

Savills

**A10/ Car Dyke Road Junction,
Waterbeach**

Stage 1 Road Safety Audit

and

Road Safety Assessment

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1 Introduction and Scope

Cambridge County Council has identified a number of Outstanding Matters document ref S/0032/06/F which requires resolution before the development can be considered in further.

One of these is road safety and Jacobs Babtie, Bedford office has been commissioned by Savills to:

- Review the collision history of the A10/ Car Dyke Road junction and its approaches,
- Establish the road safety implications of the additional vehicles manoeuvres associated with the development and identify options.
- Identify options for remedial measures to improve the road safety history of the junction.

This report has been prepared to set out the results of the road safety audit and assessment and is intended for presentation to Cambridge County Council. The layout of the report is based on our model safety audit document and lists items that would be examined at Stage 1 of the Road Safety audit process, although it is appreciated that the scheme proposals have yet to be finalised.

In addition in section 3 we have reviewed the road traffic collision history of the site to establish the likely benefit of the proposed measures.

2 Client's Brief

The Client's Brief for the Highway Safety Appraisal was prepared by the Client Michael Palmer, Director – Transport Planning at Savills.

The Scheme as defined in the brief is a north south route to Cambridge and includes A10 / Car Dyke Road junction, Waterbeach. (See Figures 1, 2 and Photo 1)

The objective as set out in the brief was to:

1. Assess the accident records for the A10/ Car Dyke Road junction, including the highway 100m north and south of the junction.
2. Identify an accident remedial scheme for the A10/ Car Dyke Road junction.

| | | |
|--------------------------|--|------------------|
| The audit team | Kate Carpenter, Technical Director, BEng CEng MICE MIHT Melani Subramany BSc (Hons) AMIHT, Assistant Safety Engineer Jacobs Babtie, Bedford Office | |
| Documents Used: | Drawings 6884/SK001 Cambridge Rowing Lake Plagen/254117/MP/EIYROAD/001 Documents Brief Recent road traffic injury collision history. | |
| Audit desktop evaluation | Location: Jacobs Babtie Bedford Office | Date: August '06 |
| Site visit daytime | Site visited by: Both members of the audit team Weather: Fine and dry. | Date: 16.08.06 |
| Site visit night-time | No night time visit made | |

