



Committee and Date
Development Services
Scrutiny Committee

22 September 2009
5.00 pm

Item

8

Public

SPEED MANAGEMENT STRATEGY

Responsible Officer Martin Withington

e-mail: martin.withington@shropshire.gov.uk

Tel: (01743)
255431

Fax: (01743)
253006

Summary

This reports sets out Shropshire Council's approach to reviewing speed limits on urban and rural roads across the county in accordance with the Department for Transport Circular 01/06 'Setting Local Speed Limits'.

Recommendations

It is recommended that the Scrutiny Committee consider the report and provide feedback to the Corporate Director regarding:

- A. a) the policy approach, prioritisation methodology and outline programme for speed limit changes in Shropshire urban areas as set out in the report;
- B. b) the policy approach, prioritisation methodology and outline programme for speed limit changes in Shropshire rural areas as set out in the report.

Report

Background

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 regular basis in correspondence to officers and members.
2. 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.¹
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 and this has been split into three areas:

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

- Village Speed Limits
 - Rural Speed Limits
 - Urban Speed Limits
4. 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.
 5. The Village Speed Limit policy was also approved in 2007, and the programme of implementation is in progress.

Urban Speed Limit Review

6. Circular 01/06 says that the standard speed limit for urban areas is 30 mph as it represents a balance between mobility and safety of road users, especially the more vulnerable. However, speed limits of 20 mph are appropriate in situations where there is a particular risk to vulnerable road users. Also, depending upon the nature of the road and level of development it is appropriate for some roads to be 40 mph and exceptionally 50 mph.
7. It is therefore proposed that speed limits in urban areas of Shropshire will conform to the following:

Speed Limit	Application
20	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
30	Will be the standard limit in built-up areas with development on both sides of the road
40	Will be appropriate for higher quality roads or those on the outskirts of urban areas where there is little development. There should be few vulnerable road users. The road should have good width and layout, parking and waiting restrictions in operation and any buildings set back from the road. The needs of non-motorised users should generally be catered for through segregation of road space, and the road should have adequate footways and crossing points.
50	Will only be appropriate for special roads, dual carriageways ring roads and radial routes and bypasses which are only partially built up. There should be little or no roadside development.

8. A review of urban areas has been undertaken to identify all roads that do not currently have a 30 mph speed limit and each section of road has been compared to the descriptions in the above table to determine whether the existing speed limit is appropriate.

9. On this basis work has been undertaken to produce a schedule of recommended changes, using the principles set out above, and local knowledge of the roads and surrounding uses.
10. An outline cost has been calculated based on the number of changes required for each town, and would need statutory advertisement of Speed Limit Orders and speed limit signs to be introduced. The proposed approach is that the number of speed limit signs will be the minimum to make the limit legally enforceable, in accordance with DfT regulations. It should be noted that no further measures, such as traffic calming, or speed cameras are being proposed within this programme. Other road safety schemes are developed separately to target locations of particular concern.
11. Shropshire Council has allocated a budget to implement changes, but there is no specific additional funding from the DfT. In order to determine the priority and therefore programme of implementation the existing number of casualties per head of population has been applied to each of the towns. It is recommended to treat a whole town as the intention is to introduce consistency and clarity for drivers as well as speed limits appropriate for the nature and character of the streets. It may be necessary to split Shrewsbury into manageable areas to implement changes simply due to size, this would still be done on a basis of improving consistency.
12. Based on the budget allocation it is likely that we could implement the proposed changes in the first 10 towns over a 2 year programme. A provisional list for implementation is set out below, but it should be noted that this may change once more detail on programming and costs has been worked up.

Casualties per 100,000 population	Location	Estimated cost
284	Bridgnorth	£20,000
279	Ellesmere	£2,600
272	Shrewsbury	£40,000
226	Wem*	£10,000
223	Much Wenlock	£12,000
152	Market Drayton	£12,000
150	Shifnal	£1,800
142	Oswestry	£3,700
115	Ludlow*	£20,000
98	Whitchurch	£14,500

* The changes proposed in Wem and Ludlow involve schemes that are already in capital programme.

