is the group which specifically gathers and reflects the views of the villagers. Oakington and Westwick Council has passed a formal resolution which supports this bid. This resolution was passed after extensive debate. In anticipation of this bid, the Parish

Council has budgeted to fund this bid Given the relative cost for such a small village, this provides evidence of the commitment of Oakington and Westwick Parish Council to this bid. In December 2022 a joint community consultation was put forward by both Girton and Oakington & Westwick Parish Councils, on the scheme in this proposal. This consultation received 148 items of feedback, with 97 from Girton residents. Overall, (109) were in favour of the scheme and 39 against (74% in favour). A star rating was part of the survey, and a mean value of 3.66/5 was reported. In addition there were 20 responses to the Girton Community website, 19 comments on the Community Facebook page, and 6 emails sent to the Clerk. This quantity of feedback compares well to a previous, similar consultation held by Girton PC in November 2021 when only 43 responses were recorded. The County Councillors for Oakington and Westwick, Councillor Firouz Thompson and Girton, Councillor Edna Murphy both fully support this application.

How will your requested changes result in localised environmental improvements?

*

Examples of this could include but aren't limited to the following: an anticipated improvement in air quality near a school, an expected reduction in noise pollution, or a positive reduction in vehicle speeds.

The main improvements will be the reduced speed of vehicles and the consequent encouragement for more people to cycle or walk and once again, engage in horse riding along the road. There will be associated improvements in air quality, noise and risk of accidents.

Location Link

*

Please provide a map link to the location or area of your requested improvement

*Please be aware that should you wish to share any drawings or other documents you can do so after you have submitted your application as you will receive a copy of your completed form via email. If you wish to submit a location plan, please forward a copy of the completed form and any attachments to: **local.projects@cambridgeshire.gov.uk***

<https://www.google.co.uk/maps/@52.2518701,0.0744986,15z?hl=en-GB>

Acknowledgments

Have your requested improvements been shared with and approved by the respective County member(s) for the area?

*

You must have discussed your funding application with the locally elected member for the area prior to submitting your online application form.

Yes

No

Has an informal consultation been undertaken for your proposed scheme, and does it have the support of the local residents and stakeholders that would be directly affected by it?

*

By selecting this you are confirming that you have consulted with residents regarding your proposal, and you understand that your application could be withdrawn if this is not the case, even if your scheme is approved for delivery.

Yes

No

Please confirm that you understand that your financial contribution should not be reliant on any subsequent requests by your (the applicant) to third parties to secure all of, or a proportion of the agreed funding allocation?

*

By selecting this you are confirming that you aren't reliant on an external funding application process which would delay the delivery of your requested improvement, and you understand that your application could be withdrawn if this is the case, even if your scheme is approved for delivery.

Yes

No

[Create your own Google Form](#)
[Report Abuse](#)