4 Description of the Site

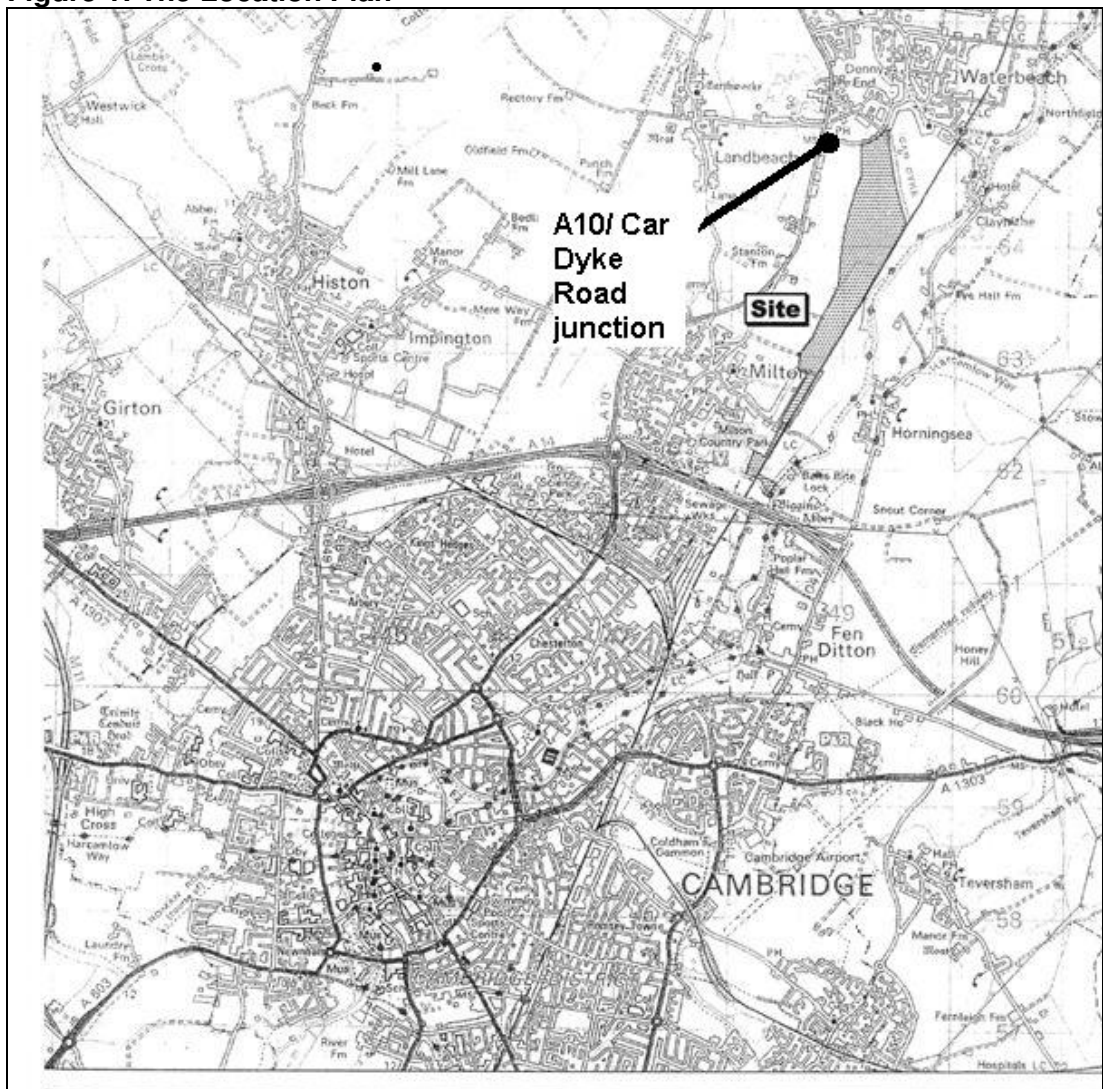
The A10 links the A14 to the south, with Ely to the north. (See Figure 1 for location).

It is a single carriageway road with kerbed central reservation islands at the Car Dyke Road junction which are extended out by hatching on a red surface.

The layout is a staggered junction, with a southern leg to Car Dyke Road on the east side and northern leg with Waterbeach Road to the west.

Between the two is a private means of access to an Indian restaurant, which also has private access on Car Dyke Road; both accesses to the restaurant permit all manoeuvres.

Figure 1: The Location Plan



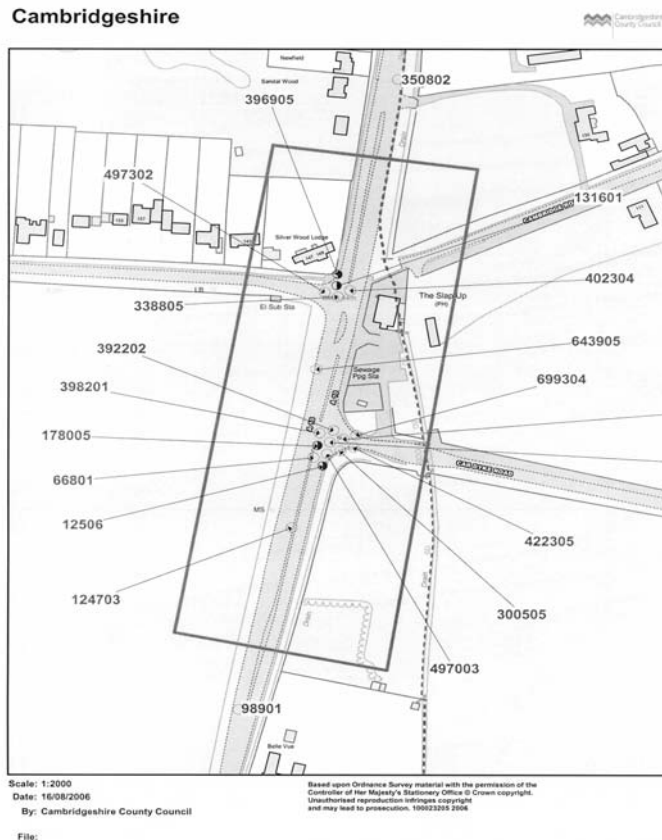
5 Road Traffic Injury Collision History

5.1 Analysis

Cambridgeshire County Council has supplied the recorded injury collision data from a point 100 metres north of the Car Dyke Road junction to a point 100 metres south of the junction, over the date range January 2001 to April 2006. Table 1 shows the collision summary for this area.

