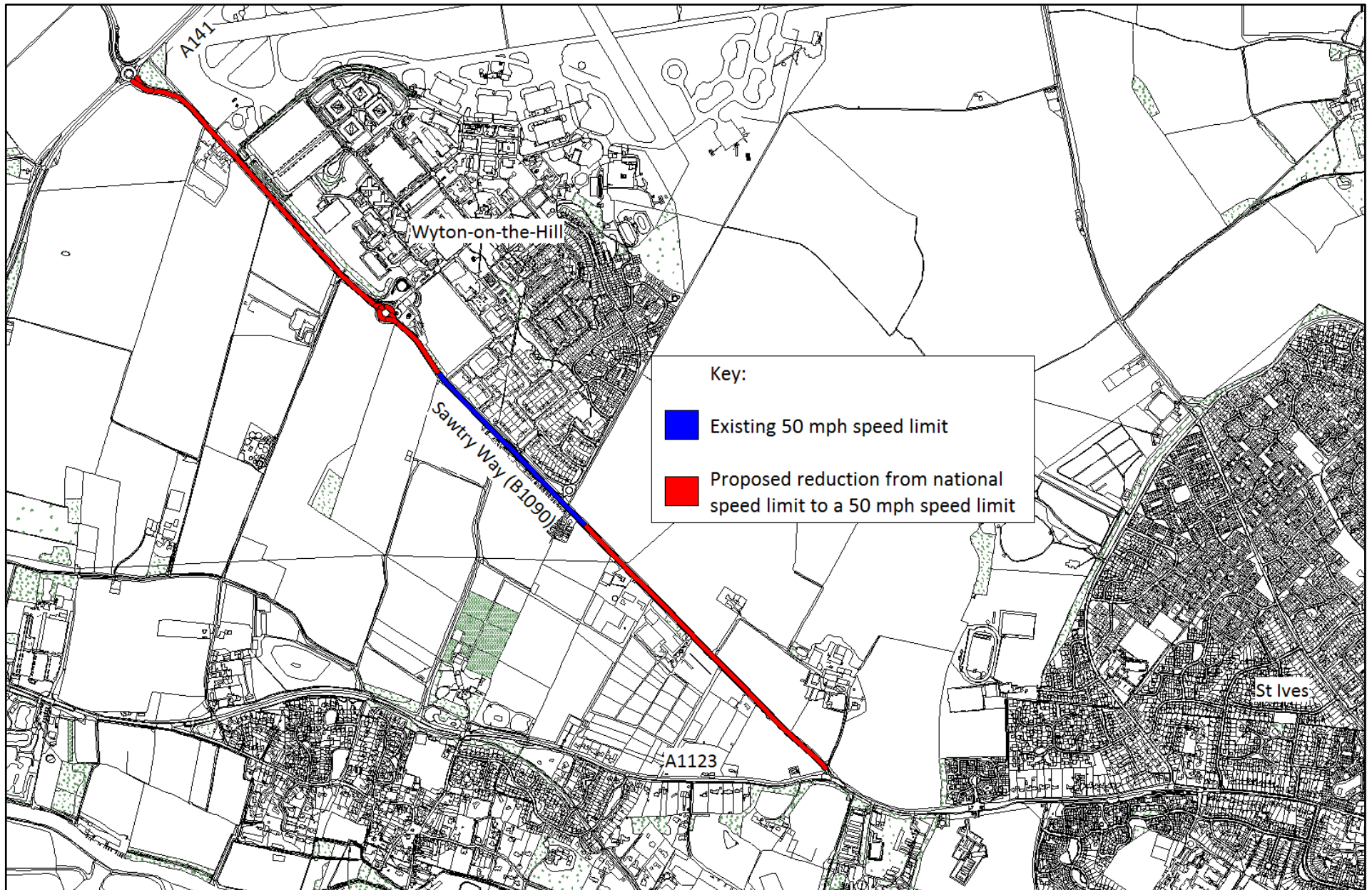


The map displays the Huntingdon and St Ives area in Cambridgeshire, UK. The River Great Ouse is prominent, flowing through the region. Key locations include Huntingdon, Wyton-on-the-Hill (circled in black), St Ives, and Hemingford Grey. Major roads like the A141 and A1307 are visible. Landmarks such as Hinchingsbrooke Hospital, Dobbies Garden Centre, and the National Trust Houghton Mill are marked. The map also shows various smaller towns and villages like Godmanchester, Bampton, and Fenstanton.

