



<u>Committee and Date</u>
Council
21 January 2010

<u>Item</u>
15

URBAN AND RURAL SPEED LIMIT POLICIES

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Summary

Speeding is a major concern for residents in Shropshire. This report considers policies for Urban and Rural Speed Limits which form part of the Council's Speed Management Strategy for Shropshire. The Policies set out the criteria for recommended speed limit changes and the funding available to implement changes.

Consultation on these policies was undertaken with stakeholders, including all parish and town councils. The consultation closed on the 18th December 2009. No changes are recommended to the Rural policy, following the consultation, although some further points of clarification are suggested and discussed below. The Urban policy will be considered further following the draft guidance recently published by the Department for Transport (DfT).

Recommendations

That Council:

- A. Review the Urban Speed Limit Policy at a future date following consideration of the new emerging draft DfT guidance and further consultation with key stakeholders, particularly West Mercia Police.
- B. Approve the Rural Speed Limit Policy as set out in Appendix 2.

REPORT

Introduction

1. Speeding was identified as a major concern by the residents of Shropshire during the consultation for the Local Transport Plan and continues to be raised on a regular basis in correspondence to officers and members.
2. Studies suggest that when drivers reduce speed, collisions are less likely and if there are collisions, at lower speeds there will be less serious injury. This is particularly true for vulnerable road users i.e. children and older people.¹

¹ As a general rule, each 1 mph reduction in speed is expected to reduce crash frequency by 5% (Taylor et al, 2000)

3. In August 2006 the Department for Transport published Circular 01/2006 *Setting Local Speed Limits* which has been used as the basis for reviewing the Council's position in respect to speed limit policy and strategy. In September 2007 Council approved a Speed Management Strategy that covers three areas:
 - Village Speed Limits
 - Rural Speed Limits
 - Urban Speed Limits
4. The Speed Management Strategy set out the framework for reviewing speed limits, and developing new policy documents. The rural and urban speed limit policies are drafted in line with the principles set out on the Speed Management Strategy. Prior to consultation, further work was undertaken to develop prioritisation processes and identify specific changes.

Consultation responses

5. The draft policies were sent to 153 town and parish councils and additional relevant stakeholders. Comments on the policies were received from 29 consultees. A summary of the comments, with Shropshire Council officer responses are attached at Appendix 1.
6. Comments range between some clarification of policy, and some requests to reconsider. The table in Appendix 1 notes whether an issue is a clarification, or whether the comment is supported or not by council officers, with further explanation.

Urban Speed Limit Policy

Draft Guidance on implementing 20 mph speed limits and zones

7. At the end of December 2009, the Department for Transport requested comments on draft guidance on implementation of 20 mph limits and zones. This includes an approach to encourage highway authorities to introduce, over time, 20mph zones into streets which are primarily residential in nature. This is fundamentally different from the Council's current speed management strategy which proposes 30mph as the default speed in residential areas. Officers are currently reviewing this consultation which could affect the approach in urban areas.
8. West Mercia Police have expressed concerns about the enforcement of some speed limits, which is a significant aspect of the draft DfT guidance which will need to be reflected in the final version of the Urban Speed Limit Policy.
9. It is therefore proposed that a further review of the draft Urban Speed Limit Policy for Shropshire is undertaken before recommending a final policy. It is anticipated that this should come forward to Cabinet later in 2010.

Implementation of Urban Speed Limit

10. Current budget allocations for taking forward the urban speed limit changes as proposed in the draft policy are £70,000 for market towns and £80,000 for Shrewsbury, over 2 year LTP capital programme, 2009/10 and 2010/11.
11. There are some speed limit changes proposed for Shrewsbury and Ludlow, which have come forward ahead of finalising this policy. These will continue to be implemented as part of the 2009/10 capital programme. The 2010/11 programme will be reconsidered as part of the further policy review, and subject to the annual review of the capital programme.

Rural Speed Limit Policy.

Clarifications

12. Clarification in the policy document is proposed on the points discussed below.
 - That the policy for trunk roads is not included in these documents but that the Highways Agency have applied the DfT guidance set out in Circular 1/2006 and as a result have recommended some changes along trunk roads, which they will take forward.
 - That route measurements for rural roads in the Rural Speed Limit Policy document do not include villages along those routes which have already been considered for treatment in the Village Speed Limit programme.
 - That first stage prioritisation does not include speed data for each route listed in the Rural Speed Limit policy document. This will be collected for those routes which are recommended for further consideration as set out in the Rural Speed Limit policy document.
 - The implementation programme will be subject to annual Local Transport Plan budget decisions, prioritisation of the budget will be on the accident rate as set out in the Rural Speed Limit Policy.

Recommended changes

13. There are no recommended changes to the principles and methodology in Rural Speed Limit policy.

Unsupported requests for change

14. A number of specific details and route speed limit extensions have been put forward by parish councils. None of these change the policy approach and the prioritisation methodology. All these additional suggestions will be looked at specifically to see whether the locations qualify for speed reduction or safety measures under Shropshire Councils usual traffic management programme.

15. Issues have been raised by West Mercia Police in particular about the problems of enforcement and the appropriateness of speed reduction. It is intended that the second stage assessment which includes speed monitoring data, and an individual route study, will fully assess the appropriateness of a speed limit. The draft policy does not set out detailed changes for Rural Speed Limits but prioritises which route sections should be looked at first, in line with the accident rate. The aim is that policy recommendations are in line with DfT Circular 1/2006 and further consultation with the police will take place in developing and progressing any changes.

Rural Speed Limit Policy Amendments

16. The revised policy document is set out at Appendix 2, the clarifications in the paragraphs above are included.

Implementation of Rural Speed Limit

17. Current budget allocation for taking forward the rural speed limit changes as proposed in the draft policy is £140,000 over 2 year LTP capital programme, 2009/10 and 2010/11. On the initial calculations of anticipated costs, this means that approximately the first 10 routes, as identified according to accident rate (per 100m vkms), could be implemented.
18. As set out in the policy document, all changes will be subject to the Traffic Regulation Order consultation process. Specifically, the Rural Speed Limit policy recommends further data collection and route assessment to inform the development and implementation of interventions.

Conclusions

19. Further review of the Urban Speed Limit Policy is recommended in order to optimise the benefit of speed limit changes, in line with the latest DfT guidance, and in view of the concerns expressed by Shropshire residents on 'excessive' speed through residential communities.
20. The adoption of the Rural Speed Limit policy should reduce speeds in rural communities, thereby addressing many of the concerns which are expressed by those communities to officers and members.
21. The policy complements other aspects of the Council's Speed Management Strategy, including the Village Speed Limit Policy and Vehicle Activated Signs policy.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Council September 2007 - Speed Management Strategy
Draft Urban and Rural Speed Limit policy documents sent for consultation.

Human Rights Act Appraisal

The recommendations in this report are compatible with the provisions of the Human Rights Act 1998.

Environmental Appraisal

Transport measures, and traffic, can have significant effects on the environment. One of the LTP2 strategic aims is to 'protect and improve the... environment and reduce the impact of traffic on local communities'. The Councils speed management strategy, including vehicle activated signs, has been developed so that the detrimental impact of speeding traffic on the environment can be dealt with through simple schemes and a minimalist approach.

Risk Management Appraisal

Risk assessments will be part of the implementation process for each sign installation.

Community / Consultations Appraisal

Consultation through the Local Transport Plan showed that dealing with speeding traffic was a key priority for the people of Shropshire. The Vehicle Activated Signs policy has been developed alongside other speed management policies to address these concerns and to allow local community involvement in implementation.

