Amey

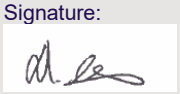
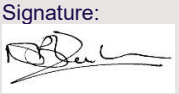
A518 Route Study Technical Note

A518 Collision Investigation and Prevention Review
COMHA1T&W053 / TN-001

25/07/2025

Document Control Sheet

REPORT TITLE:	A518 Route Study Technical Note
REPORT NUMBER:	TN-001
PROJECT NAME:	A518 Collision Investigation and Prevention Review
PROJECT NUMBER:	COMHA1T&W053

STATUS/AMENDMENT	PREPARED	REVIEWED	APPROVED
Draft Issue	Name: Chris Smith Signature:  Date: 12/06/2025	Name: Alec Cutts Signature:  Date: 13/06/2025	Name: Nick Taylor Signature:  Date: 16/06/2025
First Issue	Name: Chris Smith Signature:  Date: 22/07/2025	Name: Alec Cutts Signature:  Date: 24/07/2025	Name: Henry Hoggarth Signature:  Date: 25/07/2025
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:

Executive Summary

Amey have been commissioned by Telford & Wrekin Council (TWC) to carry out a high-level route study of the A518 covering a 3.8-mile section from southwest of the Clock Tower Roundabout to immediately northwest of the Sheep Island roundabout. The study is to review existing collision data within this section of highway and where appropriate and possible, identify measures to assist in preventing future collisions.

This technical note details the route study, which comprised a review of the existing highway geometry, the existing highway condition, Sideway-force Coefficient Routine Investigation Machine (SCRIM) data, speed survey data, and available collision data.

The existing highway geometry was largely found to be compliant with current design standards, with two locations identified for further consideration. This relates to the visibility of the Wellington Road junction on its approach to the A518 from Lilleshall, and the visibility on the A518 northbound approach to the Liddles Bank junction.

The highway assets reviewed as part of the study (traffic signs, road markings and carriageways) were generally found to be in a serviceable condition, with three locations identified for further consideration. This relates to missing and damaged traffic signs and worn road markings in the vicinity of the Kynnersley Drive, Wellington Road and Liddles Bank junctions. In addition, it was identified that there are road markings missing on the northbound approach to Red House Roundabout.

The SCRIM review identified that there are areas where the SCRIM measured for the carriageway is below the Investigatory Level (IL), indicating that some lengths of carriageway have a lower skid resistance than required. Existing mitigation measures are in place at some of these locations in the form of slippery road signs. Continued monitoring of all locations is recommended, as is a further detailed investigation of the A518 / Pitchcroft Lane and Sheep Island roundabouts to determine if further treatment is needed.

The speed survey recorded mean speeds below the speed limit, which are considered appropriate given the road environment and geometry of the A518.

For the period assessed, when compared to statistics for other national A-roads this section of A518 experiences a lower Killed or Seriously Injured (KSI) rate per Billion Vehicle Miles (BVM) and a lower total rate of collisions per BVM.

From the findings in this study a range of options were identified, and it is recommended that the identified Do Something Option be taken forward for consideration and implementation. In summary, this option proposes to improve the conspicuity of the junctions of the A518 with Kynnersley Drive / Wellington Road and Liddles Bank. This includes:

- Replacement of missing/damaged traffic signs and bollards
- Improving conspicuity of certain traffic signs with yellow backing boards
- Introducing additional warning traffic signs
- Refreshing worn road markings
- Improving conspicuity of certain road markings with red backing
- Introducing additional ‘SLOW’ road markings to accompany additional warning traffic signs

Contents

Tables

Figures

References

[1] *DfT Road Safety Statistics* - https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

1. Brief

1.1. Introduction

1.1.1 This technical note forms the A518 Route Study covering a 3.8-mile section from southwest of the Clock Tower Roundabout to immediately northwest of Sheep Island roundabout. It contains the collation and analysis of traffic collision data from the highway authority – Telford and Wrekin Council - responsible for this section of the A518. Collision data is for the most recent five years 2020 to 2025.

1.2. Background

1.2.1 The A518 commences north of the centre of Telford from the A442 Queensway at Trench Lock Interchange, heading northeast towards Newport for approximately 6.1 miles, ending at the A41 Newport Bypass roundabout junction. It then recommences from the A41 roundabout to the north, where it continues eastbound towards Stafford.

