
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 25 August 2015

Subject: **B1042 Sandy to Potton – Consider Representations to Proposed Speed Limits**

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a 50mph speed limit on B1042 between Sandy and Potton, and an extension of the 30mph speed limit on B1042 Potton Road, Sandy

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Sandy and Potton

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by lowering vehicle speeds on this length of road.

Financial:

These works are being funded via the LATP process.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

1. That the proposal to introduce a 50mph speed limit on B1042 Sandy to Potton be implemented as published.
2. That the proposal to extend the 30mph speed limit on B1042 Potton Road, Sandy be implemented as published.

Background and Information

1. The B1042 is the main road linking Sandy to Potton and is currently subject to the national speed limit. There is very little frontage development along this section of road, so the national speed limit would usually be favoured for a road of this type. The road passes through the small settlement of Deepdale, which includes a crossroads and a small number of dwellings.
2. There is a proposal to install a signalised junction at the entrance to the RSPB headquarters which lies about midway between Sandy and Potton. This will improve access and egress from the site and provide a safe crossing for pedestrians and cyclists. It is felt that the new junction layout needs a lower speed limit to operate safely, and due to other factors, such as the Deepdale crossroads, the 50mph limit should cover the full length of road between the two towns.
3. The proposal also includes an extension of the 30mph speed limit at the Sandy end, which would cover the cemetery and some planned cycle routes measures.
4. The speed limit proposals were formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Sandy Town Council, Potton Town Council and the Ward Members. Public notices were displayed on street.

Representations and Responses

5. A total of twenty representations have been received. There are no outright objections, but most of those who responded have expressed concerns about the current 50mph proposal and put forward counter proposals. Two are in support of the proposals.

The 30mph speed limit extension proposed at the Sandy end has attracted no negative comments.

There are some comments about the proposed junction improvement at the RSPB site, but this is not part of the current consultation.

6. Copies of the correspondence are included in Appendix C and the main comments received are summarised below:-
- a) The speed limit through Deepdale should be lower, with some people suggesting a 40mph limit extending from Potton to a point west of Deepdale crossroads. Other would like to see the 30mph limit extending from Potton to that same point.
 - b) Local people mention concerns about the number of accidents that have occurred at Deepdale crossroads, the high speed of traffic on the main road and poor visibility when emerging from the side roads as justification for a lower speed limit.
 - c) Some of the respondents feel that there is no justification for the 50mph limit from Deepdale to Sandy.
 - d) There are more turning movements at the Deepdale crossroads due to the expansion of the veterinary practice and planned campsite in Carthage Road.

7. Central Bedfordshire Highways' response to the points above are as follows:-

The road is mainly rural in nature with very little frontage development, which would normally mean that the road would be more suited to the national speed limit. The 50mph speed limit is primarily intended to lower vehicle speeds in the vicinity of the RSPB access to improve safety at the planned signalised junction. It was felt that the opportunity should be taken to lower the speed limit at Deepdale and along the whole length between Sandy and Potton to provide some consistency along the whole length.

In respect of the request for a lower limit from Potton to west of Deepdale; due to the rural character of the road with minimal roadside development, drivers would fail to understand the need for a 40mph or 30mph limit and compliance is likely to be very poor. A 30mph speed limit would be entirely inappropriate on a road of this nature. Enforcement of any speed limit on this stretch of road is not expected to be a priority for the Police and would not be a priority for cameras. Consequently, any speed limit introduced needs to be largely self-enforcing.

There have been collisions at the Deepdale crossroads, but it is difficult to determine whether a lower speed limit would have had any impact on this.

Accident data for the period from 01/01/2011 to 31/03/2015 was analysed centred on an area of about 600m either side of the Deepdale junction. During this period 4¼ year period there have been a total of 10 injury collisions, as follows:-

- At the Deepdale crossroads itself there have been 3 slight injury collisions and 1 serious injury collision. Except for 1 loss of control incident, the others involved junction turning/failure to see type incidents, which a lower speed limit is unlikely to have influenced.