Table 1: Injury collision summary for the A10/Car Dyke Road junction area

| | Fatal | Serious | Slight | Total |
|--------------------------|-------|----------|-----------|-----------|
| 2001 | | 1 | 2 | 3 |
| 2002 | | | 2 | 2 |
| 2003 | | | 3 | 3 |
| 2004 | | | 3 | 3 |
| 2005 | | 2 | 4 | 6 |
| 2006 (Jan-April) | | 1 | | 1 |
| Total | | 4 | 14 | 18 |



There were 18 collisions in the 200 metre stretch of road over a five year 4 month period. This area of road includes two junctions, the A10/ Car Dyke Road junction and A10/ Waterbeach Road junction. (See Appendix A) Of the 18 collisions:

- 4 were serious injury collisions, three of which involved motorcycles travelling ahead on the A10 and hit by turning vehicles.
- 16 (88%) occurred in the daylight and 2 (12%) were under dark conditions with street lights present.
- 5 (27%) occurred under wet/damp conditions and 13 (72%) were under dry conditions.
- 17 (94%) occurred in fine dry weather and 1 (0.05%) was on a rainy day.
- 3 (16%) involved vehicles skidding; 2 were at the A10/ Waterbeach Road junction and 1 was travelling north on the A10 20m south of the A10/ Waterbeach junction.
- 8 (44%) involved cars only, 8 (44%) involved cars that collided with motorcycles, one (5.5%) involved a car and a pedal cycle and one (5.5%) involved a car and a goods vehicle.
- 6 (33%) collisions occurred on a Saturday and 5 (27%) on a Thursday, the remaining collisions were spread out on the rest of the days.
- 8 (44%) of the collisions occurred in the afternoon peak between 4pm and 7.30pm and 5 (27%) occurred in the morning peak between 7.30 am and 9am. The remaining collisions were spread out during the course of the day.

Each section of the site has been reviewed to compare the collision history with site observations. The reviewed sections are:

- Car Dyke Road junction
- Waterbeach junction
- Non junction collisions

Car Dyke Road Junction

| A10/ Car Dyke Road junction | Total |
|---|--------------|
| Turning right out of Car Dyke Road | 6 |
| Turning left out of Car Dyke Road | 0 |
| Turning right from the A10 into Car Dyke Road | 2 |
| Turning left from the A10 into Car Dyke Road | 0 |
| Turning right from the A10 into Car Dyke Road, hitting car turning right from Car Dyke Road | 1 |
| Rear end shunts in the side road | 2 |
| Total | 11 |

Table 2: Injury collisions at the Car Dyke Road junction

There were a total of 11 injury collisions during this time, equivalent to 2.1 per annum.

- 4 collisions consisted of cars turning right out of Car Dyke Road colliding with cars travelling southbound on the A10
- 1 collision involved a car turning right and colliding with a southbound motorcycle.
- 1 collision involved a car and motorcycle both turning right from Car Dyke Road
- Two were rear end shunts in the side road

- Two collisions involved northbound vehicles turning right into Car Dyke Road; one collided with a southbound car and one with a southbound motorcycle.
- There were 2 rear end shunts in Car Dyke Road with vehicles waiting to turn left or right out of the junction.
- One collision involved a car waiting to turn right into Car Dyke Road, in collision with a car turning right from the side road.

Waterbeach Road Junction

| A10/ Waterbeach Road junction | Total |
|---|--------------|
| Turning right out of Waterbeach Road | 4 |
| Turning left out of Waterbeach Road | 0 |
| Turning right from the A10 into Waterbeach Road | 1 |
| Turning left from A10 into Waterbeach Road | 0 |
| Total | 5 |

Table 3: Injury collisions at the Waterbeach Road junction

There were a total of 5 injury collisions at this junction during this time.