Cabinet Member

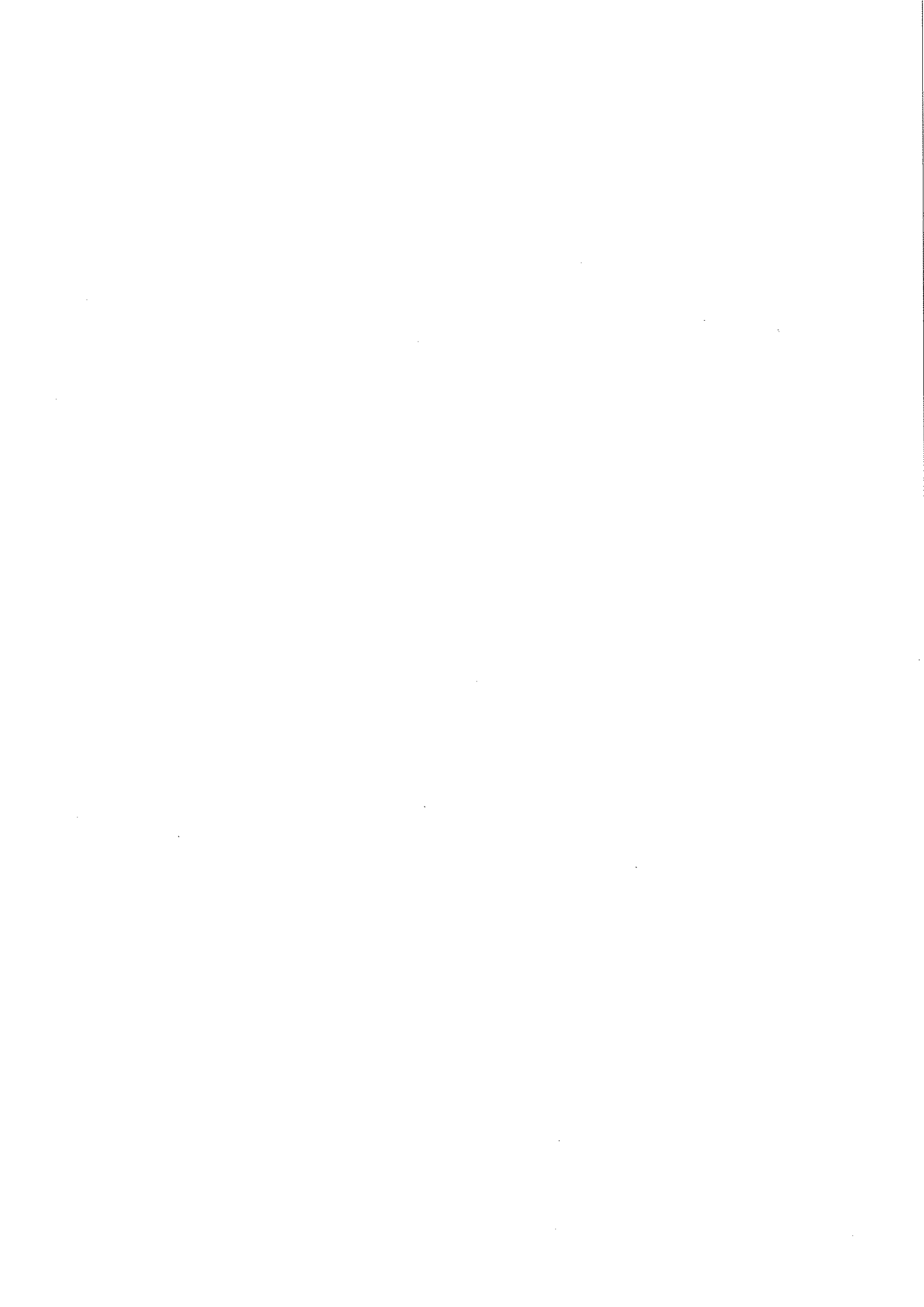
Councillor Martin Taylor Smith

Local Member

All

Appendices

Appendix 1 - Consultation responses
Appendix 2 - Revised Urban Speed Limit Policy



CONSULTATION RESPONSES

APPENDIX 1

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Highways Agency Patricia Cahill</p>	<p>General HA consider that the policy will not impinge upon the trunk road network, but request that the following paragraph be included within the document to demonstrate that all trunk roads through Shropshire have been reviewed to the current criteria: "The A5, A49 south of Bayston Hill, A458 west of A5 Churncote Roundabout and A458 south of A5 Mile End Roundabout form part of the Strategic Road Network that passes through Shropshire and are the responsibility of the Highways Agency. The Agency confirms that a review of the speed limits on these roads in accordance with Circular 01/2006 Setting Local Speed Limits has been completed and as a result, the speed limits through some rural communities have been reduced."</p>	<p>Additional note to be included in policy document.</p>	<p>Clarification in policy document.</p>
<p>Oswestry Town Council David J Preston, clerk</p>	<p>Urban Members urge that rather than extend the 40mph limit on the Shrewsbury Road to Mile End that the issues in Cabin Lane and Harlech Road should be addressed by prioritising this funding if it is available. This is seen as a more appropriate use rather than trying to reduce speed limits when in reality enforcement should be the prime consideration. General Members strongly urge that before any investment is made to reduce speed limits that the council and its partners must, as a priority, address the issue of enforcement and the current use of the highway and its existing regulations. Members suggest that no justification would appear to exist for the proposed investment on the basis of the evidence as presented within your document.</p>	<p>The policy introduces a consistent approach to urban speed limits which appropriately reflects the nature of the urban environment in which it is located. The proposals are not anticipated to require any additional physical measures and funding will still be available to deal with specific safety concerns in the urban areas of Shropshire. Work at locations to enforce existing limits is on-going with Police, and through the Safer Roads Partnership and possibly additional measures through other Shropshire Council work programmes, including the Vehicle Activated Signs Policy. The proposed changes are in line with Department for Transport (DfT) advice in circular 01/2006, and national evidence base for speed reduction programmes.</p>	<p>Urban Speed Limit Policy further review</p>
<p>Church Stretton Lynwen and John Gott (business and house owner)</p>	<p>Urban Would support the introduction of a 20mph speed limit, particularly as it would appear to obviate any need for the much more expensive and disruptive one-way system, which I note from your report has no justification as regards the reduction of casualties, already by inference nil.</p>	<p>The speed limit proposals are intended to go ahead with or without any other changes in Church Stretton. The proposals are complementary, but the possible introduction of one-way on the High Street is</p>	<p>Urban Speed Limit Policy further review</p>

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Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Church Stretton Paul Adams, business owner (Paul Adams UK Ltd)</p>	<p>Urban A 20mph speed limit in Church Stretton town centre would seem to be a bit of a waste of time and money to implement, considering the level of casualties, especially as, without the limit being imposed, traffic rarely exceeds that speed - and if it does it would be because the road conditions at that time did not then warrant the speed limit. Should the 20mph limit be brought into force, I would suggest that the area to be covered should be from Sandford Avenue junction with Watling St North (or at the traffic lights) to The Long Mynd at the end of Burway Road, and from Church Stretton school to Farm Lane. Outside that area there is really no need, and also it meets your criteria for limited housing/housing set back and only on one side of the road.</p>	<p>recommended for different objectives and is subject to a separate consultation with the town. The proposals in the Urban Speed Limit Policy are consistent with the criteria set out and represent a consistent approach. It is acknowledged that road traffic casualty rates will differ between town centres. Specific suggestions for the extent of the 20 mph limit will be taken on board.</p>	<p>Urban Speed Limit Policy further review</p>
<p>Church Stretton Don Rogers</p>	<p>Urban I was not aware of a high speed related accident rate in Church Stretton - as shown in Appendix B of the relevant policy document - and as a resident see no need for a speed reduction campaign in the town centre.</p>	<p>The proposed changes are not due to specific speed related accidents; the policy is to provide consistent 20mph limits in town centres where there are likely to be more vulnerable road users using these streets.</p>	<p>Urban Speed Limit Policy further review</p>
<p>Church Stretton Christine Harvey, Town clerk</p>	<p>Rural Confused by statement in the Rural Road Policy document where it refers, on the second page, in the 5th paragraph, to 10 routes with accident rates over 35 per, whereas the Appendix shows 9 A routes over 35, and 8 B routes over 35</p>	<p>Budget allocation for the rural road speed limit policy in 2009/10 and 2010/11 is £140,000 in total. The statement in para 5 of page 2 is an indication of the number of routes we might be able to deal with given the likely costs and budget available. Unfortunately we will not be able to deal with all of those routes with a rate above 35 by the end of 2010/11. Clearly, priority will be given to those with the highest rates but there may be other factors that need to be taken into account and funding may be available from other sources. This will be made clearer in the wording of the document. It is recommended that any locations where</p>	<p>Amend document to clarify.</p>
<p>There should be a factor within the policy to allow for known property</p>			<p>Additional</p>