- On the Potton side of the Deepdale crossroads there have been 1 fatal, 1 serious and 1 slight injury collisions. All of these were single vehicle loss of control incidents within approximately 200 metres of the crossroads.
- On the Sandy side of the Deepdale crossroads there have been 1 serious and 2 slight injury collisions all at least 200 metres away for the junction. The serious incident involved loss of control on ice. The slight injury incidents were one loss of control and one overtaking on a double white line system.

8. Bedfordshire Police's view is as follows:-

"Slightly unrealistic to put a 50 mph limit along this stretch of road, firstly does it seem like or feel a 50 mph limit to the motorist if not they will not comply with this limit and secondly we just do not have the officers to enforce it anymore.

I would ask that better signing etc. be thought of or if the limit does go ahead the installation of average speed cameras to enforce it/ cause compliance.

Deepdale would justify a reduced speed limit on the accident stats which I believe is high, we would not have objections to a reduced speed restriction at this location."

9. Officers have discussed the matter with Bedfordshire Police to clarify their view, which is that they consider that this road is more suited to the national speed limit (60mph for cars). Any lower speed limit would be frequently ignored by drivers and compliance would be low. They do not have the resources to provide regular enforcement. This length of road would not be a Council priority for the provision of any form of camera enforcement equipment. The Police would accept a 50mph speed limit in the vicinity of Deepdale crossroads on the basis of its collision history, but do not support a 40mph limit.

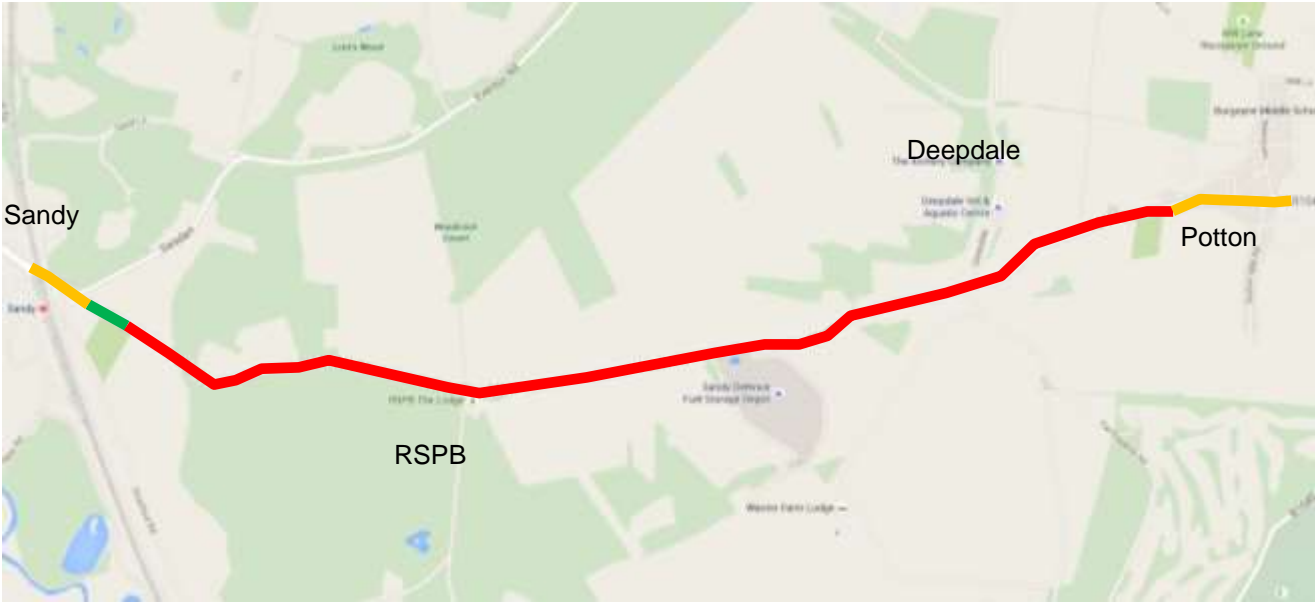
Conclusion




10. It is recommended that the 50mph speed limit be introduced, but that it be monitored and speed checks undertaken approximately six months after implementation with a view to reviewing the case for a 40mph speed limit from Potton to west of Deepdale. It is recommended that the 30mph limit extension in Potton Road, Sandy be implemented as published as that proposal received generally positive comments.
11. If the approved the works are expected to take place within the current financial year.