- Four collisions involved cars turning right from Waterbeach Road onto the A10. Three hit cars, one resulting in serious injury. The fourth hit a northbound motorcycle resulting in serious injury.
- The remaining collision was between a car and a motorcycle both turning right into Waterbeach Road.

Non-junction Collisions on the A10

There were 2 other collisions that occurred on the 200m stretch of the A10 that was reviewed.

- The first occurred 20m north from Waterbeach Road junction and was a single vehicle loss-of-control skidding collision involving a southbound motorcycle on A10. This happened in during the morning during daylight and the road surface was damp/wet.
- The second collision was a rear end shunt that occurred within 20m south of the junction with Waterbeach Road and occurred when a pedal cycle travelling north on the A10 was hit by a northbound car.

5.2 Causation

A10/ Car Dyke Road

There is a wide range of collisions at this location. The most common is right-turning vehicles hitting southbound vehicles, mostly cars but also one motorcycle and this resulted in serious injury. Visibility is good (See Photo 2), so the cause is not failure to see approaching vehicles. Instead it seems to be a failure to judge the speed and position of approaching vehicles due to southbound vehicle speed. This problem would be worst at busiest times, since larger traffic volumes offer fewer gaps in traffic, leading emerging drivers to pull out into a gap which is too small for a safe manoeuvre. Queueing in the side road exacerbates such a situation, since it adds a form of peer pressure with drivers feeling they must pull out to avoid holding up other vehicles.



Photo 2: A10/ Car Dyke Road junction shows the clear visibility to the right at the A10/ Car Dyke Road junction.

The recorded rear end shunts in the side road are of a type common at such junctions where speed on the main road is fairly high, and visibility to the right is good. The driver of the second vehicle in the queue can see to the right, and may assume that the vehicle in front is going to move once the road is clear. The first vehicle driver hesitates due to the speed of approaching traffic, leading to a rear end shunt between the two.

Two incidents were vehicles turning right into the junction and hitting southbound vehicles, including a motorcycle which resulted in serious injury. These incidents too are commonly associated with high speed, which makes judgement of an appropriate gap in traffic more difficult. Reduction of southbound vehicle speed can reduce this problem by giving drivers time to react.

Photo 3 below shows that southbound drivers have a clear view of oncoming traffic as it approaches and turns, so visibility is not a problem.



Photo 3: View south past Car Dyke Road junction showing the clear visibility ahead.

A10/ Waterbeach Road

This junction has fewer collisions, but a much clearer pattern. Four of the five incidents are identical: right-turners from the side road hitting northbound vehicles: in two cases a car and in two cases a motorcycle. The collisions are of similar cause to those at the southern leg of the junction: errors by emerging drivers exacerbated by the speed of passing vehicles which makes judgement of speed and position more difficult.

The final collision here is difficult to explain, seemingly a rear end shunt between vehicles both turning right. It may have similarities to the rear end shunts, in that the following driver expected the vehicle ahead to turn but it failed to do so. Speed reduction may have some benefit, but it may be that this collision is not susceptible.

5.3 Principal Issues which a remedial scheme should address

Reducing the speed on southbound A10.

One of the ways to combine increased driver awareness with reduced speed on the southbound carriageway of the A10 would be by installing a Vehicle Activated Sign on the south bound approach to the Car Dyke Road junction. These signs have proven very effective at similar sites, especially since they target those drivers travelling at higher speed.

This will encourage drivers to approach the junction with more caution and be more aware of the possibility of vehicles turning into or out of the junction. Drivers waiting to turn out of the junction would be able to judge the speed and position of vehicles travelling south on the A10 with more ease. This may also reduce the rear end shunt problem by reducing hesitation, and at this stage it is not felt necessary to restrict visibility to the right for drivers at second or subsequent positions approaching the give way line...

Refreshing existing road and hatch markings and general maintenance of kerbs

The current form of slender islands with red-hatched surrounds is considered a substantially better arrangement than the more common wider islands. The existence of hatched areas marks them as sections of carriageway not for normal use, deterring drivers, especially motorcyclists, from using them and thus protecting them from the detritus which inevitably gathers. In the event of a driver error or a breakdown, these areas give an escape or passing opportunity, and in the absence of funds for major alterations such as a roundabout, this arrangement is considered effective.