Parish / authority Main contact	Consulfee Comment	Officer response	Comment
	<p>developments along, or near, existing roads where there is a likelihood of a significant change in traffic patterns. E.g. the new Sports Centre would attract an increase in traffic on the B5477</p>	<p>planning permission has been granted be considered with proposed route changes. However a judgement would still be required on the likelihood of the proposal going ahead as planning permission is open for up to 3 years. It is recommended that any changes to speed limits which are necessary as a result of a new development should be included as part of the S106 conditions of that permission if considered appropriate by officers, as is usual procedure for any necessary highway works</p>	<p>comment in policy document.</p>
<p>Church Stretton Roger Madeley - Maltings Tea Room</p>	<p>Urban 20mph speed limit - I am all for it as 30mph is far too fast for the streets (especially on early dark nights). Suggest that there is no parking from the off road entrance to Berrys right down to the other side of Ying Wa takeaway except for deliveries etc. The two small car parks at the co-op can be used by residents Money needs to be spent on barriers and lengthening and widening passing places up the Burway and the Longmynd. Also recent fatal accident. Church Stretton is for walkers but if they are too infirm to walk far then at least they can drive up in safety and have a little stroll on the flat. One way system – considers that the main problem facing drivers is certain bottlenecks where the road becomes narrow and parking is still allowed.</p>	<p>Support noted. The speed limit proposals are intended to go ahead with or without any other changes in Church Stretton. The proposals are complementary, but the possible changes on the High Street are recommended for different objectives and are part of a separate consultation with the town. The request for barriers and passing places on Burway will be passed to our Traffic Management and Regulation team (south) who will look into the matter. Detailed comments will be fed into the High Street consultation</p>	<p>No change to policy</p>
<p>Ruton XI Towns Trevor Allison, Parish Councillor</p>	<p>Rural Noted that details of the B4397 through Ruyton-XI-Towns that the length quoted (in kilometres according to the top of the table) is wrong. It is quoted as 9 kilometres from the B4396 to the A528 at Buriton when it is over 13 kilometres. Similar concern on other routes about accuracy.</p>	<p>Shropshire Council has already developed and adopted a policy to cover villages, as a result the proposed Rural Road Speed Limit policy excludes those section of road which fall under the village speed limit policy. Therefore, for any single length of A or B road described in the appendices of the draft Rural Roads Speed Limit policy all the sections through villages where there is an existing 30 or 40 mph limit will have been</p>	<p>Clarification in policy document.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Shifnal New Town Plan Mr D K Dovaston</p>	<p>Urban Priority of the group is the introduction of 20mph speed limit around all the schools in Shifnal as per the results of the questionnaire sent to all residents in the town. Shifnal Community Speed Watch also carried a speed and speeding survey. The Council recorded a unanimous vote in support of the 20mph around the schools.</p> <p>Request Shropshire Council to consider our proposals for the following; (a) 20mph limit on Curriers Lane / 20mph Home Zone in Barn Road and Botfield Road.</p> <p>(b) To extend the 30mph limit to a point by the Shifnal Town Football Ground in Coppice Green Lane.</p> <p>(c) To install better signage on the approach to the schools.</p> <p>(d) For better maintenance of signage (better hedge cutting).</p>	<p>excluded from the calculations.</p> <p>General support for 20 mph speed limits outside schools is noted.</p> <p>The urban speed limit policy proposes that 20 mph limits will be considered for town centres, outside schools where identified as part of a Safer Routes to School scheme and in residential areas where there are high numbers of personal injury accidents involving vulnerable road users. As there is not a particular PIA problem at these sites any scheme would have to be part of the Safer Routes to School programme; these proposals can be considered for inclusion; however, we have a full prioritised programme of work through to 2011. The programme is only able to fund up to 4 or 5 schemes per year, out of over 160 schools, therefore inclusion cannot be guaranteed.</p> <p>This is not proposed as part of the Urban Speed Limit Policy but as it does not meet the policy criteria. However, the location be put forward for separate consideration in line with our ongoing review of casualties across Shropshire to identify locations where specific traffic management schemes would be justified.</p> <p>See response to (a) above</p> <p>Specific issues passed to Environmental Maintenance.</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Association of British Drivers - Staffordshire Paul Biggs, Director, Environment Spokesman, and West Midlands Coordinator</p>	<p>(e) To look at the 30mph limits on the approach to the town, more advance warnings of speed limit ahead as per Q.25 of the town plan</p> <p>(f) Cycle Routes within the town, cycling ban on pavements in town centre.</p> <p>General Please register my objections to yet more unnecessary speed limit reductions in Shropshire. Circular 1/2006 contains sensible guidance for setting speed limits. Quoting directly: "Local speed limits could be reduced or increased, depending upon the conditions and evidence." Speed limits "should encourage self-compliance." "It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits." "The aim should be to align the local speed limit so that the original mean speed driven on the road is at or below the new posted speed limit for that road." (An effort to reconcile mean speed with the much more appropriate '85th percentile' speed). 20 mph limits "should not be implemented on roads with a strategic function or main traffic routes." Please confirm that the above guidance has been followed and provide the original mean speeds for the roads in question? If the 1/2006 guidance has not been followed, as I have laid out above, can you confirm with evidence that elected council members have been made fully aware of any non-compliance with 1/2006? Can you provide evidence that the police support the speed limit reductions, and that the reductions will not create an unserviceable enforcement burden for the police? I note that casualty data has been provided, but without the essential 'contributory factors' data from police Stats 19 forms supporting 'a number on a stick' as a contributory factor. Disagree with claim of a "1% reduction in average speed reduces accidents by 5%" and suggests that accidents will be reduced by reducing speeds regardless</p>	<p>We will be considered as part of our ongoing review casualties across Shropshire to identify locations where specific traffic management schemes would be justified.</p> <p>Specific ideas for cycle routes will be considered by Transport Planning team for possible inclusion in future Shropshire Council capital programme.</p> <p>Proposals are in line with DfT guidance circular 1/2006. Evidence of accident reduction related to speed reduction is taken from nationally published statistics.</p> <p>West Mercia Police have been consulted on draft policy and comments are included in this report.</p> <p>Mean speeds have not been measured for the first stage prioritisation process for this policy, but will be for those roads where speed limits are proposed to inform the TRO consultation process and 'test' the appropriateness of the proposed change in speed limit.</p> <p>The proposed rural speed limit policy enables the use of low cost schemes but in some cases may require additional measures to address specific problems. Shropshire Council will continue to review casualties to identify locations where specific traffic management schemes could be justified.</p>	<p>No change to policy.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>of cause. The other side of the equation is that each 1mph knocked off average speed nationally reduces GDP by around £1 billion. This results in 'economic deaths' - e.g. people in Glasgow barely live past 65, whereas in Kensington and Chelsea the life expectancy is over 85 - not because of road safety, but because of wealth. 1/2006 urges that benefits should outweigh the financial costs of dis-benefits, such as longer journey times, longer exposure to risk, frustration, and the risk to livelihoods from enforcing inappropriately low speed limits. Requested information including the existing mean speeds for the roads concerned.</p> <p>Meanwhile, I have spoken to West Mercia Police who have clearly not yet been involved, let alone 'closely' involved in setting the proposed new lowered speed limits, despite the advice given in Circular 1/2006. The Police have told me that they are keen for the advice in Circular 1/2006 to be adhered to. It is important that Police experts are not overruled by council non-experts. It is also important that the Warwickshire debacle is not repeated, where the council now have many inappropriately lowered speed limits that the Police objected to and can't/won't enforce.</p> <p>The wording of the Shropshire 'consultation' does not inspire confidence in the process:</p> <p>"Following consultation a further report will be brought to cabinet and council to formally adopt the policies."</p> <p>As I have already indicated, if the guidance of 1/2006 is to be ignored, along with the Police expert viewpoint, then it is important that elected members are clearly and openly informed of this, otherwise a complaints procedure route may be opened up.</p>	<p>A detailed response was provided to the respondent and is available on request.</p>	
<p>Shrewsbury Town Council Helen Ball, Town Clerk</p>	<p>General Shrewsbury Town Council has considered the draft policy documents for Shropshire Council's Urban Speed Limit Policy and Rural Roads Speed Limit Policy and welcomes the changes which would impact on Shrewsbury.</p>	<p>Support noted.</p>	
<p>Shrewsbury Dr Finton Last (resident)</p>	<p>Urban Support the proposal for a 30mph speed limit on Welshpool Rd especially as there have been a significant number of fatal accidents involving pedestrians along this stretch of road. The proposal states that the 30mph limit would begin at the hazardous Shepherds Lane junction despite there also being a lay-by , and several houses with front doors within a few feet of the road here and a further 2 junctions (Calcott lane and Gains Park Way) beyond this. All 3 roads are difficult to turn safely out of onto Welshpool Road with the current speed limits and indeed there was a serious collision at the Shepherds Lane junction in recent years. We</p>	<p>The extent of the proposed speed limit on Welshpool is in line with the criteria set out in the policy document. We will be considered as part of our ongoing review casualties across Shropshire to identify locations where specific traffic management schemes would be justified.</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>therefore hope that the 30mph limit can begin/end as close as possible to the A5 roundabout. Concern that a tendency for drivers to accelerate on the approach to a higher speed limit sign and not decelerate until after they have passed a lower speed limit sign therefore the Shepherds Lane junction would remain a hazard if the 30/40mph speed limit changeover occurred here.</p>	<p>Urban Cllr Bayley suggested that MPC should object to the proposed 30mph speed limit on the Mount going down into Shrewsbury Town from the traffic lights down to the existing 30 mph. MPC has NO OBJECTION to any of the rural speed policies.</p>	<p>There are no changes recommended for The Mount. Support noted.</p>	<p>Urban Speed Limit Policy further review</p>
<p>Rural A442 - This road has a high rate of fatalities and the figures do not accurately reflect the number of fatal and serious accidents to date. 2009 has seen a significant rise in the figures, particularly with regard to serious and fatal accidents involving motorcycles. A458 - Staffordshire Council have implemented a number of sections on this road as 50mph (Enville onwards) where they used to be 60mph previously. The road would benefit from sections reduced to 50mph consistently to achieve accident reduction at known accident spots. E.g. Four Ashes through to Six Ashes (Broad Oak Lane) past the main junction servicing Quatt (Dudmaston Saw Mill) the latter road carries a good volume of traffic as it is a short cut to the Household Waste Centre at Barnsley Lane and also to the Bridgnorth to Wolverhampton road, for the residents of Alveley and Quatt and others from further afield. Obviously it will depend on accident figures, but aware of accidents at Broad Oak and that section of road, as there are a lot of side roads used by agricultural vehicles. Motorcyclists also need factoring in. 2009 accident figures would need to be included. A454 - A small section of this road is in my Division; Shipley (Shipley Hall to the barn conversions, plus Rudge Heath). I am aware of high speeds on this road, particularly as the section from Shipley to Wolverhampton has a number of static speed cameras, which means that speeds increase dramatically between Shipley and Rudge Heath. This section of road has a number of farm entrances and cross roads. Motorbikes factor heavily and 2009 figures need to be checked. B4176 – Speed Camera Partnership will in the future be in action opposite The Poplar Tea Rooms. There have been a number of very serious accidents and</p>	<p>Accident statistics are usually looked at in a 5 year average to smooth out bias in any one year. The last full five year average available is for the period Jan 2004 to Dec 2008. Proposed changes have been made in line with the criteria set out in the document. 2009 accident figures will be included in the route reviews as described in the Draft Policy. The policy also states that Shropshire Council will undertake annual reviews of roads above the 35 accident rate (per 100m vkms), therefore each new 5 year accident rate will be included. Additionally, Shropshire Council will continue to review casualties to identify locations where specific traffic management schemes could be justified. Additional requests for action will be looked at to consider whether locations justify additional traffic management schemes.</p>	<p>No change to policy.</p>	<p>No change to policy.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Welshampton and Lyneal Parish Council Carole Warner, Clerk</p>	<p>fatalities on this road in 2009. Upper Ludstone would need an engineered solution from highways as speed is not the only contributing factor to accidents at this site, it really is a site that needs attention outside of this consultation process. I would also like the 2009 figures be included.</p> <p>General This Division is very seriously effected by very high motorcycle use mixed with agricultural vehicles, commuter traffic, heavy goods vehicles and seasonal holiday traffic. They collectively form the main highways out to the routes to Wales, Telford and Wolverhampton. I would strongly recommend that the local policing team are involved in this process along with the Safety Camera Partnership if real speed reduction is to be achieved and offenders prosecuted. Much more needs to be done to combat motorcyclists' anti social behaviour and abuse of the law, it needs to be a team effort and Shropshire Council highways has a role to play in this area. This policy although welcomed will not be delivered should a joined up approach not be taken.</p> <p>Urban B5063 - SC is already aware of local concern that exists about speeding traffic on the section of the road in the Balmer part of Welshampton. Correspondence and discussion with Shropshire Council has led Parish to understand that "something will be done". Additional signs warning of pedestrians in the highway were erected by Traffic Management in 2009 which confirms that SC does have concerns about the road. PC concerned that that the Balmer length of the B5063 is not on the action list (appendix B) for speed limit reduction. Presumably because the way the draft policy document presents the statistics, B5063 shows as being comparatively safe and therefore low in the list of priorities in Appendix A. This is because the whole length of the road from Welshampton to Wem has been used in the calculation, rather than the more relevant section of the residential area of Balmer and Balmer Heath.</p> <p>Rural In general, it would appear that the A428 and A495 have both been recognised as problem roads as they are highlighted in red at the top of appendix A, and we now assume that action will be taken. However, as far as the B5063 is concerned, despite many concerns being registered by residents and the Parish Council, with</p>	<p>Shropshire Council works closely with neighbouring authorities and West Mercia police under the Safer Roads Partnership to undertake a range of education activities as well as speed enforcement measures, particularly to target high risk groups.</p>	
		<p>Balmer Heath is on the B5063 is part of the village speed limit programme for 2010/11 and therefore this stretch of road is not included in the calculations for the rest of the B5063. Clarification on the methodology will be made in the revised policy document.</p> <p>B5063 accident rate falls below the threshold set in the draft policy -but see previous comment re Balmer Heath. Routes to be looked at in detail for further</p>	<p>Clarification to policy document.</p> <p>No change to policy</p>