Appendices:

- Appendix A – Drawing of Proposal
- Appendix B – Public Notices of Proposals
- Appendix C – Objections and Representations

Appendix A



	Proposed 50mph speed limit
	Proposed 30mph speed limit extension
	Existing 30mph speed limits

Drawing is intended to be indicative only



PUBLIC NOTICE

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
A 50MPH SPEED LIMIT ON B1042 SANDY TO POTTON ROAD AND
A 30MPH SPEED LIMIT EXTENSION ON B1042 POTTON ROAD, SANDY**

Reason for proposal: The proposed Order is considered necessary in the interests of road safety. The proposed 50mph speed limit would cover a new signalised junction at the RSPB entrance and outlying properties at Deepdale. The lower speed limit forms part of a scheme to improve facilities and safety for non-motorised road users, particularly for those crossing the B1042 between Sandy and Potton. The speed limit reduction is also intended to bring about more general safety benefits for all road users and residents on this length of road.

Effect of the Order:

To introduce a 50mph Speed Limit on the following length of road in Sandy and Potton:-

B1042 Potton Road, Sandy and Sandy Road, Potton, from a point approximately 142 metres south-east of its junction with Swaden extending in a generally easterly direction to a point approximately 306 metres west of its junction with Sutton Mill.

To extend the 30mph Speed Limit on the following length of road in Sandy:-

B1042 Potton Road, Sandy, from a point approximately 32 metres south-east of its junction with Swaden extending in a south-easterly direction for approximately 110 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 23 June 2015. Any objections must state the grounds on which they are made.

Order Title If made will be "Central Bedfordshire Council (B1042 Sandy to Potton) (50mph and 30mph Speed Limits) Order 201**"

Central Bedfordshire Council
Priory House
Services
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community

29 May 2015

Appendix C



POTTON TOWN COUNCIL

Transportation Manager
Central Bedfordshire Highways,
Woodlands Annexe,
Manton Lane,
Bedford
MK41 7NU

9th June 2015

Dear Transportation Manager

The Town Council has asked me to write to you with regard to the proposal of 50mph and 30mph speed limits on the B1042 Sandy to Potton.

The Town Council are in favour of a reduction in speed limits along the B1042 between Sandy and Potton, though in addition to the proposal Potton Town Council requests that a 40mph buffer zone is introduced from just before Deepdale junction to the 30mph zone in Potton.

The Deepdale junction and the B1042 between Deepdale and Potton has had numerous accidents over the years and this includes a number of fatalities.

The fatalities on the B1042 between Deepdale and Potton include one last summer in the early evening on the 15th July 2014.

I look forward to receiving a response with regard to the proposal.

Yours sincerely,

Mr J Whitehurst, Town Clerk.

THE COMMUNITY CENTRE, BROOK END, POTTON, BEDFORDSHIRE, SG19 2QS.

TELEPHONE: 01767 260086

Email pottoncouncil@btconnect.com

www.pottontowncouncil.co.uk



I wish to state that I agree that there is a problem with speed limits at the Deepdale crossing, but do not agree that 50 mph is a suitable speed for this junction.

The junction is at the bottom of a hill on a blind bend. As a pedestrian and cyclist, I would never use this stretch of road. As a car driver, I have come across cyclists, horse riders and people pushing bikes up the hill to Potton. They were entirely invisible until at a distance of between 10 and 15 metres. I have also had cars cross into my path when I have been driving down the hill as they took evasive action to avoid cyclists. I think that the Potton 30 mph zone should extend past the cemetery and that a 40 mph limit extending from just past the cemetery to just beyond the Deepdale junction would be the safest option. Currently the 30 mph is not effective until traffic reaches the Sutton Mill Road mini roundabout where it is forced to slow down.

I see no reason to limit the main stretch of this road to 50 mph. Visibility at the RSPB seems good. The extension of the 30 mph at Sandy appears sensible.

