

Cambridgeshire County Council

A & B ROAD SPEED LIMIT REVIEW

Road Name: B1042/A603

Priority Number: 29

Site Name: Tadlow to Cambridge

1. SITE ASSESSMENT

- 1.1 The section of the **B1042** under review extends from the county boundary, west of Tadlow to the A1198/A603 roundabout. The 6.51 km long section of the B1042 has 'rural' and 'partially developed' environments along its length and is a single carriageway road throughout. The road is subject to speed limits of 50 mph and 60 mph.
- 1.2 The section of the **A603** under review extends from the A1198/B1042 roundabout to the 30 mph gateway at the entry to Cambridge city. The 12.95 km long section of the A603 has 'rural', 'partially developed' and 'village' environments along its length and is a single carriageway throughout except for a 0.5 km long dual carriageway section at the M11 interchange. The road is subject to speed limits of 40 mph, 50 mph, 60 mph and 70 mph.
- 1.3 The national accident rate for rural roads is 35 accidents per 100 million vehicle kilometres, 66 accidents per 100 million vehicle kilometre for semi-urban / partial development areas and 100 accidents per 100 million vehicle kilometres for built-up areas / villages.
- 1.4 For the purpose of this study, the route under investigation is divided into 22 links based on environment and road characteristics.

B1042

Link 1

This is a 0.1 km long single carriageway section from the county boundary to the 50 mph gateway west of Tadlow. No pedestrian / cycle facility is provided. It has a national speed limit of 60mph and the general nature is rural.

No personal injury accident was reported on this link in a 3-year (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 0.

No Speed data is available for this link. The average annual daily traffic flow (AADT) is 6,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	--	--
Slight Collisions	0	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	0 A/100mvkm (National Average: 35 A/100mvkm)	
Date Range	3 Years	

Link 2

This is a 1.52 km long single carriageway section from the 50 mph gateway west of Tadlow to the national speed limit gateway east of Tadlow. No pedestrian / cycle facility is provided. This link has a speed limit of 50mph and the general nature is rural / partial development. The road has straight sections with tight bends. The bends are marked with red in-filled ladder markings and marker posts are provided.

Three personal injury accidents were reported on this link in a 3-year (November 2006 - November 2009). Of the 3 reported accidents, 2 were slight injury accidents and 1 was fatal. The accident rate per 100-million vehicle kilometre for the link is 26.9.

The average speed is 53.72 mph for eastbound traffic and 50.27 mph for westbound traffic. The average speed over the link is 52 mph. The average annual daily traffic flow is 6,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis.

The lower speed limit on this link highlights the change in the road environment. Based on speed data, no change in speed limit is justified.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	50	50
Mean Speed (mph)	53.72	50.27
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	1	
Accident Rate/100mvkm	26.9 A/100mvkm (National Average: 35 A/100mvkm)	
Date Range	3 Years	

Link 3

This is a 3.02 km long single carriageway section from the national speed limit gateway east of Tadlow to the Mill Lane junction. No pedestrian / cyclist facility is provided. The link has a national speed limit of 60mph and the general nature is rural / partial development. The road has straight sections with bends.

Seven personal injury accidents were reported on this link during a 3-year period (November 2006 - November 2009). Of the 7 reported accidents, 6 were speed related (2 serious injury accidents and 4 slight injury accidents). The accident rate per 100-million vehicle kilometre for the link is 27.1.

The average speed is 56.2 mph for eastbound traffic and 56.46 mph for westbound traffic. The average speed over the link is 56.33 mph. The average annual daily traffic flow is 6,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is justified.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	56.2	56.46
Slight Collisions	5	
Serious Collisions	2	
Fatal Collisions	0	
Accident Rate/100mvkm	27.1 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 4

This is a 0.89 km long single carriageway section from the Mill Lane junction to the Valley Court access. No pedestrian / cycle facility is provided. The link has a national speed limit of 60mph and the general nature is of partial development. The road has a curvy horizontal alignment.

One slight injury accident was reported on this link in a 3-year (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 15.3.