Refreshing the current road markings including the hatch markings would emphasise the visibility of the lanes as well as the hatched area, in all weather and lighting conditions. The red surfacing is in good condition and does not need to be replaced. General maintenance of the central islands is rather overdue, and clearance of the vegetation which has grown (see Photo 3 above) will help improve the visibility of the kerbs. A more regular maintenance regime in future would also be beneficial in this respect.

6 Road Traffic Data

6.1 Existing Manoeuvres for the A10/Car Dyke Road junction

Figure 4: Existing 24 hour traffic volumes for a typical weekday at the A10/ Car Dyke Road junction

| Description | Total | % of all manoeuvres |
|---|--------------|---------------------|
| Turning right out of Car Dyke Road | 842 | 2239 (10%) |
| Turning left out of Car Dyke Road | 1397 | |
| Turning right from A10 into Car Dyke Road (northbound) | 1394 | 2081(9%) |
| Turning left from A10 into Car Dyke Road (southbound) | 687 | |
| Through-traffic northbound on the A10 | 9415 | 42% |
| Through-traffic southbound on the A10 | 8242 | 37% |
| Total | 21977 | |

The traffic data show that that on a typical weekday, there are 21,977 vehicle manoeuvres at this junction.

- Of 10,809 northbound vehicles, 1394 (13%) turn right into Car Dyke Road
- Of 8,929 southbound vehicles, 687 (8%) turning left into Car Dyke Road

The total number of vehicles that turn into Car Dyke Road on a typical weekday is 2081 and the total number of vehicles that turn out of Car Dyke Road on a typical weekday is 2239.

6.2 Restaurant Access

The Restaurant is situated on the A10 on the southbound carriageway. It has two private means of access; one from A10 and one from Car Dyke Road, both with provision for all manoeuvres.



Photo 4: access to the restaurant on Car Dyke Road



Photo 5: access to the restaurant on the A10.

Traffic data supplied for the restaurant on a typical weekday shows that on average, the number of vehicles using the A10 access in the 16-hour period (05.00 - 21.00) is very low.

- 12 vehicles turned right into the site from the A10 using the dedicated turning provision in the central reserve
- 3 vehicles turning left into the site from the A10.
- 1 vehicle left the site turning right onto the A10.
- 2 vehicles left the site turning left onto the A10.

There is a disparity between traffic entering and leaving, which is explained by the presence of the alternative access on Car Dyke Road, although no traffic data are available for the access.

Since the number of vehicles and manoeuvres entering and leaving these private accesses is currently low, and there were no recorded injuries associated with the access, it is safe to say that the proposed lakes development will not impact on the current situation greatly.

6.3 Additional Traffic expected at the proposed development

Table 5: Predicted Development 16 hour weekday traffic volumes

| Description of | Arrive | Depart |
|-------------------------------------|---------------|---------------|
| Cambridge Sports Lakes (24 hour) | 75 | 75 |
| Morning Peak (8-9am) | 12 | 3 |
| Evening Peak (5-6pm) | 16 | 7 |

No split is made between traffic entering from A10 direction, or from Waterbeach but it is likely that the former will dominate.

The total existing two-way weekday flow is 4320, and the additional development traffic represents just 3.5%. Furthermore, the additional peak time traffic is a very small proportion of the development traffic, and an insignificant addition to total peak flows.

6.4 Review of the road safety consequences

Of the collisions analysed, the majority on weekdays occurred at peak times, which is what would be expected due to the gap-availability/acceptance factor described above.

Since development activity is largely controllable by event programming, and is planned to arrange most manoeuvres off-peak, the development does not present a road safety hazard in the view of the assessment team.

This does not, however, alter the existing peak time problem, and in our view some significant benefit can be achieved by modest measures which would benefit the non-development traffic, and the very small development-related flows at these times.

The off-peak time appears less hazardous, but the root problems of speed and drivers failure to judge and anticipate manoeuvres is also relevant at off-peak times. For example, when traffic is lighter, the probability of an error resulting in a collision is less, but if speeds are higher, the consequences can be greater. Measures to tackle the peak time problem would therefore provide benefits to all road users, for all destinations.