As a Potton resident and somebody who lives next to Sandy road, I recognise the problems at the junction at Deepdale. It's on a blind bend so if you don't know it's there, it's quite easy to drive around the bend and find another vehicle pulling out of the junction. The problem, in my opinion is due to drivers travelling too fast to see this junction and when they do, it's often too late to stop. In my opinion the stretch of Sandy road beyond Deepdale to Sandy itself is fine so a blanket 50mph limit is inappropriate because it will still be too fast to fix the root cause I've described.

Instead I would prefer to see an extension of the 30mph limit from Potton to Deepdale, perhaps with some clear signage to warn drivers to slow down as they enter the town. I would like to see the stretch from Deepdale to Sandy remain as national speed limit.

Please can you assure me that this alternative suggestion will be considered?

I would appreciate it if your council would consider the points below:

1. The proposed 50mph speed limit is unlikely to alleviate accidents at the Deepdale junction. The only feature that would significantly achieve that is speed bumps either side of the junction but particularly at the Potton side of the junction.
2. There appears to be no justification to introduce a speed limit over the whole stretch from Deepdale to Sandy as there is only one house and the RSPB on that road.
3. Traffic lights at the RSPB entrance would be detrimental to most road users. The RSPB have enough land there that could be used to create a sensible slip road from Potton into their facility and allow a central turning right area for traffic coming from Sandy and exit routes making it necessary for drivers to approach the main carriageway slowly. If the RSPB want to improve safety there this should be the cost responsibility of the RSPB and not be a financial burden on the Council.....a parallel situation as with any developer.
4. Pedestrians crossing the road and using footpaths near the RSPB should be obliged to approach either side by a fenced 'dog-leg' such that they cannot walk directly onto the road. The fences should have an appropriate warning of traffic. A 50 mph limit for this purpose is not justified.
5. I have no objection to the 30 mph extension when leaving Sandy although one could ask 'when will such extensions stop'.

I am fed up with every time there is a road problem the answer is the cheap and cheerful slap on a reduced speed limit. Deepdale is not a road problem it is a problem road. The permanent and life saving answer to it is spend some real money and get rid of the blind bend.

My response to this proposal need only be short and succinct;

I am wholly in favour of and welcome these proposals and especially the proposed extension of the 30mph out of Sandy to well beyond the Swaden junction. The reductions to 30 and 50mph are long overdue and trust they are implemented sooner rather than later.

I am writing as part of your public consultation on the new speed restrictions on the Potton > Sandy road, B1042. Is there a reason that this isn't on the consultations website so that we can easily support or raise comments rather than writing / emailing? I am about to forward this email address around groups on Facebook.

I live on this road just by the Deepdale junction, and over the last few years as the Council have approved the Deepdale Vets expansion and the area becoming more popular for walkers and dog walkers the traffic at this junction has increased significantly. During this time I have witnessed minor and major accidents approximately 5 times per year and the main reasons are:

- drivers getting up speed on the long hill coming down to the Deepdale junction from Sandy
- drivers going too fast coming from Potton and not seeing obstructions on or before the junction as they come around the corner, there are often rear end accidents around the junction.

While I wholeheartedly support having a lower speed limit on this patch of road I don't think that this goes far enough. I believe that a 40mph speed limit coming out of Potton to the top of the hill after the Deepdale junction, then moving to a 50mph to Sandy would be more appropriate. This would reflect what happens on the other roads out of Potton. Take for instance that there is a 40mph past the golf course on the Biggleswade Road.

In addition to all of this, there needs to be better signage of the need to SLOW - JUNCTION on the **road signs** and **on the road** itself on the approach to the junction, given that there are often slow vehicles and horses crossing and vehicles reversing out of driveways.

Last year the council approved the planning application for Greensands Campsite on Carthegena Road which will significantly increase junction traffic with Caravans / Motorhomes when development is complete (alongside the existing caravan club in Deepdale). I also note that there is a planning application for another house in Deepdale, and there is a limit to how far we can extend this area of development, tourism (triggered by growth in popularity of RSPB) and encourage walkers at the quarry/mast without making the junction safer. It is a lovely area for walking around the old quarry at Deepdale and a 40mph limit will protect those who enjoy it as well as those who live there.