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	<p>favourable feedback from Shropshire Council, it appears that nothing is going to happen. As far as Welshampton is concerned, it appears from Appendix B that there are no plans for a 20mph limit by the school.</p> <p>General The problem with draft policy documents such as these is that by their nature they are not going to mean a great deal, as the effectiveness of the policies will only come to light in the detail i.e. what speed limits, which section of road, which particular bend, which school etc. However, we should accept that some sort of programme based on analysis of statistics is a starting point, but it should not be the sole issue in decision making. Also, some indication in what way the current policy has been continued or changed would be useful.</p> <p>The draft policy documents make no mention of existing plans and activities and we have a concern that local actions that have been implied will happen will get ignored</p> <p>Through Welshampton, there already exists a 30mph speed limit. However, neither policy document suggest that there will be a 20mph zone by Welshampton School, as the Rural Roads Speed Limit policy is non specific and in the Urban Speed limit Policy, Welshampton gets no mention. This needs clarification.</p> <p>The PC is still expecting SC to carry out the changes previously indicated as follows –</p> <ul style="list-style-type: none"> • Extend the 30mph limit to the extent of the residential area • Establish a 40mph buffer zone • Consider a means of providing a safer footway along the narrow, twisting sections <p>The PC supports all initiatives which address the issue of speeding traffic in our community, so obviously is not against these draft policies of lower speed limits.</p>	<p>speed reduction have been prioritised according to accident rates as there is a limited budget and it is considered important to spend this where likely to be most effective.</p> <p>See previous comment.</p> <p>Any measures which have already been agreed under other Shropshire Council traffic management programmes are not ignored but are not set out in this policy document.</p> <p>Welshampton has a 30mph limit through the village which is consistent with the Village Speed Limit Policy. Therefore no recommendations for change have come forward as part of the Rural Speed Limit policy.</p> <p>20mph outside schools will be considered if part of a Safe Routes to School programme</p> <p>Specific details will be followed up separately as part of the normal Traffic Management Review programme of accidents and safety issues.</p> <p>See previous comments</p>	<p>No change to policy.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>However, by taking such a broad sweep approach on roads which may only have specific problems in localised areas, SC is not addressing the issue in the most effective manner, will not be prioritising the resources appropriately and so will not get the best results of reduced speed in key areas.</p> <p>Rural A428 - 4th on the Appendix A ranking list is the A428 Cockshutt to Ellesmere Road. The road is the border of the parish council from near Whattall Moss to Oteley. There are three access roads from Colemere, including the very dangerous junction at Spunhill, the Tudor Griffiths Ltd site, and the junction with the A495 by Ellesmere Tunnel. Within the draft policy documents, there are no specific recommendations as to what speed limits are being recommended, or other actions being proposed at these dangerous junctions but we consider that a 40mph limit is safer than the current 60mph "unrestricted" limit along with the appropriate warning signs.</p> <p>A495 - 9th on the Appendix A ranking list is the A495 Ellesmere to County Boundary road. This is the major route through the Parish, from the junction with the A428 at Ellesmere Tunnel through Welshampton to the County Boundary at Breaden Heath. From the junction with the A428, the road is narrow, hilly and twisting, with no footway and even includes a footpath from Oteley which finishes straight onto the road. This section is very dangerous for pedestrians and cyclists, and the policy guidelines suggest that the speed limit should be 30mph maximum.</p>	<p>Specific recommendations will be made through route studies as noted in the draft document. The listed in Appendix A is the first stage prioritisation. These sections of road meet the criteria for proposed changes.</p>	<p>No change to policy</p>
<p>Whittington PC Mrs A S Cowley - Clerk to the Council</p>	<p>General Council would like to make the following comment:- "The statistics are based on 1 accident being fatal (=1 fatal) NOT the number of fatalities within the accident "Hidden numbers of injuries/fatalities within these numbers". They feel that because of this the statistics are distorted.</p>	<p>Accident statistics are usually looked at in a 5 year average to smooth out bias in any one year. The last full five year average available is for the period Jan 2004 to Dec 2008. Proposed changes have been made in line with the criteria set out in the document. The use of PIA's is consistent with national good practice and reflects the level of risk. The number of casualties are a factor of vehicle occupancy.</p>	<p>No change to policy document.</p>
<p>South Shropshire Access Group Richard Phillips</p>	<p>General Our Group have considered the papers and welcome the proposals without amendment.</p>	<p>Noted.</p>	<p>No change to policy document.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Wrexham County Borough Council J W R Evans For Principal Engineer Traffic</p>	<p>General The content of your proposed draft policy, together with the proposals initially to address issues in urban areas and rural areas with an accident rate greater than the recommended level of 35 per 100 vkms have been noted. As these at present do not include any recommendations for change on cross border routes and as Welsh Authorities have only received the Welsh Speed Limit Review Guidance from the Welsh Assembly Government last month, it is not possible at this stage to comment further. It would be appreciated if you could let me have details of any proposed alterations to existing cross border restrictions once these have been determined, in order that their impact on the adjoining lengths within this Councils area can be assessed.</p>	<p>Comment noted and details to be provided when available.</p>	<p>No change to policy.</p>
<p>Longden Parish Council J A Griffiths, Clerk</p>	<p>Urban The PC are concerned that the 20mph speed limit around schools is only proposed for the urban area. The PC feel this should be applied in both urban and rural areas.</p> <p>Rural As our Parish Plan questionnaire proved, speeding on our rural roads is a grave concern for all parishioners. The PC would ask that speeding is placed on the agenda for discussion at the LJC's.</p> <p>General The PC are preparing a Parish Plan and evidence gained from a recent questionnaire sent to all households shows that the greatest concern is for road safety and speeding through the villages in the parish. Therefore, any measures to reduce speeding would be welcomed and the PC would like to see speed limits as low as possible through all the villages in the parish.</p> <p>The PC are concerned that Longden Common does not appear to have been included in early speed limit restrictions. Speeding by motorists travelling from Pulverbatch direction towards Shrewsbury the speed vehicles travel through Longden Common has been a concern.</p> <p>Part of the National Cycle Route is in our parish and the PC feel that the lanes designated as "quiet lanes" should have a 20mph speed limit to allow walkers, cyclists and horse riders to use these roads safely</p> <p>The PC understands that you have to use measurable statistics to rank areas for speed limit restrictions. However, the PC considers that quality of life should also be considered and accidents and fatalities should not be the only measurement</p> <p>Any speed limits imposed are not effective unless enforced and the PC would urge</p>	<p>20mph around schools is only stated within the urban speed limit policy, but may also be within Village Speed limit programme, where schools are likely to be located.</p> <p>Proposed changes have been made in line with the criteria set out in the document. Routes to be looked at in detail for further speed reduction have been prioritised according to accident rates as there is a limited budget and it is considered important to spend this where likely to be most effective.</p> <p>Longden Common will be reviewed under the criteria for the Village Speed Limit policy. Proposed changes have been made in line with the criteria set out in the document. Routes to be looked at in detail for further speed reduction have been prioritised according to accident rates as there is a limited budget and it is considered important to spend this where likely to be most effective</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
West Mercia Police Brian Williams, Traffic Management Advisor	<p>for more police support to enforce any limits applied.</p> <p>Urban It is noted in particular your urban speed limit policy document appears to follow the same dictate as that of the village speed limit policy above. Obviously there is concern that any proposed urban speed limits introduced under this policy will also encounter the same problems as witnessed in the village speed limit policy.</p> <p>General Regrettably no prior consultation appears to have taken place on the creation of these policies between SC and WMP.</p> <p>No doubt you will be aware of our concerns and the ongoing issues with regard to the current Village Speed Limit Policy presently being introduced within Shropshire. These concerns previously centre on the decision by Shropshire not to follow the advice provided by the DfT under its circular 1/2006 for such speed limit introductions. DfT under that circular advises Highway Authorities that where travelled speeds are in excess of its criteria for a specific speed band restriction, HAs should introduce appropriate calming measures to affect these travelled speeds. SC has decided NOT to include such measures as advised. As a consequence we are seeing speed limits introduced that are not being adhered to, being seen as unreasonable/unrealistic by drivers/riders and providing little benefit to those village residents.</p> <p>As a major stakeholder in the introduction/enforcement of speed limits and with priorities and limited enforcement resources, we would have welcomed the opportunity to have been involved in such speed limit policy creation at an early stage. Police enforcement resources are not likely to increase in the future and with the consequence of more speed limits being introduced under this policy, enforcement opportunities for each of these restrictions will diminish.</p> <p>Should these proposed policies not follow the DfT guidelines that sets out to introduce reasonable/realistic and more self enforcing speed limits I am unable to offer my support at this time.</p>	<p>Of the villages that have had a new speed limit implemented only a few have experienced problems with general compliance. We will be addressing the locations in future programme. A similar approach will be adopted for Urban and Rural limit changes.</p> <p>Consultation is taking place at this stage, and further detailed consultation on specific locations will take place as implementation is progressed, and for the rural route recommendations once additional data on existing average speeds is gathered.</p> <p>Officers are of the opinion that the majority of schemes will achieve a reduction in vehicle speeds to within the advertised limit with signs alone. However it is accepted that on some roads additional measures will be needed. These will be identified by monitoring once the new limits have been implemented thereby saving the costs of unnecessary traffic calming.</p> <p>Senior level Development Service staff will be meeting Police representatives to review the detailed aspect of our policies and procedures.</p>	<p>Urban Speed Limit Policy further review.</p> <p>No change to Rural Speed Limit policy.</p>
Clun Division Cllr Nigel Hartin	<p>General Surprised at some of the big reductions in speed on some routes from 60mph current down to 30mph proposed.</p>	<p>Some of the reductions in the urban areas are significant but the proposals have resulted from a consistent application of the criteria set out in the table on page two of</p>	<p>Urban Speed Limit Policy further</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>Concerned that reducing speed just to support a belief that it might be safer when that's not necessarily the case and that speed limits are supposed to be largely self-enforcing by being appropriately set? Also need to be wary of making assertions that reducing speeds will reduce accidents regardless of the cause. Speed can be a factor but to be included with other factors such as the amount of hazards on the road (eg: TRL report 511 apparently shows that based on an assessment of 174 rural roads it carried out accidents fell with higher speeds not the other way round because of the lack of hazards).</p> <p>Aware that Warwickshire earlier this year brought forward proposals for significant speed reductions unsupported by the police and most respondents to their consultation. Would like to avoid similar situation.</p> <p>Government circular 1/2006 says that speed limits should not be set below the original 'mean speed' for the road, but none in consultation documents for the routes in question.</p> <p>General Mean speed data is needed now to inform the consultation, it's not acceptable that we get the data when we progress the speed limits - the mean speed data will help inform us (and the police) whether we should go ahead at all with proposals.</p>	<p>the policy. At roundabouts where the side roads are 30mph current guidance is that roundabouts should be at the limit of the lowest approach road.</p> <p>The appropriateness of any new speed limit will be tested through the TRO process it is anticipated that 50mph would be regarded as appropriate for most of the sections of road identified as having the highest accident rates.</p> <p>Shropshire Council will continue to review casualties to identify locations where specific traffic management schemes are required. The speed management policies recognise that we have limited budgets and proposes a low cost approach to reducing the likelihood of collisions and severity of accidents.</p> <p>Mean speeds have not been measured for the first stage prioritisation process for this policy, but will be for those roads where speed limits are proposed to inform the TRO consultation process and 'test' the appropriateness of the proposed change in speed limit. The cost of collecting mean speeds is £300-400 per site therefore this is done at the second stage of prioritisation. Data will be available when collected.</p> <p>The intention is that the policy sets out a framework with a clear system for identifying priorities.</p>	<p>review</p>
Wem Town	General		