The average speed is 53.39 mph for eastbound traffic and 49.55 mph for westbound traffic. The average speed over the link is 51.47 mph. The average annual daily traffic flow is 6,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on accident grounds. Based on recorded mean speed a reduced limit of 50 mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	53.39	49.55
Slight Collisions	1	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	15.3 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 5

This is a 0.98 km long single carriageway section from the Valley Court access to the A1198/A603 roundabout. No pedestrian / cycle facility is provided. The link has a national speed limit of 60mph and the general nature is rural.

No personal injury accidents were reported in this link in a 3-year (November 2006-November 2009). The accident rate per 100-million vehicle kilometre for the link is 0.

The average speed is 48 mph for eastbound traffic and 46.8 mph for westbound traffic. The average speed over the link is 47.4 mph.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on recorded mean speed a reduced limit of 50 mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	48	46.8
Slight Collisions	0	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	0 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

A603

Link 6

This is a 1.5 km long single carriageway section from the 'A1198/B1042 roundabout' to the 40 mph gateway west of Wimpole village. A pedestrian / cycle facility is provided on either side of the road for part of this link. The link has a national speed limit of 60mph and the general nature is rural. The roundabout area is lit.

Three personal injury accidents were reported on this link in a 3-year period (November 2006 - November 2009). Of the 3 reported accidents, 2 were slight injury accidents and 1 was a serious injury accident. The accident rate per 100-million vehicle kilometre for the link is 17.1.

The average speed is 54.27 mph for eastbound traffic and 47.78 mph for westbound traffic. The average speed over the link is 51.03 mph. The average annual daily traffic flow is 10,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on the recorded mean speed, a reduction in the limit to 50mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	54.27	47.78
Slight Collisions	2	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	17.1 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 7

This is a 0.65 km single carriageway section long from the 40 mph gateway west of Wimpole village to the national speed limit gateway east of Wimpole village. A pedestrian / cycle facility is provided on both sides. This link has a speed limit of 40mph and the general nature is of a village.

One slight personal injury accident was reported on this link in a 3-year period (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 13.1.

The average speed is 39.02 mph for eastbound traffic and 42.02 mph for westbound traffic. The average speed over the link is 40.52 mph. The average annual daily traffic flow is 10,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	40	40
Mean Speed (mph)	39.02	42.02
Slight Collisions	1	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	13.1 A/100mvkm (National Average: 100 A/100mvKm)	
Date Range	3 Years	

Link 8

This is a 0.35 km long single carriageway section from the national speed limit gateway east of Wimpole village to 100m east of the Wimpole Hall junction. A pedestrian / cycle facility (off-road) is provided on one side of the road. The link has a national speed limit of 60mph and the general nature is of partial development.

One serious personal injury accident was reported on this link in a 3-year period (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 24.4.

The average speed is 42.34 mph for eastbound traffic and 45.62 mph for westbound traffic. The average speed over the link is 43.9 mph (50 spot speed count both directions). The average annual daily traffic flow is 10,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on the recorded mean speed a reduced speed limit of 50 mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	42.34	45.62
Slight Collisions	0	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	24.4 A/100mvkm (National Average: 100 A/100mvKm)	
Date Range	3 Years	

Link 9

This is a 0.68 km long single carriageway section from 100m east of the access to Wimpole Hall to the Fishers Lane junction. An off road pedestrian / cycle facility is provided on one side of the road. The link has a national speed limit of 60mph and the general nature is rural.

No personal injury accidents were reported on this link in a 3-year period (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 0.

The average speed is 50.95 mph. The average annual daily traffic flow is 10,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on the recorded mean speed a reduced speed limit of 50 mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	50.95	
Slight Collisions	0	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	0 A/100mvkm (National Average:35 A/100mvKm)	
Date Range	3 Years	

Link 10

This is a 0.67 km long single carriageway section from the Fishers Lane junction to the end of the developed frontage on Hillside. An off-road pedestrian / cycle facility is provided along one side of the road. The link has a national speed limit of 60mph and the general environment is of partial development.

Two slight personal injury accidents were reported on this link in a 3-year (November 2006 - November 2009). The accident rate per 100-million vehicle kilometre for the link is 25.5.