I am not sure if this is also covered but there are no pavements across this stretch of road and there are frequent walkers down this road as part of RSPB and Deepdale walking routes, that could be better served, also improving safety.

I have seen the proposals to put in speed restrictions on the B1042. I do not disagree with 50mph, as that road can become slippery in winter, and has several unsighted points. I am not convinced extending the 30mph limit further out of Sandy will have much effect. It would be far more effective, I would have thought, to improve the Swaden junction – I have driven from Potton at 30mph, and still had people pull out in front of me, as it is a totally blind junction, and you do have to make the decision to pull out of Swaden unsighted, and just hope that there is nothing coming.

However I am deeply concerned by the signalised junction at RSPB and/or Deepdale. The RSPB is fairly busy at 8.30am and 5.00pm with people starting and finishing work, but is not busy enough to warrant traffic lights at other times. It would pull traffic on a main road to a

grinding halt, to let people in and out of a little private road, which does not seem to be an effective use of resources and would be a cause of extreme annoyance to most road users (I frequently have to stop behind cars waiting to turn into RSPB each morning, and traffic lights would only make this worse).

I would fully expect there to be a major increase in the number of rear-end collisions if traffic was constantly being brought to a standstill at this point, particularly as the road is full of bends, and a queue of stationary traffic would perhaps not be seen until the last minute. It would surely be far more sensible to widen the road to allow for a filter/waiting lane in the centre of the road at RSPB? Am not sure if there are plans for more than one signalised junction, as Deepdale is quite a way further down the road than the RSPB, so any junction at RSPB would not benefit Deepdale? If so, that would be even more unsuitable for this road.

I am all for road safety improvements, and I know that there have been many accidents on this road recently. I do think lowering the speed limit will help to make the road safer, but adding in extra lights/junctions will be a cause of frustration and annoyance to motorists, and will actually cause it's own set of accidents, with cars waiting at the traffic lights being rear-ended by other motorists coming around blind corners too fast!

I'm emailing regarding the 50mph speed limit proposed for this road. I support this but have a suggestion.

I have lived next to the Deepdale junction for 4 years and my view is that the biggest issue is that there are no signs in either direction indicating that there is a cross roads coming up.

Travelling from Potton people come round the corner, perhaps not expecting a junction and frequently find a line of cars standing in the road waiting for someone to turn right.

People travelling from Sandy towards Potton come down a long straight hill and are often, perhaps unwittingly, exceeding the current speed limit when they approach the junction.

I suggest new signs in both directions. Ideally electronic signs that are activated by cars at high speeds.

I am writing to voice my concern re the proposed speed limits for the crossing.

Given the road conditions I consider that reducing the limit to 50mph is not sufficient.

I understand that the stopping distance for well maintained vehicles in ideal driving conditions is 53m.

1. The crossing is in a hollow so it is likely that, due to vehicle momentum this distance may be longer.
2. Coming from Potton, there is a bend at approximately 60m from the crossing and thus vision is restricted.
3. Due to the hollow (and possibly the way the drainage has been constructed) coming from Sandy considerable amount of surface water collects with only medium rainfall. This would further affect the stopping distance.

Is it possible to have a 30mph limit either side of the crossing? I have experienced this restriction for certain junctions when travelling abroad. At the very least there should be advance signage and rumble strips (especially before the bend coming from Potton).

I am writing in response to your Public Notice concerning the above. I am a long term resident of Deepdale and over the last 10 or so years we have been trying to get a speed limit on the section of the road through our hamlet. There have been many accidents and frequent near misses over this time. It is our opinion that the speed limit should be no more than 40 mph from the end of the

30 mile zone in Sandy Road, Potton to half way up the hill after the Deepdale Crossroads. This has become even more urgent following the enlargement last year of the Vet's Practice in Deepdale Lane and increase in Dog Walkers in the locality as a consequence. I hope you will give this matter very serious thought and back the residents in their plea for increased safety, at the earliest opportunity.

