

Suggested locations for Accompanied Site Inspection (ASI) and reasoning:

- B645 between Hail Weston and Great Staughton

This route is identified as a principal access corridor for construction traffic. It is a rural road with constraints including narrow carriageway sections, bends, limited forward visibility, and blind spots. Data from Crashmap shows 18 recorded accidents in the past five years along this stretch, including 2 fatal and 8 serious incidents. The route is also used by motorcyclists travelling between Rushden and the A1 at St Neots. The addition of construction traffic, including heavy goods vehicles, has the potential to exacerbate existing safety risks, particularly in relation to overtaking, turning movements, and visibility.

- Great Staughton, including The Town and the historic bridge

This route accommodates through traffic and includes a historic bridge within the village. Heavy goods vehicles already use this route, and there are existing concerns regarding traffic volume, speed compliance despite a 20 mph limit, and the sensitivity of the bridge and surrounding built environment. A site visit would allow direct observation of road width, alignment, and interaction between vehicles and pedestrians, as well as the constraints associated with the bridge.

- Routes between Great Staughton, Little Staughton, and Great Barford

There is a foreseeable risk of traffic displacement, with drivers potentially diverting away from the B645. These rural roads are narrow, not designed for sustained HGV use, and are used by pedestrians, cyclists, and equestrian users. They are subject to 20 mph limits, which are not consistently adhered to. Increased traffic volumes may elevate risk to vulnerable road users. A site visit would assist in assessing the suitability of these routes to accommodate diverted traffic.

- Route between Perry and Buckden Roundabout, including connection to the A1

This route represents a logical alternative for drivers seeking to avoid construction activity on the B645. Increased use may place additional pressure on junctions, connecting roads, and traffic flows approaching the A1. A site visit would allow consideration of wider network impacts beyond the primary access route.

Overall, the local road network is characterised by constrained rural geometry, an existing accident record, mixed road users, and variable compliance with speed limits. A site inspection would assist in understanding real-world conditions and the potential cumulative safety impacts associated with construction traffic.