7 Remedial Measures to reduce collision frequency at the A10/car Dyke Road junction.

7.1 Review of the road safety hazards

The A10/ Car Dyke Road junction has been reviewed in line with the road safety audit philosophies set out in HD19/03. The following items were raised when our audit team visited the site.

Problem 1

Location: A10 Northbound approach to the Car Dyke Road junction

Summary: Need for improved destination signing, and to cut back vegetation to existing signs on the A10 on the northbound approach to the junction.

Description: On the A10 northbound approach to Car Dyke Road junction, there is no 'map-type' advanced direction sign indicating the destinations for Car Dyke Road. The existing road signs closer to the junction are obstructed by overhanging vegetation. Together, these shortfalls in signing present a serious risk of late braking, late lane-changing and rear end shunts.

Recommendation: Install a 'map-type' advanced direction sign and cut back vegetation around all signs, and ensure that a formal programme of future maintenance is put in place. This would provide benefit for all users, especially drivers visiting the new development, who may be unfamiliar with the area.

Problem 2

Location: Junction with A10 and Car Dyke road

Summary: Absence of adequate island or dropped kerb at central refuge.

Description: Currently there is a shared cycleway and footway that runs along the A10. The central island in Car Dyke Road junction does not have a dropped kerb, and is too small to accommodate cyclists or pushchairs. The 'cyclists dismount' signing appears to suggest they cross to the east side of the island. There are currently no pedestrian or pedal cycle collisions in this area but the island being small restricts provision for all road users, and could lead to injuries if these users wait adjacent to the island and could be clipped by passing vehicles.

Recommendation: Consider extending the island.

Problem 3

Location: Junction with A10 and Car Dyke road

Summary: Reduce the visibility to the right of the junction.

Description: Currently there is an incidence of rear end shunts in the side road at the A10/Car Dyke Road junction. This could be exacerbated by high visibility to the right of the junction, and by reducing the visibility it can encourage drivers to wait until the first car has pulled away before they move forward.

Recommendation: At this stage, the recommended speed reduction measures on the A10 are intended to improve the turning injuries, but could also reduce rear end shunts by reducing indecision. Therefore, at this time no visibility reduction is considered necessary.

Problem 4

Location: A10 junction with Car Dyke Road

Summary: The existing lane markings are in a varied condition and the central kerbs are overgrown

Description: The existing lane markings on the A10/ Car Dyke Road junction are in a poor condition in places, the hatched areas have detritus and the lines are faded. This could reduce visibility of the lanes especially at night, and the detritus could cause a skid hazard for motor cyclists. The current kerbed central reservation islands are overgrown. This could cause poor visibility of the central reservation kerbs, especially at night. See Photo 6:



Recommendation: Ensure that lane and hatch markings are refreshed and central kerbs are maintained and ensure that a programme of future maintenance is put in place.

7.2 Implications of the Road Safety Consequences and Causation

This report has examined the A10 Car Dyke Road junction and has defined the existing problems at this junction with regards to the collisions recorded between 2001 to April 2006 and supplemented by onsite observations of activity. The audit team has identified several physical measures which could be used to solve these problems, which are simple and will reduce existing casualties and offset any increase in casualties due to the use from the proposed development.

The new guidance set out in the DfT 01/2006 Setting Local Speed Limit circular recognises the relationship between speed and casualty reduction and role of speed reduction. Reducing the speed on the A10 south bound carriageway will cause vehicles to slow down and allow vehicles waiting to turn out at the Car Dyke Road junction more time to leave the junction. Whilst we do not propose a speed restriction to be placed on the A10 at this time, we would recommend that A10 in this area be given increased priority in the next speed limit review due to the casualty problem and proposed developments in the area.

We propose the introduction of a speed-activate junction warning sign on the southbound approach to the junction. This is intended to reduce the right-out manoeuvre collisions, and may have a secondary effect by reducing rear end shunts in the side road of Car Dyke Road.

Remarking the lanes and hatching on A10 junction with Car Dyke Road; clearing detritus and maintaining the overgrown central kerbs is also proposed. This is would improve the visibility of the layout, and in the event of an error, reduce the risk of skidding, especially to motorcyclists who are over-represented in collisions in the area.