I am the licensee at Xxxx, Deepdale, SG19 2NH, of a little five-pitch caravan park - a Certificated Location of the Caravan Club - which has been run peacefully here since December 1987. As the Caravan Club rules allow stays at Xxxxx site of anywhere between 1 night to 28 nights, our several guests naturally have to travel from Deepdale Lane either to the B1042 in the Potton or Sandy direction, or straight on towards Biggleswade via the crossroads with the B1042, to Carthage Road. Their tourist activities obviously mean they want to travel around the area quite frequently!

We live in fear almost every day of another accident or near-miss at this black spot. Since moving here in 1995, I have heard of and seen numerous bangs and crashes, some very serious, at this cross roads.

Mr and Mrs Xxxxxx lived at The Old House, Deepdale, SG19 2NH, near Mrs Xxxxxx, and gave me copies of correspondence* dated between 2006 and 2011 with Bedfordshire Highways, Bedfordshire County Council, MP Alistair Burt and Councillor Gurney. Mrs Xxxxxx will be more au fait with their efforts than I, but I myself tried to pursue the matter in July 2011 when Mr Xxxxx died. I received a reply from Alistair Burt, on 27th July 2011, including a copy* of Highways and Transport's reply to him - the only **non**-negative part of which was the undertaking by Basil Jackson (Assistant Director, Highways and Transport) to make known to Alistair and "the various enquirers" the results of a speed measurement investigation, which would take place when resources permitted.

**I have several letters here available for perusal.*

I subsequently contacted Highways Help Desk, at 239 Ampthill Road, Bedford MK42 9BD and the Police at 01234 841212.

At this point I became very despondent as **nobody seemed to appreciate the seriousness of the situation**, After that, both my next-door neighbours, both experienced and competent drivers, have had crashes upon trying to leave from their homes in Deepdale Lane. In 2014 I contacted Adam Zerny, who is doing his best to get sensible measures taken to slow down traffic coming from Potton towards Sandy on the B1042 road.

Whenever I have had the NECESSITY to cross the road to reach the two houses opposite, I have always been terrified that cars would come around the last bend and knock me over, so I now avoid dropping off Church Magazines or Christian Aid envelopes to these two properties. When families occupied the former Old Locomotive pub, their children had to be taken by taxi to local schools, as the danger had already been noted (this was between 13 and 15 years ago!!!).

Usage of this crossroads (no Council, it is **not** just a junction) has most definitely increased, and therefore the likelihood of accidents. Calming measures have been introduced in Sandy. We REALLY DO need them in Deepdale, and the expense for Deepdale will obviously be much less than that. It is now mid 2015 so PLEASE resolve this situation before another accident/fatality takes place.

I have looked at the proposal to impose a speed limit of 50mph between Sandy and Potton on the B1042. This proposal appears to identify 2 places of concern for speeding traffic, that is to say at the entrance to the RSPB and at the junction of Carthage Road where it forms a cross road with Deepdale Lane.

The intention of some form of traffic signal at the RSPB makes the need for a 50mph from Sandy to this point irrelevant.

Thereafter a speed limit up to Deepdale Lane is unnecessary, being merely a long stretch of open countryside.

Turning now to the Deepdale cross road, it is a fact that many accidents have occurred here notwithstanding the considerable care that regular users use to negotiate this junction. One reason for this that drivers leaving Potton can and do accelerate after leaving the 30mph limit near the cemetery and sometimes anticipating that overtaking is allowed start to do so early. It would be sensible to disallow overtaking at this junction as a simple safety measure particularly as safety is the reason for the proposal.

However speed limiting seems to be fundamental to the proposal and therefore a limit of say 40mph from some sensible point west of the Deepdale junction up to the 30mph Potton limit would create gradual slowing of traffic from Sandy into Potton but more importantly greatly reduce the speed of traffic leaving Potton to Sandy thereby making this junction very much safer.

It does not seem sensible to treat the whole road in the same way – there are few turnings or junctions on the majority of the stretch and a 50mph speed limit does not seem appropriate. Reducing the speed limit around Deepdale would be more sensible, rather than the whole section to Sandy. It may well cause more people to take chances overtaking slower traffic past the RSPB, and frustrating drivers. I would urge the council to consider an alternative approach.