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Council Jane M Drummond</p> <p>Astley Abbotts , Ditton Priors, Easthope Shipton and Stanton Long Parish Councils Jayne Madeley BA PILCM (clerk)</p>	<p>The town council resolved to received your letter without comment</p> <p>General 1. The B4373 through Bridgnorth to Broseley road cuts the parish of Astley Abbotts in half. For a number of years the Parish Council has been lobbying regarding safety on this road in a number of places. Parish would like to know what proposals you have for the road in the Parish. The Parish Council welcome any measures that will slow the traffic through the parish</p> <p>2. The B4368 and the B4378 both go through the Parishes of Easthope Shipton and Stanton Long. The Parish Council is interested to know what proposals there are on these roads. The Parish Council knows about the speed limit in Brockton.</p> <p>3. The B4371 also goes through Easthope Parish what proposals do you have for this road.</p> <p>4. The B4368 is one of the main routes into Ditton Priors so likewise the Parish Council is interested in proposals on this road.</p> <p>5. Finally the other main route into Ditton Priors is via B4364 what proposals do you have on this road.</p> <p>Rural All three parishes support any actions that will make these rural roads safer.</p>	<p>Noted</p> <p>Of the roads listed only the B4364 is listed for speed reduction in line with the criteria of over 35 accidents per 100m vkms. All others are below this accident rate, and therefore outside the policy criteria for Rural Speed Limits. Shropshire Council will continue to review casualties to identify locations where specific traffic management schemes could be justified. The draft rural speed limit policy recognises that we have limited budgets and proposes a low cost approach to reducing the likelihood of collisions and severity of accidents. It is complementary to the site specific proposals which will continue to be developed. Details of any current specific proposals on the roads listed will be provided to the Parish Council.</p>	<p>No change to policy.</p>
<p>Walford and North Shropshire College Pat McGuinness, Health and Safety Advisor</p>	<p>General Current situation - major concern regarding our Walford campus situated on the B5067 Baschurch to Shrewsbury Road. The campus has facilities on both sides of the road. There is a high level of traffic and the alignment and topography of the road is such that crossing is hazardous for pedestrians. We have a large number of students crossing this road at least 4 times per day. The age range of these students is from 14 - 18 years, with the 14 year old group increasing year on year due to recently introduced diploma qualifications. Some of our students have disabilities, and as such are even more vulnerable when crossing this road. noted that Shropshire Council staff are actively and are considering additional measures subject to priority rating. However we would still like to stress that crossing of this road by our students is still a high risk activity. We still need further</p>	<p>Shropshire Council will continue to review casualties to identify locations where specific traffic management schemes could be justified.</p> <p>The draft urban and rural speed limit policy recognises that we have limited budgets and proposes a low cost approach to reducing the likelihood of collisions and severity of accidents. It is complementary to the site specific proposals which will continue to be developed.</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consuitee Comment	Officer response	Comment
	<p>support to reduce the risk to an acceptable level. Philosophy used in the documents - Current Health and safety legislation require all those who have any control over work activities to base their approach to minimising risk - on risk assessment. This leads to the implementation of actions to reduce any risks in advance of any likely injuries being suffered. This seems to be at odds with the approach taken by the council, in these documents. IT appears that data is gathered on fatal and personal injury accidents that have actually occurred, a reactive approach, and then in situations where the greatest loss occurred, action is proposed.</p> <p>Legally we are subject to H&S legislation, eg Health and Safety at Work act 1974, and the management of health and safety regulations 1999, which implements European Council Directive 89/391/EEC. This requires us to carry out health and safety risk assessments and manage the health and safety of our staff, students and others affected by our activities, but in particular the Work Place Regulations 1992, which implements European Council Directive 89/654/EEC, are relevant here.</p> <p>Under these regulations we have a requirement to segregate pedestrians from vehicle traffic, and have a traffic management system within our workplace. We cannot do this for the B5067 without the councils assistance.</p> <p>Furthermore, as I am sure that your legal department will confirm, under EU law, both the council and the college are regarded as "emanations of the state", and as such these health and safety directives have direct/vertical affect on both our organisations to comply with the requirements of the original directives, as well as any subsequent made under them by the UK government.</p> <p>As such we could jointly be taken through legal process following any accident situation on this road, and therefore it is in both organisations best interests to address this issue.</p> <p>In summary, whilst we know that this is a consultation process exercise, we have to highlight the situation at our Alford campus and in particular the difference between the risk assessment proactive approach that we are legally obliged to take in managing our peoples safety, and the reactive approach taken to assess the need for actions to be taken in the Council's policy documents.</p>	<p>The council is acting within its duties to implement DfT guidance on speed and accident reduction. Health and Safety at work legislation is separate.</p> <p>The pedestrian crossing is being investigated by Traffic Management and Regulation who are in discussion with the college.</p>	