13. Appendix A contains the proposed changes for each town and the full priority list of towns.

Rural Speed Limit Review

14. 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.
15. 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.
16. Based on budget allocation it is recommended that we could implement new speed limits on rural roads with accident rates above the DfT recommended intervention level, which is 35 (per 100m vkms) over a 2 year programme. On initial calculations this is anticipated to be approximately 10 routes, although of varying length. The cost per route is not necessarily the same per kilometre as conditions vary, including numbers of side roads, and locations where signs would be required.
17. 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.
18. 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.
19. A provisional list for implementation is set out below, listing routes with an accident rate above 35 (per 100m vkms), but it should be noted that this may change following the more detail is assessed as set out in paragraph 17 above.

Route section A roads	Estimated cost
A525 - County boundary (west) to Whitchurch	£5,400
A529 - Hinstock to Market Drayton	£37,700
A4117 - Cleobury Mortimer to County boundary	£13,300
A464 - Shifnal to J4 M54	£8,287
A528 - Cockshutt to Ellesmere	£19,000
A41 – Sandford to Tern Hill crossroads	£18,700
A529 - Market Drayton to County boundary	£20,700
Route section B roads	
B4387 - B4386 to Minsterley	£14,800
B5069 – Morda to A483	£9,000
B5068 - St Martins to Ellesmere	£46,000
B4380 - Shrewsbury to Montford Bridge	£16,000
B5062 - A49 to Haughmond (T&W)	£14,500
B5476 – Wem to Whitchurch	£47,000
B4214 - Cleehill to Burford	£25,700
B5067 - Shrewsbury to Baschurch	£36,800
B5065 - Prees Green to Wem	£17,700
B4368 - Craven Arms to Clun	£42,500
B5061 - Wroxeter to County boundary (T&W)	£16,000
B5063 - Shawbury to Wem	£29,000
B4373 - Bridgnorth to county boundary (T&W)	£36,000
B4380 - Wroxeter to Buildwas (including Eaton Constantine to Cressage)	£37,700

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

Monitoring

21. 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.

22. Funding for the implementation of speed limit changes has been committed over a 2 year programme. Implementation is programmed to commence in the latter half of 2009/10 continuing through the priority list in 2010/11.
23. The allocations in the 2 year LTP capital programme are:
- a. for Rural Roads £140,000
 - b. for Market Towns £70,000
 - c. for urban Shrewsbury £80,000 (£50,000 of which already committed to Harlescott Ln, Sundorne Rd, Whitchurch Rd and A5112).
24. It is anticipated that additional funding will be necessary to complete Shrewsbury.

Consultation

25. A draft policy document will be produced based on the information set out in this report, this will be sent to all local Members, Town and Parish Councils and key stakeholders such as West Mercia Police for comment. It will also be available via the website for wider public and interest groups to comment on.

Conclusions

26. The adoption of this policy should reduce speeds and casualties in rural communities, thereby addressing many of the concerns which are expressed by those communities to officers and Members.
27. It is proposed that draft policies for Rural and Urban Speed Limits based on the approach outlined above are agreed with the Portfolio holder for Strategic Planning and Transport prior to the wider community consultation.
28. Following consultation it is intended to report to Cabinet on 2nd December, 2009, to seek final approval of the policy and methodology before adoption by Council at the end of December. The programme of implementation will be subject to annual capital programme decisions in subsequent years.

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

Speed Management Strategy Cabinet 26 September 2007

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'. This report demonstrates how in many instances the detrimental impact of speeding traffic on the environment can be dealt with through simple schemes with minimal signing and lining.

Risk Management Appraisal

Risk assessments will be part of the development process for each speed limit scheme introduced through the Speed Management Strategy.

Community / Consultations Appraisal

Consultation through the Local Transport Plan showed that dealing with speeding traffic was a key priority for the people of Shropshire.

Consultation on a wider basis of Parish and Town Councils will be undertaken. Statutory consultation will be undertaken as recommended changes are brought forward.