There is a huge need for at least a 40mph speed limit through Deepdale, I think as well as the bumps that are noted many are not, there is a road sign lying in the grass on the Sandy side of the Carthage Road corner, it has been there for sometime it is rather bent so I can only assume it had been hit by a vehicle, was this noted? Sometimes I cross to the post box pushing a child in a buggy and leading a dog, I stand and listen carefully before attempting this and returning from the post is more worrying.

I wonder how many people who make the decisions regarding the need for some speed restrictions have ever visited this junction/crossroads especially at busy times when people are trying to drive to work.

The amount of traffic that uses the junction has increased enormously over the last few years and will continue to do so if the businesses (which also includes the Stockers farm) are to flourish.

Do we just wait for more accidents serious or otherwise?

As residents of Deepdale, we wish to comment on the proposals for speed restrictions between Potton and Sandy as follows:

1. We cannot see the reason for reducing the speed limit between Sandy and Potton to 50 mph. It is not a dangerous road and is very easily driven. There have been very few accidents on this road (apart from at the Deepdale junction – see later); those that happened at the start of this year were as a result of resurfacing error.
2. Why are signals needed at the exit from the RSPB? Apart from possibly in the evening when staff are leaving, there is very little traffic using this junction. When leaving the RSPB the visible splay is sufficient to pull out safely. If signals are utilised then they should operate on a sensor as for most of the day, they will not be needed.
3. Between Potton and Sandy, the one point where there have been a significant number of accidents (some fatal) is at the crossroads between the B1042/Carthage Road /Deepdale Lane. Accidents have occurred either at the crossroads or on the hill from the crossroads

easterly towards Potton. This junction is also an important crossing point over the B1042 for cyclists, walkers and horse-riders. Your proposals leave a junction with a 50 mph. main road crossing two 60 mph. roads. We believe there should be a 40 mph. limit starting from the west of the crossroads and continuing until it reaches the 30 mph. limit at Potton. Apart from improving safety at the cross roads, where visibility is severely restricted (considerably more so than the junction of Swaden near Sandy), it will slow traffic down approaching Potton and make it safer for traffic negotiating the bends leaving Potton.

4. In addition to the 40 mph. limit safety along this part of the road, it would also benefit from enhanced warning road markings on the bends leaving Potton (similar to the red warning markings used at Girtford Bridge in Sandy).
5. A restriction on overtaking for easterly-bound traffic on the B1042, beginning to the west of the Deepdale junction, would also help to slow traffic and enhance a safe passing of the Deepdale/Carthagena Road junctions.

With reference to recent correspondence in regard to a new speed limit on the B1042 from Potton to Sandy, I wish to lodge the following points:

1. It is impossible to see traffic from the left when pulling out of Deepdale, regardless of speed limit 2. A speed limit will not be enforceable as no camera van could safely stop on the road, even if the funds were available.
3. It is clear and unavoidable that a roundabout is needed at Deepdale - Carthagena Rd, together with the associated improvements to visibility and approach.
4. The incorrect road surface has been applied on the bends, and this is why cars fly off on the corners when it rains or is icy, or under braking.
5. Traffic is increasing and the B1042 is becoming a major thoroughfare, speed is not the issue, visibility and grip are the issues.

I live in Deepdale Potton, and my life is in jeopardy every time I cross the road or turn left out of Deepdale Lane, I have already had one car written off when I was hit by another car, and I would like to ask for a 30 mile speed limit on the B1042 Potton Road that goes through Deepdale.

We live at Xxxxx Xxxxxx just up (east) from the crossroads at Deepdale.

We have seen so many accidents right outside our house with *many many* cars coming up the hill eastwards with the 60mph speed limit - it's only a matter of time before somebody is killed right in our property.

The latest accident was Saturday 20/06/15 (just two days ago).

Eastbound, where people can't see round the bend, and still within the speed limit and wrong road conditions, they **regularly** leave the road and travel straight through our field fencing into the field we keep our horses. This continually leaves us worried for the safety of our horses and other oncoming road users, never mind the expense of fixing the fencing every time.

If the road from the RSPB onwards towards Potton was max 40mph and supported with a camera, these accidents could be drastically reduced.