As a result of this review, we consider that the recommendations made for this scheme will reduce speeds and consequently the number and/or severity of collisions at the A10/ Car Dyke Road junction.

Collisions at this site involved 11 collisions, equivalent to 2.06 per annum, all of which we consider susceptible to prevention. These incidents might be reduced in severity and frequency by speed reduction; improvement of the clarity and clearing of detritus.

We consider that a 30% reduction in the in the 'susceptible collisions' is a reasonable prediction.

The prevention of 0.3×2.06 collisions equates to a prevention of 0.62 collisions per annum. The financial benefit in the first year would be $0.62 \times £75,680^*$ each = £46856 per annum.

(ref HEN1 2004 published December 2005 table 4a Built up areas).

The Waterbeach Road junction is not considered to be affected by this development proposal, but the pattern of collisions here is very clear. In our view, a vehicle-activated sign for northbound traffic could tackle this cluster, and the highway authority may wish to consider this as a casualty-reduction scheme.

**Appendix A - Personal Injury Collisions for A10/ Car Dyke
Road junction for 2001 to April 2006**

| Acc Ref | Date | Day | Time | Road | Junction | Light | Surface | Weather | Skid | Vehicle |
|---------|------------|---------------------|------|------|----------------------|-------|---------|----------|--------------|-------------------|
| 66801 | 03/02/2001 | Saturday | 1915 | A10 | A10 / Car Dyke Road | | dark | dry | fine no wind | no |
| | | goods vehicle / Car | | | | | | | | |
| 398201 | 06/08/2001 | Monday | 905 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Motorcycle / Car | | | | | | | | |
| 392202 | 20/07/2002 | Saturday | 1605 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 12506 | 12/01/2006 | Thursday | 758 | A10 | A10 / Car Dyke Road | | day | wet/damp | fine no wind | no |
| | | Motorcycle / Car | | | | | | | | |
| 45803 | 25/01/2003 | Saturday | 1230 | A10 | A10 / Car Dyke Road | | day | wet/damp | no | Car / |
| | | Car | | | | | | | | |
| 497003 | 23/09/2003 | Tuesday | 1842 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 422305 | 28/08/2005 | Sunday | 1925 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 496404 | 30/09/2004 | Thursday | 740 | A10 | A10 / Car Dyke Road | | day | wet/damp | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 699304 | 30/12/2004 | Thursday | 1525 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 300505 | 23/06/2005 | Thursday | 933 | A10 | A10 / Car Dyke Road | | day | dry | fine no wind | no |
| | | Car / Car | | | | | | | | |
| 402304 | 09/08/2004 | Monday | 830 | A10 | A10/ Waterbeach Road | | | day | dry | fine no wind |
| | | no | | | | | | | | Motorcycle / Car |
| 178005 | 16/04/2005 | Saturday | 1818 | A10 | A10/ Waterbeach Road | | | day | dry | fine no wind |
| | | no | | | | | | | | Motorcycle / Car |
| 396905 | 13/08/2005 | Saturday | | A10 | A10/ Waterbeach Road | | | dark | dry | fine no wind |
| | | yes | | | | | | | | Car / Car |
| 497302 | 01/10/2002 | Thursday | 1650 | A10 | A10/ Waterbeach Road | | | day | dry | fine no wind |
| | | no | | | | | | | | Motorcycle / Car |
| 643905 | 17/12/2005 | Saturday | 1225 | A10 | A10/ Waterbeach Road | | | day | wet/damp | fine |
| | | no wind | | | | | | | | no |
| | | no | | | | | | | | Pedal Cycle / Car |
| 131601 | 09/03/2001 | Friday | 1815 | A10 | A10/ Waterbeach Road | | | day | wet/damp | rain |
| | | no | | | | | | | | Motorcycle / Car |
| 338805 | 13/07/2005 | Wednesday | 1800 | A10 | | | day | dry | fine no wind | yes |
| | | Motorcycle / Car | | | | | | | | |
| 124703 | 04/03/2003 | Tuesday | 840 | A10 | | | day | dry | fine no wind | no |
| | | Motorcycle / Car | | | | | | | | |