Cabinet Member

Martin Taylor Smith

Local Member

All

Appendices

Appendix A – Urban Speed Limit proposals and priority

Appendix B – Rural A & B Road Speed Limit priority assessment

Appendix A – Urban Speed Limit Proposals and Priority

Town/Village	Casualties per 100k population	Road or Street	From	To	Speed Limit	
					Existing	Proposed
Bridgnorth	284	Ludlow Rd	Existing 30	To Existing 60	40	30
		Stourbridge Rd and "College Rd A458"	Existing 30s	Roundabout	40	30
		Old Worcester Road	Stourbridge Road (A458)	Kidderminster Rd	60	40
		B4373	Existing 30	100m North Stanley Lane	60	40
		Bramble Ridge	Whole Length	50m North of Junction with Stanley Lane (on Stanley Lane)	60	30
Ellesmere	279	Sandy Lane	Shrewsbury Road	To existing 30	60	40
Shrewsbury	272	Old Potts Way	Pritchards Way	Abbey Gyatory	40	30
		Haycock Way	Column Roundabout	Pritchards Way	60	30
		Underdale Roundabout	Badge Way	Robertson Way	60	30
		Hereford Road	Existing 30mph	Roman Road	40	30
		Pulley Lane	Hereford Road	Existing 30	60	50
		London Road	A5 Emstrey	Existing 40	60	40
		London Road	Existing 40	Existing 30	40	30
		Thieves Lane	A5 Emstrey	Weeping Cross	60	50
		Wenlock Road A458	Betton Strange Junction	Existing 30	60	50
		Radbrook Road A488	Bank Farm Road	Existing 30	40	30
		Welshpool Road A458	Shepherds Lane	Shelton Rd Junction	40	30
		Somerby Drive	Whole Length	Welshpool Rd	40	30
		Little Oxon Lane	Whole Length	Welshpool Rd	40	30
		The Mount	Shelton Road Junction	Existing 30	40	30
		Gravel Hill Road	Existing 30 mph	50m west of Show Ground	60	40
	A49	Battlefield Roundabout	To 50mph on A49 north of Battlefield Roundabout	60	40	
Wem	226	High Street/Aston Street			30	20

Town/Village	Casualties per 100k population	Road or Street	From	To	Speed Limit	
					Existing	Proposed
		Shrewsbury Rd	Existing 30	Access to Pankeymore	60	40
Much Wenlock	223	Town Centre			30	20
Market Drayton	152	Town Centre			30	20
Shifnal	150	Coppice Green Lane	Existing 30	To 100m North of second school entrance	60	30
		Priorslee Road	Existing 30	50m west of cricket ground.	60	30
Oswestry	142	Shrewsbury Road	A5 Mile End	Existing 40	60	40
		Maesbury Road	A483	Existing 30	60	30
Ludlow	115	Sheet Road	Existing 30	A49	40	30
Whitchurch	98	Tarporley Road	Existing 30	North to Fairy Glen Villas	60	40
		Chester Road	Existing 30	A41	60	40
		Wrexham Road	Existing 30	A41	60	40
		Waymills	Existing 30	A525	60	40
		Alkington Road	Existing 30	120m south of by-pass over bridge	60	40
Bishop's Castle	74	A488 (College Cross Roads)	200m North	200m South, & 200m East	60	50
		The Wintles	Whole Length		Un-adopted	30
		School House Lane	A488	To existing 30	60	40
Craven Arms	44	Corvedale Road	30m west of road to Halford	To existing 30	60	40
Church Stretton	38	Town Centre			30	20
Clun	10	B4368	Existing 30	Park Cottage	40	30

Note: Other towns were considered but no changes to speed limits were considered appropriate in line with the policy.