The average speed is 50.95 mph for eastbound traffic and 51.20 mph for westbound traffic. The average speed over the link is 51.08 mph. The average annual daily traffic flow is 10,700. Pedestrian activity is medium whilst cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on the recorded mean speed a reduced speed limit of 50 mph is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	50.95	51.20
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	25.5 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 11

This is a 2.1 km long single carriageway section from the end of the developed frontage on Hillside to the Eversden Road junction. No pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is rural. The road follows a rolling terrain.

Two slight personal injury accidents were reported on this link during a 3-year between November 2006 and November 2009). The accident rate per 100-million vehicle kilometre for the link is 8.1.

The average speed is 61.2 mph for eastbound traffic and 59.9 mph for westbound traffic. The average speed over the link is 60.1 mph. The average annual daily traffic flow is 10,700. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	61.2	59.9
Slight Collisions	2	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	8.1 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 12

This is a 0.15 km long single carriageway section from the Eversden Road junction to 100m north of the Harlton Road junction. No pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is of partial development.

Two personal injury accidents were reported on this link during a 3-year period between November 2006 and November 2009, of which one was a slight injury accident and the other serious. The accident rate per 100-million vehicle kilometre for the link is 112.7 which is a factor of the extremely short length of this link.

The average speed is 53.5 mph for eastbound traffic and 54.5 mph for westbound traffic. The average speed over the link is 54 mph.

Although the link has an accident rate higher than the DfT acceptable limits, it is too short to be considered in isolation.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	53.5	54.5
Slight Collisions	1	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	112.7 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 13

This is a 1.95 km long single carriageway section from 100m north of Harlton Road junction to the Radio Astronomy observatory access. No pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is rural.

Two slight personal injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 8.7.

The average speed is 62.83 mph for eastbound traffic and 61.03 mph for westbound traffic. The average speed over the link is 61.93 mph. The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is recommended..

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	62.83	61.03
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	8.7 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 14

This is a 1.1 km long single carriageway section from the Radio Astronomy Observatory access to access to the sewage pumping station. No pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is of partial development.

Two slight personal injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 15.4.

The average speed is 57.12 mph for eastbound traffic and 62.35 mph for westbound traffic. The average speed over the link is 59.74 mph. The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is low.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	57.12	62.35
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	15.4 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 15

This is a 0.42 km long single carriageway section from the sewage pumping station access to the Orchard Farm entrance. An off-road pedestrian facility provided on one side of the road. This link has a national speed limit of 60mph and the general nature is of a village / partial development.

One slight injury accident was reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 20.1.

The average speed is 56.27 mph. The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is medium.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	--
Mean Speed (mph)	56.27	
Slight Collisions	1	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	20.1 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 16

This is a 0.47 km long single carriageway section from the Orchard Farm entrance to the 40 mph gateway west of Barton. An off-road pedestrian / cycle facility is

provided on one side of the road. This link has a national speed limit of 60mph and the general nature is rural.

One serious injury accident was reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 18.1.

The average speed is 53 mph for eastbound traffic and 53.1 mph for westbound traffic. The average speed over the link is 53.1 mph.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on accident basis.

Based on speed data, no change in speed limit is recommended.

Assessment Framework	Eastbound	Westbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	53	53.1
Slight Collisions	0	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	18.1 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 17

This is a 0.64 km long single carriageway section from the 40 mph gateway west of Barton to the national speed limit gateway north of Barton. A pedestrian / cycle facility is provided. This link has a speed limit of 40mph and the general nature is of a village. The road has a curvy horizontal alignment. Pedestrian and cyclist activity is medium.

Two slight injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 26.4.

The average speed is 35.61 mph for northbound traffic and 40.53 mph for southbound traffic. The average speed over the link is 38.07 mph. The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is high.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. Based on speed data, no change in speed limit is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	40	40
Mean Speed (mph)	35.61	40.53
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	26.4 A/100mvkm (National Average: 100 A/100mvKm)	
Date Range	3 Years	

Link 18

This is a 0.45 km long single carriageway section from the national speed limit gateway north of Barton to 100m north of the New Road junction. An off-road pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is of partial development.