Appendix 2:



Appendix 3:

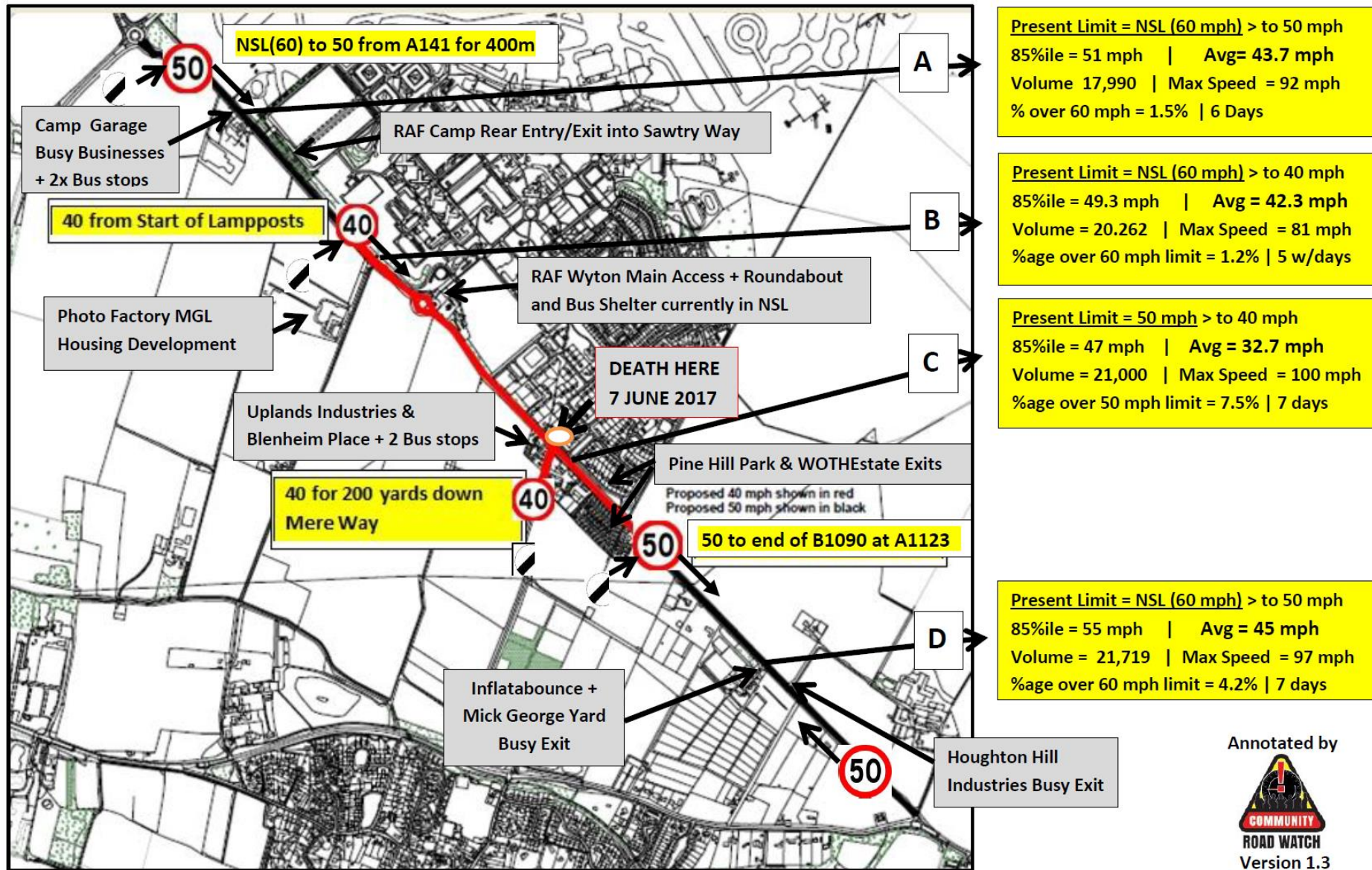
Department for Transport (DFT) setting local speed limits circular 01/2013, point 127 of section 7.2 – single carriageway rural roads