Parish / authority Main contact	Consultee Comment	Officer response	Comment
Shrewsbury resident Mrs M Gregson	<p>We do have a very high risk situation that we cannot address without action from the Council to introduce appropriate speed limits and traffic calming measures, ideally this would be a 20mph limit and speed humps. but most importantly a pedestrian crossing with traffic light control.</p> <p>We are, as stated earlier, grateful for the support that has been given by the highways dept to this point, but do need further support to ensure that the risk is lowered to the minimum level possible to our students and staff when crossing this road.</p> <p>Urban Page 2, paragraph 1 includes the following "However speed limits of 20mph are applicable in situations where there is a particular risk to vulnerable road users" Then in the table on page 2 refers to the 20mph limit as being applicable "outside schools". We would suggest, that from our experience, this should be amended to include colleges, taking into account the preceding statement about 20mph limits being applicable where there is a particular risk to vulnerable road users, and given that most colleges will have a student body made up of different groups of students, from young disabled, to vulnerable.</p> <p>Rural Page 1, paragraph 3 refers to vulnerable using the example of "children and elderly". We would suggest that our college students being aged 14 upwards with some having disabilities, should be considered in this category. We also find it surprising that this document does not refer to the provision of 20mph limit outside schools (or in our case colleges) on rural roads!</p> <p>Urban Want to make the case for a 40mph speed limit along the urban clearway described in your papers and which I consider needs a much closer scrutiny than already indicated to me in departmental correspondence. I feel that the engineering perspective is limited to traffic volume, vehicle speeds, traffic congestions and in short the kind of outcome from modular studies which are suitable for areas without pedestrian crossing points. In the case of Oswell Road roundabout at Robertson Way 5112 there is no safe pedestrian crossing. There is, therefore a dangerous junction for all people crossing Robertson Way on foot, including cyclists who are asked to dismount to cross over, school children crossing from one side to the other, mobility vehicles and disabled persons, anyone wanting to access the nearest bus stops on Woodcote Way etc.</p>	<p>The policy wording is not intended to exclude colleges.</p> <p>Vulnerable is not limited to children and elderly. In terms of road safety for example drivers aged 17 to 25 are regarded as vulnerable and specific initiatives are being undertaken to address their risk levels.</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>Robertson Way dissects residential area, needs lower than 50mph ie 40mph, plus improved road signs and a safer pedestrian crossing than the designated vulnerable central reservation, particularly given the speeding in to this roundabout and in a "through route" urban context.</p>		
<p>Churches Together in Shropshire Ged Cliffe</p>	<p>General Churches do not have any opinions on what are essentially matters of technical specifications</p>		
<p>Road Peace Amy Aeron-Thomas, Exec. Director</p>	<p>General Query the reliance on rates based on reported road casualties. The DfT has recently acknowledged that total road casualties are estimated to be in the vicinity of 800,000, almost three times greater than that reported to and by the police. Unless Shropshire Council has some evidence that under-reporting is not a local problem, the need and economic justification of speed reduction measures is being greatly under-estimated.</p> <p>Also, while speed reduction monitoring is proposed, we recommend that Shropshire Council adopt the Dutch practice of using people's perception of fear as a key performance indicator.</p> <p>Urban RoadPeace has promoted the adoption of a 20 mph default speed limit for over 10 years and campaigned for more forgiving, i.e. lower, speeds. Thus, we were disappointed with 30 being proposed as the standard speed limit in built-up areas with development on both sides of the road, with 20mph only proposed where there are high numbers of personal injury collisions involving vulnerable road users. No consideration is given to the impact on the quality of life and the intimidation from motor vehicles travelling at 30 mph.</p> <p>In the tables provided, there were five locations having their speed limits reduced from 60 to 30, including near a school and a cricket ground. Only four locations had their speed limits reduced from 30 mph to 20 mph.</p> <p>To avoid any possible misunderstanding, please let us clarify that with a 20 mph default speed limit, main roads could still qualify for higher speed limits but they would have to be justified.</p> <p>In recent years, there has been a growing swell of interest in 20 mph default speed</p>	<p>Would not dispute the under reporting of accidents, however as no data is available to the council, the current approach is considered the most consistent and appropriate.</p> <p>Perception of fear is not considered as part of this policy, however some of the other schemes/measures that the council implements is based on creating a better pedestrian/cyclist environment which does bring in factors such as perception.</p> <p>20mph limits are already in place for a number of town centre locations, and are also proposed as extensions to town centres where considered appropriate.</p> <p>We will review the current DfT guideline on the implementation of 20 mph limits and zones but the issues of priority and affordability remain and the proposed policy seeks to make best use of limited resources</p>	<p>Urban Speed Limit Policy further review.</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>limit. This includes the Take Action Active Travel Initiative, signed by over 90 of the leading public health and sustainable transport organisations, with 20 mph default speed limits for residential roads as one of its six key demands.</p> <p>The DfT is also encouraging speed reduction on urban roads. It's Manual for Streets promotes a 20 mph speed limit for residential roads, with pedestrians at the top of the road user hierarchy. In its recent A Safer Way consultation, 20 mph limits and zones were also encouraged. Please note that while the DfT believes pedestrians hit at 30 mph have only a 20% chance of death, WHO and ETSC, among others, still state that almost half will die when hit at this speed.</p> <p>Portsmouth has also shown the cost-effectiveness and the benefits of introducing 20 mph speed limits on a wide scale basis with only signing. Speeds on higher speed main roads have been reduced by 7 mph, a substantial decrease.</p> <p>For up to date information on how quickly other local authorities are adopting 20 mph default speed limits, see the '20s plenty' campaigns group's website.</p>	<p>Further speed reduction and safety measures as suggested may be appropriate under other areas of work undertaken by Shropshire Council.</p> <p>The impact of the Portsmouth approach is still to be fully reported but is part of the current DfT consultation on the implementation of 20mph limits and zones</p>	
<p>Rural Our support for 20 mph default also extends to villages. We also believe the default speed limit for minor rural roads should be 40 mph, and the speed limit for rural single carriageway should be 50 mph, with local authorities having discretion to keep their safest roads at 60 mph. These defaults are also recommended by CPRE.</p> <p>Urban With regards to Ellesmere Urban members were disappointed that the only planned project is for Sandy Lane to be reduced from 60mph to 40mph. Members also felt they could support a change to 30mph as this would be more sensible. Another concern is that Ellesmere has a high casualty rate per 100,000 and yet there seems no improvements planned.</p> <p>Rural On the rural road speed limit policy the casualty rates are very high and we suggest this could be considered.</p>	<p>This approach is not consistent with DfT guidance.</p> <p>Proposals for Ellesmere are noted in Appendix B. Sandy Lane is the only route section considered necessary for speed reduction within the criteria set out in the draft policy. We will continue to review casualties to identify locations where specific traffic management schemes could be justified.</p> <p>All routes with accident rate above 35 per 100m vkms the recommended DfT intervention rate have been identified for further consideration. Whilst local concerns about other routes are recognised it is</p>	<p>No change to Rural Speed Limit policy.</p> <p>Urban Speed Limit Policy further review</p> <p>No change to Rural Speed Limit policy</p>	

Parish / authority Main contact	Consultee Comment	Officer response	Comment
Shropshire Association of Local Councils Lorna Pardoe, Deputy Chief Executive	<p>General Members welcomed the documents but would like to see countywide 20 mph speed limits outside schools. They felt that Electronic Speed Indicators were more effective than most speed signs as drivers take more note and everyone can see the speed the drivers are doing. It was felt that these were particularly effective when used at the start and end of school days.</p>	<p>necessary to prioritise speed limit programme to routes where action considered to be most effective, as there is a limited budget.</p> <p>20 mph outside schools is considered when part of the Safe Routes to School programme. There is also a programme of advisory 20mph speed limits which is being rolled out as part of the SRTS programme.</p> <p>VAS policy is in place with a number of parishes already requesting signs.</p>	Urban Speed Limit Policy further review
Shrewsbury Town Centre Partnership Andrew Bannerman	<p>Urban Concern at the exclusion of Roushill (from Smithfield Rd to Raven Meadows) and Raven Meadows as major pedestrian crossing points, which are currently hazardous. Furthermore it encourages a vehicle priority in that part of town.</p> <p>In Raven Meadows, there is much pedestrian movement coming in and out of the Bus Station.</p> <p>Concerned that 20mph limit is piecemeal extensions rather than a clear policy for the Town Centre as a whole. Smithfield Rd can temporarily claim to be a through route for heavy traffic (and consequently very unpleasant for cyclists and pedestrians), but why not seen as an exception and the rest of the town centre enhanced and made safer by a general 20 mph limit signed at the entry points - i.e on or just outside the bridges.</p>	<p>Acknowledge importance of Smithfield Road as pedestrian link, and measures being introduced by 'Connect 2' proposals; however route remains a central traffic route for Shrewsbury.</p> <p>Approach for rest of town centre in Shrewsbury is consistent, with 20mph on all central roads however Raven Meadows is being looked at and a project is being developed for a raised Zebra Crossing on Raven Meadows close to the junction of Roushill and this could potentially include a further extension of the 20mph zone into Roushill and Raven Meadows.</p>	Urban Speed Limit Policy further review
Cockshutt cum Petton Parish council Carole Warner, Clerk	<p>Rural Council reviewed the draft policy and resolved to support it.</p>	<p>Noted</p>	
Staffordshire County Council Katrina Jones, Transport Policy	<p>Urban Wish to consider 20mph speed limits or zones on new or existing developments where speeds are kept within 20mph through considerate landscape/street design. NB Staffordshire County Council is also investigating the suitability of 20mph</p>	<p>Comment noted and relevant to highways design guidance.</p>	Urban Speed Limit Policy further

Parish / authority Main contact	Consultee Comment	Officer response	Comment
<p>Officer</p>	<p>speed limits outside schools.</p> <p>General I note that you do not intend to introduce further speed reduction measures as part of your programme. In Staffordshire we recommend that further engineering measures are considered where mean speeds are higher than the proposed limit or where 85th percentile speeds differ significantly from the mean. If speed reducing features are not introduced in the above circumstances then I would recommend adding these sites to your "locations of concern" to be monitored 12 months on from implementation.</p> <p>Rural You mentioned that you will undertake a mini route study to analyse accidents, speed reduction measures etc as well as "any other conditions or issues relevant to the priority for implementing speed limit changes". There are two sites (on the A525 and on the A458) on your proposed list that are on the county boundary with Staffordshire. On the A525 discussions have already taken place and agreements made with respect to proposed speed limit changes and I would ask that you take these into account. The A458 location is on our list for investigation in the near future and therefore I would ask that you discuss your proposals with us. If our investigations start before yours, we will, of course, contact you. There are several county boundary locations where we plan to review the speed limit by March 2011. These include the A51, A53, A41, A464, A5, A454 and the B4176. We will be in touch to discuss county boundary issues in each of these locations at the time of our investigations.</p>	<p>Comment in line with intended policy for Shropshire.</p> <p>Comments noted and will be discussed in detail with Staffordshire officers.</p> <p>Noted</p>	<p>review</p> <p>No change to Rural Speed Limit policy.</p>
<p>Shifnal North Cllr Gordon Tonkinson</p>	<p>Urban I fully support the 30mph proposals for area past Idsall School Main entrance in Coppice Green Road and the extension of the 30mph past the cricket field, Priorslee Road, Shifnal. Adjacent to Shifnal Primary School, Curriers Lane/Barn Road - due to the number of children in this area and because Idsall School also use these roads, a 20mph limit is more than justified and must be implemented as in other school areas. Many parents are in this area due to childcare facilities, for before and after school use, being on the same site. Park Lane - St Andrews Primary School - comment for Curriers Lane/Barn Road equally applicable where similar before and after school care facilities are located. 20 mph limits in this area are fully justified. New government guidelines ought to be applied around both schools, with distance measured speed cameras if possible.</p>	<p>Support noted.</p> <p>Proposals for 20mph outside schools would need to be considered within the Safe Routes to School programme. This will be put forward, however note that the current 2 year programme is fully committed. As above</p>	<p>Urban Speed Limit Policy further review</p>