One serious injury accident was reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 18.8.

The average speed is 46.88 mph for northbound traffic and 51.90 mph for southbound traffic. The average speed over the link is 49.39 mph. The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is medium.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on accident basis. Based on the recorded mean speed a reduced speed limit of 50 mph is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	46.88	51.90
Slight Collisions	0	
Serious Collisions	1	
Fatal Collisions	0	
Accident Rate/100mvkm	18.8 A/100mvkm (National Average: 66 A/100mvKm)	
Date Range	3 Years	

Link 19

This is a 0.5 km long single carriageway section from 100m north of the New Road junction to the M11 roundabout. An off-road pedestrian / cyclist facility is provided. This link has a national speed limit of 60mph and the general nature is rural.

Two slight injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 33.8.

The average speed is 40.16 mph for northbound traffic and 40.8 mph for southbound traffic. The average speed over the link is 40.48 mph (50 spot speeds both directions). The average annual daily traffic flow is 10,800. Pedestrian and pedal cycle activity is medium.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on accident basis. Based on the recorded mean speed a reduced limit of 50 mph is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	40.16	40.8
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	33.8 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 20

This is a 0.5 km long dual carriageway section from the M11 roundabout to the Coton Road roundabout. A pedestrian / cycle facility is provided. This link has a national speed limit of 70mph and the general nature is rural.

One slight injured personal injury accident was reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link is 16.9.

The average speed is 47.7 mph for northbound traffic and 46.6 mph for southbound traffic. The average speed over the link is 47.2 mph. Pedestrian and pedal cycle activity is medium.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on an accident basis. However, any change in speed limit needs to be considered in combination with the links either side, given the short length of the link. Therefore, a reduced limit of 50 mph is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	70	70
Mean Speed (mph)	47.7	46.6
Slight Collisions	1	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	16.9 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 21

This is a 0.25 km long dual carriageway section from the Coton Road roundabout to 0.25km north of roundabout. An off-road pedestrian / cycle facility is provided on one side of the road. This link has a national speed limit of 70mph and the general nature is rural.

Two slight personal injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. The accident rate per 100-million vehicle kilometre for the link overall is 67.6 but all of the accidents occurred at the roundabout.

The average speed is 40 mph for northbound traffic and 42.6 mph for southbound traffic. The average speed over the link is 41.3 mph. Pedestrian and pedal cycle activity is medium.

The link has an accident rate above the DfT acceptable limits although all the accidents are at the roundabout entry but the link is too short to be considered in isolation and needs to be considered with the links either side. Therefore, a reduced limit of 50 mph is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	70	70
Mean Speed (mph)	40	42.6
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	0	
Accident Rate/100mvkm	67.6 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

Link 22

This is a 0.91 km long single carriageway section from 250m north of the Coton Road roundabout to the 30 mph gateway into Cambridge. An off-road pedestrian / cyclist facility is provided on one side of the road. This link has a national speed limit of 60mph and the general nature is rural.

Three personal injury accidents were reported on this link during a 3-year period between November 2006 and November 2009. Of the 3 accidents, 1 was fatal and 2 were slight injury accidents. The accident rate per 100-million vehicle kilometre for the link is 25.6.

The average speed is 49.01 mph. The average annual daily traffic flow is 11,773. Pedestrian and cycle activity is medium.

The link has an accident rate within the DfT acceptable limits. Hence, no change in speed limit is recommended on accident basis. Based on the recorded mean speed a reduced 50 mph speed limit is recommended.

Assessment Framework	Northbound	Southbound
Local Speed Limit (mph)	60	60
Mean Speed (mph)	49.01	
Slight Collisions	2	
Serious Collisions	0	
Fatal Collisions	1	
Accident Rate/100mvkm	25.6 A/100mvkm (National Average: 35 A/100mvKm)	
Date Range	3 Years	

2. ACCIDENT SUMMARY

B1042

Eleven personal injury accidents were reported over a 3-year period between November 2006 and November 2009 of which 10 were speed related with 7 slight injury accidents, 2 serious injury accidents and 1 fatal accident.