Table 2 Speed limits for single carriageway roads [\[footnote 8\]](#) with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

Appendix 4:

Sawtry Way traffic data for LHI 21/22 project (from Mick George Armadillo Logger) during lockdown No. 3



Appendix 5:

No	Comments	Officer's Comments
1	There are a lot of very frustrated people in the county who have been asking for speed limits or reduced ones that have been told no because the police will not support the request.	<p>The police's decision as to whether or not to support a speed limit proposal is usually based on the speed survey data provided to them by county council officers. Officers also use county council and national policy and guidance to assess speed limit requests and the outcome of this may also be discussed with the police.</p> <p>Proposed speed limits should be supported by the police. If the police are not supportive communities must ensure that expectations over the likely level of compliance with the limit are managed.</p>
2	The volume of traffic has significantly increased and there are now many mobile homes where there was once a mushroom farm.	<p>An increase in the volume of traffic is not a standalone reason to reduce a speed limit.</p> <p>Planning permission for the mobile home park was granted with the existing 50 mph speed limit in place. The mobile home park is effectively a gated community accessed from the B1090 and is located behind a hedge so does not significantly alter the character of the road.</p>
3	A speed limit of 50 mph is far too high	Requests for reduced speed limits are assessed against current county and national policy and guidance to determine the appropriate speed limit for that location.
4	During the time I have lived at WOTH I have seen the results of numerous road traffic accidents on Sawtry Way. In my view the majority of traffic accidents have been caused by excessive speed.	<p>Data on road traffic collisions involving personal injury are considered during the assessment process of speed limit requests.</p> <p>Personal speculation on causation of road traffic collisions is not taken into account as part of this process.</p>
5	In recent years there has been a noticeable increase in the volume HGVs and cars. The quantity and speed of these vehicles impacts on the quality of life for residents in the immediate area.	<p>An increase in the volume of traffic is not a standalone reason to reduce a speed limit.</p> <p>Many roads within the county have experienced similar increase in the volume of traffic and speed. Measures taken to address this need to comply with current county council and national policy and guidance.</p>
6	I have been subject to extremely dangerous bow waves from HGVs and double decker buses. During very recent	Current Highway Code guidance states that the safe passing distance of cyclists on the

