

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 (Clebury 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 Clebury 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.