Appendix B

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 *1	Total Cost
	Fatal	Serious	Slight	All Severities			
A525 (County Boundary (West) to Whitchurch)	0	1	4	5	1.453	53.87	£5,414
A529 (Hinstock to Market Drayton)	1	6	12	19	8.710	50.20	£37,736
A4117 (Cleobury Mortimer to County Boundary)	2	4	16	22	4.790	50.12	£13,354
A464 (Shifnal to J4 M54)	0	3	16	19	2.362	48.55	£8,287
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 (Market Drayton to County Boundary)	1	4	8	13	7.765	36.69	£20,771
A495 (Ellesmere to County Boundary)	0	5	5	10	4.100	35.37	£20,157
A51 (Woore)	0	0	10	10	3.778	33.40	£18,132
A495 (Lynclys to County Boundary)	1	2	5	8	5.273	33.25	£23,412
A41 (County Boundary to Tilstock Road Farm Roundabout)	3	2	19	24	4.682	30.68	£22,558
A488 (Lydham to Clun)	2	4	9	15	11.045	29.57	£41,109
A464 (County Boundary to Shifnal)	1	4	21	26	9.846	28.49	£45,617
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
A4117 (Ludlow to Cleehill)	2	2	14	18	7.305	26.19	£32,587
A442 (Hodnet to T&W Boundary)	1	2	11	14	5.715	24.23	£17,810
A41 (Prees Heath to Sandford)	0	4	17	21	4.757	24.17	£19,546
A53 (Tern Hill Cross Roads to County Boundary)	1	3	18	22	6.826	23.55	£22,535
A4117 (Cleehill to Cleobury Mortimer)	0	2	14	16	7.832	22.90	£28,668
A41 (Tilstock Road Farm Roundabout to Prees Heath)	0	0	11	11	2.764	22.76	£13,547
A5 (Crackleybank to A41 Roundabout)	1	4	13	18	5.725	22.38	£19,384
A458 (Bridgnorth to County Boundary)	3	5	16	24	8.562	21.98	£32,842
A525 (Woore)	0	0	6	6	4.600	20.42	£23,999
A458 (Much Wenlock to Cressage)	0	5	8	13	5.223	20.40	£18,659
A53 (Shrewsbury to Shawbury)	0	7	16	23	6.256	20.24	£20,151
A489 Lydham to Craven Arms	1	4	8	13	13.442	20.10	£43,011
A49 (A5 Preston Boats to Battlefield)	0	5	21	26	4.646	18.88	£13,146
A495 (Oswestry to Ellesmere)	1	4	16	21	9.925	18.28	£44,171
A4169 (Halesfield to Shifnal)	0	2	8	10	3.952	17.92	£16,823
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 (Whitchurch to County Boundary)	0	2	3	5	2.305	15.85	£8,204
A528 (Harmer Hill to Cockshutt)	0	0	8	8	9.103	15.75	£27,384
A489 (Church Stoke to Pentreheyling)	0	1	2	3	3.953	15.33	£12,145
A49 (Battlefield to B5063 Junction)	1	3	16	20	9.197	13.91	£36,880
A528 (Shrewsbury to Harmer Hill)	0	5	5	10	5.689	13.76	£19,332
A53 (Shawbury to Tern Hill Crossroads)	0	4	21	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
A458 (Cressage to Shrewsbury)	0	5	13	18	10.079	12.19	£45,954
A454 (Bridgnorth to County Boundary)	1	7	17	25	11.308	11.95	£47,729
A442 (Bridgnorth to County Boundary)	3	4	17	24	12.886	11.56	£46,888
A41 Albrighton (County Boundary to T&W Boundary)	1	3	24	28	13.705	11.51	£54,311
A488 (Minsterley to Lydham)	0	3	11	14	17.950	10.87	£60,443
A41 (Tern Hill Crossroads to Hinstock Boundary)	0	3	16	19	9.735	10.80	£37,657
A488 (Shrewsbury to Minsterley)	2	4	11	17	10.517	10.02	£40,346
A458 (Bridgnorth to Much Wenlock)	1	1	17	19	13.189	9.97	£39,526
A49 (B5063 Junction to Prees Heath)	3	1	12	16	13.837	8.45	£42,022
A488 (Clun to County Boundary)	1	0	3	4	10.561	8.30	£32,610
A442 (Madeley to Bridgnorth)	0	4	14	18	11.500	8.19	£43,326
A528 (Ellesmere to County Boundary)	0	1	1	2	4.111	7.62	£17,053
A456 (Woofterton)	0	0	0	0	1.414	0.00	£5,357
Total							£1,425,646