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>Rural B4379 Shifnal to A41 junction - receive many complaints concerning the section through Heath Hill in Sherriffhales Parish. Many vehicles exceed the national speed limit, where three junctions enter this highway there are bends and obscured visibility. A 40mph limit is justified through this settlement to lessen the real anxiety of local people. A5/B4379 Crossroads at Crackley Bank - very dangerous, notorious for accidents. No doubt a small traffic roundabout is justified at this junction. Several yrs ago, when over 20 street lights were installed after the M54 was opened and the A5 de-trunked, the street lighting entitled the A5 to carry a 40mph through the lit section, but Sherriffhales Parish and Shifnal Town Councils were ignored in their plea for 40mph. Opportunity to bring extra safety to this crossroad was missed, 40mph is more than justified and could be easily enforced by cameras. A41 - Gorseley Bank to Woodcote, Pave Lane - Only area where major improvements have not taken place. Received many years of complaints about speed and overtaking and subsequent dangers. No doubt whatsoever that traffic flow will not be impaired by the change to 50mph from Weston Heath Crossroads to the old Newport Road junction at Pave Lane/Stockton junctions, coupled with continuous double white lines over the same length of roads. From enclosed letter to Alice Dilly dated 14/12/09 - From North of Gorseley Bank where continuous white lines finish to Weston Heath Crossroads - section has only one junction at approx. half way point (to 2 working farms and horse breeding establishment). 2 farms planning for building conversions, will need to move junction to highest point further south to improve visibility. Otherwise OK but speeds are a high hazard and single solid lines allow some overtaking. (not all info from letter dated 14/12/09 has been included) From enclosed letter to Alice Dilly dated 14/12/09 - approx 150m S of Weston Heath crossroads to Shropshire approx 300m N of Sherriffhales/Shifnal junction boundary (B4379). Very dangerous length of highway with urgent need for safety improvements to include speed limits, Continuous double white lining, footpath improvements by regular verge and hedge cutting back, at the same time. Weston Heath Crossroads - used by many tractors, soon to be increased due to a new farm road which has been given permission some 150 metres down the Old Chester Road (to take pressure of narrow lane heavily used). Visibility to the north from King Street (by the Antique Shop) is limited. This length of highway should be considered for 50mph limit, the advisory 30mph made mandatory, plus continuous</p>	<p>Comments noted and specific issues to be followed up. Routes above 35 accidents per 100m vkms have been recommended for further speed reduction investigation. Locations which justify treatment outside this policy will be considered separately.</p>	<p>No change to Rural Speed Limit policy</p>

Council 21 January 2010: Urban and Rural Speed Limit policies.

Parish / authority Main contact	Consultee Comment	Officer response	Comment
	<p>double white lines right to the Shropshire boundary with Telford and Wrekin and should continue to at least the old Woodcote School site where road broadens into Newport bypass.</p> <p>From enclosed letter to Alice Dilly dated 14/12/09 - advisory 30mph through Bloomsbury and Weston Heath not being observed, should be monitored and made mandatory. Safe overtaking virtually impossible, but often takes place putting lives in jeopardy. Enforcing 40mph limit on HGV lorries would be better monitored here if enforced anywhere.</p> <p>From enclosed letter to Alice Dilly dated 14/12/09 - Coroner, Michael Gwynne said, in his summing up at an inquest, this length of the A41 needs to be urgently looked at to lessen the number of accidents and deaths.</p>		

Rural Roads Speed Limit Policy



Speeding is a major concern for residents in Shropshire. This document sets out Shropshire Council's approach to reviewing speed limits on rural roads across the county. This document forms the third in a series of the Council's Speed Management Strategy for Shropshire following the publication of the Village Speed Limits Policy in October 2007 and the draft Vehicle Activated Signs Policy in June 2009. It will be published alongside the draft Urban Speed Limit Policy.

Background

Speeding was identified as a major concern by the residents of Shropshire during the consultation for the Local Transport Plan and continues to be raised on regular basis in correspondence to officers and members.

Studies show that when drivers reduce speed, collisions are less likely and if there are collisions, at lower speeds they will be less serious injury. This is particularly true for vulnerable road users i.e. children and the elderly.

In August 2006 the Department for Transport published Circular 01/2006 Setting Local Speed Limits which has been used as the basis for reviewing the Council's position in respect to speed limit policy and strategy and this has been split into three areas:

- Village Speed Limits
- Rural Speed Limits
- Urban Speed Limits



In September 2007 Shropshire County Council Cabinet approved the Speed Management Strategy, which included the outline approach for Urban and Rural roads, which has been developed in more detail and is reported here.

The Village Speed Limit policy was also approved in 2007, and the programme of implementation is in progress.

Rural speed limit review

Department for Transport Circular 01/06 Setting Local Speed Limits asks Local Authorities to review the speed limits of all of their A and B roads, and implement any necessary changes, by 2011. The approach taken to Villages is based on the premise that ideally they should all have a 30mph speed limit. The guidance does not however attempt to specify speed limits for other rural roads. Instead it focuses on the need to review rural speed limits for the purposes of reducing road traffic casualties and we have drawn up a provisional priority list based on personal injury accident data.



In order to determine the priority and therefore programme of implementation we have calculated the accident rates for the last complete 5 year period (standard for accident monitoring) on each of the A and B roads in the county (not including the trunk roads which come under the Highways Agency responsibility). The accident rate per 100 million vehicle km (100m vkms) gives a measure of the number of accidents with respect to both the volume of traffic on a road section and the length of the road.

A provisional list for implementation includes all those routes with an accident rate above 35 (per 100m vkms), which is the Department for Transport recommended intervention level. However, it should be noted that this may change following the more detail assessment as set out below and will be determined partly by annual budget allocation.



Before bringing forward a final programme for implementation it is proposed to consider all of the routes in this priority list, above 35 (per 100m vkms), and undertake a mini route study to analyse the accident data in more detail and look at whether:

- a. there have been any recent speed reduction measures or highway improvements implemented on sections of road being considered;
- b. there are any proposed speed reduction measures or highway improvements for the sections of road being considered;
- c. whether the accident rate is falling, rising or constant;
- d. note any other conditions or issues relevant to the priority for implementing speed limit changes (particularly considering whether speed management is a key issue).
- e. monitor average speed at key locations on the route.

If works have been undertaken in the last 2 years; or are proposed in a future programme; or if the accident rate is falling then no speed limit changes will be proposed during the current year. However these will be reviewed again annually.

Appendix A shows the priority assessment for all A & B roads.

A review of those roads with an accident rate below 35 (per 100m vkms) will be undertaken towards the end of 2010/11 as part of the development of Local Transport Plan 3.

Trunk Roads

The A5, A49 south of Bayston Hill, A458 west of A5 Churncote Roundabout and A458 south of A5 Mile End Roundabout form part of the Strategic Road Network that passes through Shropshire and are the responsibility of the Highways Agency. The Agency confirms that a review of the speeds limits on these roads in accordance with Circular 01/2006 Setting Local Speed Limits has been completed and as a result, the speed limits through some rural communities have been reduced.

Monitoring

Speed reduction monitoring will be undertaken 12 months on from implementation at locations of concern. It is not considered necessary to monitor every change as in some locations speeds are already within the proposed new limit, and the changes are being recommended for consistency.

Programme of implementation

Funding for the implementation of speed limit changes is decided on an annual basis, as part of the review of the Local Transport Plan capital programme.



Rural A & B Road Speed Limit priority assessment

ACCIDENT RATE - A Class Roads, Shropshire - Jan 2004 to Dec 2008

Road	Accidents (5 year period) Jan 04 -Dec 08				length (km)	Accident Rate/100 million vehicle km	Total Cost
	Fatal	Serious	Slight	All Severities			
A525 (County Boundary (West) to Whitchurch)	0	1	4	5	1.453	53.87	£5,414
A464 (Shifnal to J4 M54)	0	3	16	19	2.362	48.55	£8,287
A4117 (Cleobury Mortimer to County Boundary)	2	4	15	21	4.790	47.84	£13,354
A528 (Cockshutt to Ellesmere)	0	3	12	15	5.465	45.15	£19,009
A41 (Sandford to Tern Hill Crossroads)	1	11	42	54	6.372	45.13	£18,759
A529 (Hinstock to Market Drayton)	1	5	11	17	8.710	44.92	£37,736
A528 (Shrewsbury to Harmer Hill)	0	8	22	30	5.689	41.28	£19,332
A458 (Bridgnorth to County Boundary)	3	14	22	39	8.562	35.71	£32,842
A495 (Ellesmere to County Boundary)	0	5	5	10	4.100	35.37	£20,157
A488 (Lydham to Clun)	2	4	11	17	11.045	33.51	£41,109
A495 (Lynclys to County Boundary)	1	2	5	8	5.273	33.25	£23,412
A529 (Market Drayton to County Boundary)	1	3	7	11	7.765	31.05	£20,771
A495 (Oswestry to Ellesmere)	2	5	26	33	9.925	28.72	£44,171
A442 (Hodnet to T&W Boundary)	1	2	13	16	5.715	27.69	£17,810
A525 (Whitchurch to Burleydam Boundary)	0	3	7	10	5.951	26.31	£22,831
A490 (via Chirbury)	1	2	2	5	5.175	26.29	£17,030
A489 Lydham to Craven Arms	1	4	12	17	13.442	26.28	£43,011
A4117 (Ludlow to Cleehill)	2	2	14	18	7.305	26.19	£32,587
A488 (Shrewsbury to Minsterley)	2	7	34	43	10.517	25.35	£40,346
A41 (Tilstock Road Farm Roundabout to Prees Heath)	0	0	12	12	2.764	24.83	£13,547
A53 (Shrewsbury to Shawbury)	0	7	21	28	6.256	24.64	£20,151
A41 (County Boundary to Tilstock Road Farm Roundabout)	3	2	14	19	4.682	24.29	£22,558
A464 (County Boundary to Shifnal)	1	3	18	22	9.846	24.11	£45,617
A53 (Tern Hill Cross Roads to County Boundary)	1	3	18	22	6.826	23.55	£22,535
A49 (A5 Preston Boats to Battlefield)	0	5	27	32	4.646	23.24	£13,146
A5 (Crackleybank to A41 Roundabout)	1	4	13	18	5.725	22.38	£19,384
A458 (Much Wenlock to Cressage)	0	5	9	14	5.223	21.97	£18,659
A41 (Prees Heath to Sandford)	0	4	15	19	4.757	21.87	£19,546
A454 (Bridgnorth to County Boundary)	2	12	31	45	11.308	21.50	£47,729
A41 Albrighton (County Boundary to T&W Boundary)	1	8	41	50	13.705	20.55	£54,311
A51 (Woore)	0	0	6	6	3.778	20.04	£18,132
A4169 (Halesfield to Shifnal)	0	2	8	10	3.952	17.92	£16,823
A41 (Tern Hill Crossroads to Hinstock Boundary)	1	4	25	30	9.735	17.05	£37,657
A4169 (Much Wenlock to T&W Boundary)	1	1	9	11	6.183	16.90	£23,166
A489 (A488 Junction to County Boundary)	0	0	1	1	1.260	16.41	£8,255
A49 (Battlefield to B5063 Junction)	0	4	19	23	9.197	16.00	£36,880
A489 (Church Stoke to Pentreheyling)	0	1	2	3	3.953	15.33	£12,145
A458 (Cressage to Shrewsbury)	0	4	16	20	10.079	13.55	£45,954
A4117 (Cleehill to Cleobury Mortimer)	0	1	8	9	7.832	12.88	£28,668
A53 (Shawbury to Tern Hill Crossroads)	1	5	19	25	13.835	12.77	£48,259
A4113 (Bromfield to County Boundary)	0	0	2	2	3.483	12.59	£9,906
A456 (Tenbury Wells)	1	0	5	6	4.654	12.33	£17,837
A442 (Madeley to Bridgnorth)	0	4	23	27	11.500	12.28	£43,326
A442 (Bridgnorth to County Boundary)	3	5	17	25	12.886	12.04	£46,888
A528 (Harmer Hill to Cockshutt)	0	0	6	6	9.103	11.81	£27,384
A458 (Bridgnorth to Much Wenlock)	1	1	20	22	13.189	11.55	£39,526
A525 (Woore)	0	0	3	3	4.600	10.21	£23,999
A49 (Whitchurch to County Boundary)	0	1	2	3	2.305	9.51	£8,204
A49 (B5063 Junction to Prees Heath)	2	1	15	18	13.837	9.50	£42,022
A488 (Minsterley to Lydham)	0	3	9	12	17.950	9.32	£60,443
A488 (Clun to County Boundary)	1	0	3	4	10.561	8.30	£32,610
A528 (Ellesmere to County Boundary)	0	1	1	2	4.111	7.62	£17,053
A456 (Woofferton)	0	0	0	0	1.414	0.00	£5,357
Total							£1,425,646

