

Report February 2010 Cambridgeshire County Councillor John Reynolds

Highways Agency review of speed limits on the Girton interchange.

I understand that there is some confusion in Girton regarding the Highways Agency review of speed limits on the external approach from the A14 to the Huntingdon Road in Girton.

I am able to provide an explanation of the intended associated A14 improvement arrangements proposed by the Highways Agency following joint officer meetings since Christmas.

Currently, all traffic approaching the Huntingdon Road comes from the A14 and can legally approach Girton College at the national speed limit for a dual carriageway. This traffic includes both longer distance and more local traffic, especially from the villages. When it reaches Girton College, the speed limit changes to 40 mph and incidentally the road ceases to be a Trunk Road and becomes the responsibility of the County Council at that point.

Under the A14 improvement proposals, the longer distance traffic will approach the redesigned Girton interchange from the new A14 and the village traffic from the proposed local access road which will itself be to a dual carriageway standard. Thus, all of this traffic before it reaches the interchange will again be able to travel at the national speed limit for dual carriageways. When these two flows of traffic pass through the interchange they will have to merge into one single line flow before they reach the end of the Trunk Road at the 40mph signs by Girton college.

The proposed redesigned Girton interchange will accommodate the possibility of six new additional movements beyond those currently available, along with a much improved movement from A14 east to A14 west. To contain this extra complexity of layout within a reasonable land take, some of the movements within the interchange will have to be designed for 50 miles per hour and have a speed limit of 50 mph applied to them.

This will be particularly helpful with regard to the traffic travelling into Huntingdon Road, because it will assist the merging manoeuvre and at the same time reduce the speed of traffic in three stages. Namely, 70mph to 50 mph to 40mph as it passes through the area of the interchange.

The issue raised of a 30mph limit being brought in with the provision of street lighting is a red herring because, whilst it is the legal default position, all highway authorities concurrently make an order adjusting that limit to an appropriate speed limit, if not 30mph.

Yours

John Reynolds

I am available for consultation by phone, letter or e-mail. I can be contacted at the address or telephone number below. Please let me know if you would like these regular updates by email.

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