A603

Thirty three personal injury accidents were reported over the same period of which 28 were speed related with 22 slight injury accidents, 5 serious injury accidents and 1 fatal accident.

3. **SUMMARY**

- 3.1 A reduced limit of 50 mph is recommended on Links 4 and 5 on the B1042.
- 3.2 In light of the recorded mean speeds on Links 6 to 10 a reduced limit is recommended other than in Wimpole village where the existing 40 mph limit is to be retained.
- 3.3 Similarly on Links 18, 19 and 22 a reduced limit of 50mph is recommended. Link 21 has a higher than acceptable accident record and a lower limit of 50mph would also be appropriate given the recommendation for Link 22. Link 20 is a short link which makes enforcement difficult when its limit is different to the links either side. Therefore, a 50 mph limit is also proposed to achieve consistency.

SUMMARY TABLE

Link No	Location	Length (km)	Speed Limit	AADT	Mean Speed	Injury accidents (3 Year)	Injury accident rate per mvkm	Recommendations
B1042								
1	From the county boundary to the 50 mph gateway south of Tadlow	0.1	60	6,700	--	0	0	No change in speed limit
2	From the 50 mph gateway south of Tadlow to the national speed limit gateway north of Tadlow	1.52	50	6,700	52	3	26.9	No change in speed limit
3	From the national speed limit gateway north of Tadlow to the Mill Lane junction	3.02	60	6,700	56.33	7	27.1	No change in speed limit
4	From the Mill Lane junction to the Valley Court access	0.89	60	6,700	51.47	1	15.3	Reduce speed limit to 50mph
5	From Valley Court access to the A1198 roundabout.	0.98	60	6,700	47.4	0	0	
A603								
6	From the A1198 roundabout to the 40 mph gateway west of Wimpole	1.5	60	10,700	51.03	3	17.1	No change in speed limit
7	From the 40 mph gateway west of Wimpole village to the national speed limit gateway east of Wimpole village	0.65	40	10,700	40.52	1	13.1	
8	From the national speed limit gateway east of Wimpole to 100m east of the Wimpole Park junction	0.35	60	10,700	43.9	1	24.4	Reduce speed limit to 50 mph
9	From 100m east of the Wimpole Park junction to the Fishers Lane junction	0.68	60	10,700	50.95	0	0	Reduce speed limit to 50 mph
10	From Fishers Lane junction to the end of the developed frontage on Hillside	0.67	60	10,700	50.95	2	25.5	Reduce speed limit to 50 mph

11	From end of the developed frontage on Hillside to the Eversden Road junction	2.1	60	10,700	56.2	2	8.1	No change in speed limit
12	From the Eversden Road junction to 100m north of the Harlton Road junction	0.15	60	10,700	54	0	112.7	
13	From 100m north of the Harlton Road junction to the Radio Astronomy observatory access	1.95	60	10,800	61.93	2	8.7	
14	From the Radio Astronomy Observatory access to the sewage pumping station access	1.1	60	10,800	59.74	2	15.4	
15	From the sewage pumping station access to the Orchard Farm entrance	0.42	60	10,800	56.27	1	20.1	
16	From the Orchard Farm entrance to the 40 mph gateway west of Barton	0.47	60	10,800	53.1	1	18.1	
17	From the 40 mph gateway west of Barton to the national speed limit gateway north of Barton	0.64	40	10,800	38.07	2	26.4	
18	From the national speed limit gateway north of Barton to 100m north of the New Road junction	0.45	60	10,800	49.39	1	18.8	Reduce speed limit to 50 mph
19	From 100m north of the New Road junction to the M11 roundabout	0.5	60	10,800	40.48	2	33.8	
20	From the M11 roundabout to the Coton Road roundabout	0.5	70	10,800	47.2	1	16.9	
21	From the Coton Road roundabout to 0.25km north of the roundabout	0.25	70	11,773	41.3	2	67.6	
22	From 0.25km north of the Coton Road roundabout to the 30 mph gateway into Cambridge	0.91	60	11,773	49.01	3	25.6	