Rural A & B Road Speed Limit priority assessment
ACCIDENT RATE - B Class Roads, Shropshire - Jan 2004 to Dec 2008

Road	Accidents (5 year period) Jan 04 -Dec 08				length (km)	Accident Rate/100 million vehicle km	Total Cost
	Fatal	Serious	Slight	All Severities			
B5069 (Morda to A483)	0	1	2	3	1	68.29	£9,194
B5068 (St Martins to Ellesmere)	0	4	18	22	6	67.39	£45,969
B4214 (Cleehill to Burford)	0	2	6	8	7	57.92	£25,733
B5062 (A49 to Haughmond)(T&W Boundary)	1	3	13	17	3	55.10	£14,538
B5477 (A49 All Stretton to A49 Little Stretton)	0	0	2	2	2	50.39	£39,802
B5476 (Wem to Whitchurch)	0	3	18	21	11	39.28	£47,067
B5061(Wroxeter to T&W Boundary)	1	1	10	12	4	37.89	£15,983
B4364 (Bridgnorth to Ludlow)	2	9	31	42	26	35.96	£73,053
B4380 (Wroxeter to Buildwas)(including Eaton Constantine to Cressage	0	1	17	18	12	31.74	£37,740
B4367 (B4368 Long Meadow End to Bucknell) including B4367 Clungunford to Marlow	0	1	8	9	14	31.45	£48,497
B4379 (A4169 to Sutton Maddock)	0	1	3	4	3	30.23	£16,286
B4378 (Much Wenlock to Shipton)	0	4	2	6	10	30.04	£28,607
B5069 (Oswestry to County Boundary)	0	9	14	23	9	29.96	£49,003
B5476 (Harmer Hill to Wem)	1	5	18	24	6	29.68	£26,123
B4362 Woofferton	0	0	1	1	1	28.99	£4,326
B5067 (Shrewsbury to Baschurch)	1	3	18	22	10	28.66	£36,855
B5063 (Shawbury to Wem)	0	3	10	13	8	28.50	£29,387
B4386 (Shrewsbury to County Boundary)	0	6	25	31	30	27.13	£86,948
B4371 (Much Wenlock to Church Stretton)	2	2	7	11	18	26.61	£59,128
B5009 (Whittington to A5 Gobowen)	0	0	3	3	2	25.99	£9,382
B4373 (Bridgnorth to T&W Boundary)	3	3	5	11	12	25.39	£36,062
B5065 (Prees Green to Sandford)	0	2	3	5	4	25.24	£19,449
B4387 (B4386 to Minsterley)	0	0	1	1	4	24.82	£14,871
B5065 (Prees Green to Wem)	1	0	6	7	6	24.20	£17,731
B4194 (Kinlet to County Boundary)	0	3	6	9	7	22.98	£18,684
B4397 (B4396 to A528 Burlton)	0	2	10	12	9	22.83	£17,875
B4202 (A4117 to County Boundary)	0	0	2	2	2	22.78	£5,626
B4363 (Bridgnorth to Cleobury Mortimer)	0	5	15	20	19	22.09	£60,515
B5009 (Queens Head to Whittington)	0	0	4	4	3	21.81	£14,091
B4398 (Knockin to A483)	0	1	2	3	7	21.47	£25,848
B4376 (Much Wenlock to B4373 Broseley)	1	0	1	2	5	21.12	£20,172
B4385 (Bishops Castle to Little Brampton) (including B4385 Little Brampton to Hopton Heath)	0	2	8	10	16	21.09	£54,851
B4499 (Brockton to Minsterley)	0	1	1	2	7	21.01	£20,533
B4365 (Bromfield to B4368 Pedlars Rest)	0	3	3	6	8	20.79	£28,232
B5063 (Shawbury to T&W Boundary)	0	0	3	3	3	19.95	£18,193
B4176 (Rudge Heath Roundabout to County Boundary)	1	4	8	13	4	19.91	£26,253
B4380 (Shrewsbury to Montford Bridge)	1	0	4	5	3	19.37	£16,098
B4368 (Clun to County Boundary with Powys)	0	0	2	2	15	18.64	£51,068
B4394 (Wroxeter to T&W Boundary)	1	0	2	3	3	16.98	£14,206
B4380 (Shrewsbury to Wroxeter)	0	0	11	11	4	16.59	£15,954
B4380 (Meole Brace to Emstrey)	0	1	8	9	3	16.46	£15,401
B4375 (Broseley)	0	1	0	1	3	16.23	£12,429
B4368 (Morville to Craven Arms)	1	10	19	30	30	16.15	£85,562
B4361 Both lengths (Ludlow/A49 and Turnpike Cottage to Richards Castle)		2	6	8	7	15.75	£23,804
B4397 (Horton to Burlton)	0	0	1	1	5	15.62	£20,591
B4176 (Sutton Maddock to Rudge Heath roundabout)	1	6	11	18	10	14.93	£44,279
B4368 (Craven Arms to Clun)	0	1	3	4	12	13.99	£42,561
B4370 (Marshbrook to Horderley)	0	0	1	1	4	13.84	£14,351
B4385 (Bishops Castle to County Boundary Powys)	0	0	3	3	4	13.67	£16,893
B4385 (Purslow to Hopton Heath)	0	0	3	3	4	13.67	£20,013
B4579 (Oswestry to County Boundary)	0	2	3	5	7	13.58	£25,487
B5070 (Chirk to St Martins)	0	0	4	4	3	13.40	£23,371
B4393 (Ford to Alberbury)(Cty Boundary)	0	0	4	4	6	12.21	£18,496
B4580 (Oswestry to County Boundary)	0	1	2	3	5	11.91	£20,865
B4383 (A488 to A489)	0	0	1	1	2	10.91	£5,727

continued



Rural A & B Road Speed Limit priority assessment

ACCIDENT RATE - B Class Roads, Shropshire - Jan 2004 to Dec 2008 ctd.

Road	Accidents (5 year period) Jan 04 -Dec 08				length (km)	Accident Rate/100 million vehicle km	Total Cost
	Fatal	Serious	Slight	All Severities			
B5026 (Pipegate)	0	0	1	1	2	10.19	£12,139
B4199 (Kinlet)	0	0	1	1	2	9.11	£6,204
B4379 (Shifnal to A41)	0	1	2	3	7	7.85	£36,797
B5063 (Wem to Welshampton)	0	2	3	5	10	5.28	£30,211
B4555 (Bridgnorth to B4363)	0	1	4	5	16	5.19	£35,122
B4396 (A495 to County Boundary)	0	0	1	1	4	4.31	£15,665
B4396 (Nesscliffe to Lynclys)	0	0	2	2	10	3.76	£42,315
B4387 (Westbury to Halfway House)	0	0	0	0	2	0.00	£9,151
B4369 (Broome)	0	0	0	0	1	0.00	£4,759
B4201 (Cleobury Mortimer)	0	0	0	0	1	0.00	£4,759
B4385 (Nr Pentreheyling)	0	0	0	0	1	0.00	£4,759
B4473 (Bicton to A458)	0	0	0	0	2	0.00	£8,789
Total							£1,800,434

Note 1 That route measurements for rural roads in the Rural Speed Limit Policy document do not include villages along these routes which would have already been considered for treatment in the Village Speed Limit programme

Note 2 Monitor average speed at key locations on the route.