	<p>rain I was completely soaked by two bow waves and accompanying rainwater from two double decker buses travelling at speed (but probably no faster than 50mph) in close proximity causing me to very nearly lose control.</p>	<p>carriageway should in excess of 1.5m when travelling at speeds above 30 mph.</p> <p>Although in some instances this may not always completely prevent the effects of bow waves.</p>
7	<p><i>With regard to the explanatory note in the Statement of Reasons: The speed limit is also more in keeping with the roads of similar characteristics in the surrounding area.</i></p> <p>This is factually wrong as the roads which have a 50 mph limit in the area are not of similar characteristics.</p> <p>I would appreciate being informed as to which local roads are taken to be <i>of similar characteristics</i>, as I am unaware of such, having lived in the area since 1971.</p> <p>May I suggest Sawtry Way is more comparable with the 40 mph speed limit existing on Houghton Hill, and should therefore have its own limit of 40 mph throughout its length.</p>	<p>In setting an appropriate speed limit for a road an assessment process is undertaken that considers a number of factors including the following:</p> <ul style="list-style-type: none"> • General character of the road • Type and extent of roadside development • Road traffic collision history • Current vehicle speeds • Road geometry and engineering • Composition of road users • Road function <p>The comparison was made with the existing 50 mph limit on the A1123 from Hartford roundabout to Houghton on the Hill.</p> <p>The assessment of the speed limit proposals for Sawtry Way took into account the factors listed above.</p>
8	<p>Having been familiar with this road as a driver for over 50 yrs the proposed general limit along this road is too high. I have witnessed accidents, potential accidents and the results of accidents over those years. All have been caused through driving at excess speeds.</p>	<p>Data on road traffic collisions involving personal injury are considered during the assessment process of speed limit requests.</p> <p>Personal speculation on causation of road traffic collisions is not taken into account as part of this process.</p>
9	<p>32/44 T lorries with material to deliver to the recycling depot at the A141 end have to reverse into the yard from the road, reversing indeed, in what is now a NSL area.</p>	<p>It is the responsibility of the driver undertaking the manoeuvre to ensure that they take appropriate action to do this safely.</p>
10	<p>A reduction to 40 mph on the whole stretch of road would be in line with your Vision Zero Partnership.</p>	<p>Requests for reduced speed limits are assessed against current county council and national policy and guidance to determine the appropriate speed limit for that location.</p> <p>A lower speed limit does not necessarily mean that there will be a reduction in road traffic collisions. For a speed limit to be effective there needs to be a good level of compliance with it.</p>

		Implementing a speed limit that is likely to have a poor level of compliance can put road users at risk as they have an expectation that the posted speed limit will be observed by drivers
11	Roads with 50 mph speed limits around here all seem to be A-class roads, whereas Wyton on the Hill lies next to the B1090, a lower class of road, which should attract a lower speed limit given the number of exits on to that stretch, many not being signposted in any way.	<p>50 mph speed limits are not reserved solely for use on A class roads.</p> <p>Requests for reduced speed limits are assessed against current county council and national policy and guidance to determine the appropriate speed limit for that location.</p> <p>Part of this scheme involves reviewing the current road traffic signing with a view to change it to reflect the road layout, including the junctions.</p>
12	Viewing comparable routes in Cambridgeshire would suggest that 40 mph is the preferred speed limit. This is supported by your own proposal for Potton Road, Mill Hill, B1040 (Gamlingay) 40 mph Speed Limit Order	<p>Requests for reduced speed limits are assessed against current county and national policy and guidance to determine the appropriate speed limit for that location.</p> <p>On occasion the outcome of this assessment may result in roads that appear very similar having different speed limits. This is often to do with the speed survey data that is obtained.</p>
13	Any speeding in the existing 50 stretch is not persistent as two 25/5 logger surveys have produced with 85%iles under 50 mph.	<p>The location of the speed data equipment was opposite the WOTH turning into the former RAF housing. The results were skewed by the number of vehicles slowing to turn into the development.</p> <p>Hand-held radar surveys which recorded only free flowing vehicles resulted in much higher mean and 85th percentile speeds that are not consistent with achieving a high level of compliance with a 40 mph speed limit.</p>
14	Having rejected a 40 end to end in 2018, the CCC proposed a schema of 50 mph end to end but with the residential 50 mph stretch reduced to 40 mph. That CCC schema has now been withdrawn and instead we end up with the 50 mph end to end TRO we see, that really does not improve the welfare or safety of residents at all.	<p>The proposal to reduce the existing 50 mph limit to a 40 mph limit was a proposal and not a given.</p> <p>The proposal needed to be assessed for compliance with County Council and National speed limit policy and guidance. Through doing this it became apparent that a 40 mph speed limit was not appropriate.</p>