The Deepdale crossroads are also a site of many accidents and a recent fatality. What does it take to be realistic and reduce the speed limit for safety's sake? This can only have beneficial results for all the traffic using that road.

There is now more traffic using the Deepdale turning for the new Veterinary facility and potentially more on the opposite side (Sutton) with the planning for a camp site with living in lodges being granted in the disused quarry. There are also regular motorcycle events there with hundreds attending.

Most area's with housing are granted 30mph and even 20mph limits - I really don't understand why, when leaving our house, we have to contend with 60mph cars passing. To ride my horses or walk out onto that road is dangerous at best especially with the pavement starting opposite our house being overgrown and only approx. 18inches wide! Cyclists too are out of site when riding up the hill and round that bend.

Please consider reducing the speed limit to a SAFE level - at most 40mph but better at 30mph with measure to enforce co-operation before another person dies.

My husband and I live at Fen Farm on Carthagera Road. I would like to voice my concern over the dangerously high speeds that vehicles travel on the B1042 through Deepdale, particularly at the crossing / junction with Carthagera Road.

Being a horse rider, I frequently follow the Skylark ride circuit which comes along Carthagera Road and then crosses the B1042 at Deepdale. This crossing feels frightening which ever way it is approached but is especially hazardous when crossing from the north side into Carthagera Road. Visibility is cut short by the bend going up the hill and so traffic coming out of Potton towards Sandy does not come into view until approx 40m away. When you are on a horse it is essential to stop and wait until there is no traffic noise audible from either direction before attempting to cross, despite this, there have been occasions when the wind combined with quiet engines has meant I have begun to cross and had to stop abruptly in the middle of the road as a fast car has come into view. All I can do then is hope my horse does not react in fear and try to bolt forwards. I am always extremely vigilant at this crossing but have had to make an emergency stop twice under these circumstances and have been told by other horse riding friends that it has happened to them too.

Another major concern is at hay time - June/July - when my husband needs to cut, turn and bale his crop of hay in the field that runs alongside the B1042 on the north side. This requires crossing the road using large tractors pulling either a baler, turning device or trailer. The combined length of the tractor and trailer is about 40' and is slow moving, taking about 8sec to completely cross the road. Despite having someone on the south side of the road advising when the B1042 is clear, the speed of traffic coming from Potton means that vehicles often come into view at the last moment, not giving the tractor and trailer enough time to clear crossing the road, enforcing an emergency stop from the vehicle travelling on the B1042. The fear of using this crossing used to make my father-in-law sick and I'll with worry.

It has also frightened me to witness seeing young children cycling up the hill towards Potton and having to get off their bikes and push. Once they are around the bend, they are completely unseen by traffic coming up behind them. The combination of speed, a steep bank and the way in which vehicles hug the bend, especially the lorries because of their extra width is a recipe for disaster.

Finally, now that a recently enlarged veterinary practise has opened up in Deepdale, there are many more vehicles using this piece of road, so along with horse riders, ramblers, cyclists, joggers and pedestrians accessing the post box, it has become a very busy and dangerous crossing. I would consider that a 30mph speed limit on the B1042 would be the sensible choice if you are taking into account the safety of all these road users - are you?

I would like to voice my concern regarding the speed limit on the deepdale road. I live in the first cottage on warren farm, I have lived here for the past sixteen years and I have experienced far to

Many car accident's, some have been life changing which I feel could have been avoided !

I spend most of my spare time in my garden, so when I do here a screech of car tyres and a loud band I normally first on the scene, you would be surprised how many accident's there have been, i

Normally sweep the road of debris and am sure these incidents go unreported, and have even stored vehicles on my land prior to the recovery contractors arrival.

This road is used to the maximum speed limit, I have even been over taken when I turn into carthagena road.

The council have reduced the speed limit in potton, Blackbird street, to 20 mph, and I can not think why, but you still allow forty foot lorries to use this road. Just this evening a large Madenley mulch vehicle

Blocked the road, causing other road users to mount the kerb to avoid having there car damaged .

With all the evidence you have from local people, I am sure you will think of the safety / wellbeing of all the road users and reduce the maximum speed limit.