ACCIDENT RATE - A&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 *1	Total Cost
	Fatal	Serious	Slight	All Severities			
B4387 (B4386 to Minsterley)	0	0	4	4	4	99.27	£14,871
B5069 (Morda to A483)	0	1	3	4	1	91.06	£9,194
B5068 (St Martins to Ellesmere)	0	5	19	24	6	73.52	£45,969
B4380 (Shrewsbury to Montford Bridge)	1	0	13	14	3	54.23	£16,098
B5062 (A49 to Haughmond)(T&W Boundary)	1	1	13	15	3	48.62	£14,538
B5476 (Wem to Whitchurch)	0	2	22	24	11	44.89	£47,067
B4214 (Cleehill to Burford)	0	2	4	6	7	43.44	£25,733
B5067 (Shrewsbury to Baschurch)	1	5	26	32	10	41.68	£36,855
B5065 (Prees Green to Wem)	1	0	11	12	6	41.49	£17,731
B4368 (Craven Arms to Clun)	0	2	9	11	12	38.48	£42,561
B5061(Wroxeter to T&W Boundary)	1	4	7	12	4	37.89	£15,983
B5063 (Shawbury to Wem)	0	4	13	17	8	37.28	£29,387
B4373 (Bridgnorth to T&W Boundary)	4	3	9	16	12	36.93	£36,062
B4380 (Wroxeter to Buildwas)(including Eaton Constantine to Cressage	0	2	18	20	12	35.26	£37,740
B5009 (Whittington to A5 Gobowen)	0	0	4	4	2	34.66	£9,382
B4375 (Broseley)	0	1	1	2	3	32.45	£12,429
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
B4362 Woofferton	0	0	1	1	1	28.99	£4,326
B5476 (Harmer Hill to Wem)	0	4	19	23	6	28.44	£26,123
B5070 (Chirk to St Martins)	0	0	8	8	3	26.81	£23,371
B5477 (A49 All Stretton to A49 Little Stretton)	0	0	1	1	2	25.19	£39,802
B4371 (Much Wenlock to Church Stretton)	2	2	6	10	18	24.19	£59,128
B4580 (Oswestry to County Boundary)	0	2	4	6	5	23.82	£20,865
B4380 (Meole Brace to Emstrey)	0	1	12	13	3	23.77	£15,401
B4363 (Bridgnorth to Cleobury Mortimer)	0	5	16	21	19	23.20	£60,515
B4364 (Bridgnorth to Ludlow)	2	4	21	27	26	23.12	£73,053
B4202 (A4117 to County Boundary)	0	0	2	2	2	22.78	£5,626
B5069 (Oswestry to County Boundary)	0	3	14	17	9	22.14	£49,003
B5009 (Queens Head to Whittington)	0	0	4	4	3	21.81	£14,091
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
B4387 (Westbury to Halfway House)	0	1	1	2	2	19.39	£9,151
B4397 (B4396 to A528 Burlton)	0	2	8	10	9	19.03	£17,875
B4396 (Nesscliffe to Lynclys)	0	0	10	10	10	18.79	£42,315
B4368 (Clun to County Boundary with Powys)	0	0	2	2	15	18.64	£51,068
B4386 (Shrewsbury to County Boundary)	0	2	19	21	30	18.38	£86,948
B4385 (Bishops Castle to County Boundary Powys)	0	0	4	4	4	18.22	£16,893
B4369 (Broome)	0	0	1	1	1	18.22	£4,759
B4380 (Shrewsbury to Wroxeter)	0	1	11	12	4	18.10	£15,954
B4394 (Wroxeter to T&W Boundary)	1	0	2	3	3	16.98	£14,206
B4579 (Oswestry to County Boundary)	0	2	4	6	7	16.29	£25,487
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
B4555 (Bridgnorth to B4363)	2	2	10	14	16	14.52	£35,122
B4398 (Knockin to A483)	0	1	1	2	7	14.31	£25,848
B4370 (Marshbrook to Horderley)	0	0	1	1	4	13.84	£14,351
B4385 (Purslow to Hopton Heath)	0	0	3	3	4	13.67	£20,013
B4194 (Kinlet to County Boundary)	0	2	3	5	7	12.77	£18,684
B5063 (Wem to Welshampton)	0	2	10	12	10	12.67	£30,211

continued

ACCIDENT RATE - A&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 *1	Total Cost
	Fatal	Serious	Slight	All Severities			
B4393 (Ford to Alberbury)(City Boundary)	0	0	4	4	6	12.21	£18,496
B4368 (Morville to Craven Arms)	2	7	12	21	30	11.30	£85,562
B4383 (A488 to A489)	0	0	1	1	2	10.91	£5,727
B4379 (Shifnal to A41)	0	1	3	4	7	10.47	£36,797
B5026 (Pipegate)	0	0	1	1	2	10.19	£12,139
B4199 (Kinlet)	0	0	1	1	2	9.11	£6,204
B4361 Both lengths (Luclow/A49andTurnpike CottagetoRichardsCastle)		2	2	4	7	7.88	£23,804
B4396 (A495 to County Boundary)	0	0	1	1	4	4.31	£15,665
B5065 (Prees Green to Sandford)	0	0	0	0	4	0.00	£19,449
B4201 (Clebury 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