

Urban 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 urban 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 Rural Roads 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.

Urban speed limit review

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.

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.

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.

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.



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.

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.

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 in Appendix A, but it should be noted that this may change once more detail on programming and costs has been worked up.

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

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.

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 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.

The allocations in the 2 year LTP capital programme are:

1. for market towns £70,000
2. for urban Shrewsbury £80,000



Provisional implementation prioritisation**Provisional list of first 10 towns for implementation over a 2 year programme**

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 and some of those in Shrewsbury involve schemes that are already in capital programme.

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	50
		Underdale Roundabout	Bage 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		

continued.

Urban speed limit proposals and priority ctd.

Town/Village	Casualties per 100k population	Road or Street	From	To	Speed Limit	
					Existing	Proposed
Shrewsbury ctd.	272	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
		Hazeldine Way	Meole Brace Roundabout	Pritchard Way	60	50
		Pritchard Way	Bage Way	Hazeldine Way	60	50
		Bage Way	Robertson Way	Pritchard Way	60	50
		Robertson Way	Telford Way	Bage Way	60	50
		Whitchurch Road	Harlescott Crossroads	Heathgates Island	40	30
		Battlefield Road	Harlescott Crossroads	A49/A53 Roundabout	40	30
		Sundorne Road	Existing 40mph sections		40	30
Featherbed Lane	Existing 40mph sections		40	30		
Wem	226	High Street/Aston Street			30	20
		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

continued.

Urban speed limit proposals and priority ctd.

Town/Village	Casualties per 100k population	Road or Street	From	To	Speed Limit	
					Existing	Pro-posed
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.