1.2.2 The section of A518 to be reviewed in this report is a 3.8-mile length from the Clock Tower Roundabout near Donnington / Muxton to the Sheep Island roundabout junction near Newport. This is a two-lane single carriageway with dedicated turning lanes at a number of junction locations, and additional lanes on the approaches to roundabouts. The section is subject to National Speed Limit apart from the Clock Tower and Sheep Island roundabouts and approaches which are 30 and 40mph respectively. The location is predominantly rural, running alongside farm / agricultural land, though there are several properties and businesses adjacent to the road.

1.2.3 Within the extents of the section are several junctions in the form of roundabouts and T-junctions (as well as minor junctions / farm accesses), along with other features such as lay-bys, bus stops, footways, shared-use cycle facilities, and pedestrian crossing points.

1.3. Scope

1.3.1 As well as historic collisions, this section has recently experienced a fatal road traffic collision. Consequently, this study has been commissioned by Telford & Wrekin Council (TWC), to be undertaken by Amey, with the core aims of assessing existing data, detailing findings, and identifying options where appropriate. This study is intended to remain as a high-level interpretation of existing data only, with no design.

Figure 1: A518 Route Being Assessed

2. Constraints, Assumptions and Sources

2.1. Client Data

2.1.1 Collision data provided by TWC was collated from STATS19 reports generated by West Mercia police. The following general assumptions were made about this data:

- A number of incidents are not reported, and under-reporting may be common, especially with more minor collisions and collision types associated with this route – for example, side-swipes on roundabouts due to lane discipline errors, or low-speed rear-end shunts during rush hour traffic, may be dealt with informally between the involved parties and not require a police report.
- Incidents may meet a minimum of requiring insurance claims and a casualty to have a report generated.
- Independent witness statements are not always available, especially for rural roads and if no officer attended then only the drivers' own statements and interpretations are available for a description of events.
- Recording officers and data handling clerks have a variable range experience, training and capability for assumptions and observations. However, as the study only looks at information from one police source this should remain as consistent as possible.

2.1.2 The outcome of these assumptions is that where a type of collision is well represented in the data, it is likely that a greater number of these types of collisions have occurred with the more minor of them being less likely to be reported. Also, collisions where only one drivers account was given without a police witness are more open to be biased or incomplete.

2.1.3 Speed data was provided by TWC following measurements taken from several survey sites along the route from 13/05/2025 to 19/05/2025. Four measurement locations were installed along the route, labelled ATC3, 4, 5, and 6. Two-way combined speed data was obtained, giving both mean speed figures and 85th percentile speeds for each survey site, the results of which are discussed within this report.

2.1.4 Vehicle flow data was provided by TWC which was from automatic traffic count surveys conducted between 13/05/2025 to 19/05/2025. The Annual Average Daily Flow (AADF) estimated based upon this was compared to the data available from the Department for Transport (DfT). The figures are consistent, and so the data provided from the automatic traffic count surveys is considered to be an accurate representation of vehicle flows.

2.1.5 TWC also provided information requested about and involving the route:

- Information relating to a proposed signing improvement scheme.
- Information relating to recent resurfacing works carried out.
- Sideway-force Coefficient Routine Investigation Machine (SCRIM) Data for the pavement from an independent SCRIM survey which was carried out in 2024.

2.1.6 SCRIM surveys are used to assess the skid resistance of carriageways. The results of the surveys are compared against the Investigatory Level (IL) of the carriageway, which represents a pre-determined threshold to determine if the skid resistance of the carriageway is above or below the requirements. The IL's for this site were compared to the requirements of CS 228 Skidding Resistance, which confirmed that they have been set in line with the recommendations for each respective site category.

2.1.7 All national data was taken from DfT Road Statistics[1] Analysis tables as an annualised average where possible or from the year-end report for a single year where necessary. Data was limited up to the end of 2023, owing to the timeframes in which national annual data is published.

2.1.8 During the study period no known drainage or flooding issues along the study length were brought to the attention of Amey.

[1] *DfT Road Safety Statistics* - https://www.gov.uk/government/collections/road-accidents-and-safety-statistics

2.2. Collision Analysis – Assumptions, Exclusions and Constraints

2.2.1 The collision analysis uses the STATS19 data provided by TWC, which includes 13 collisions within the survey extents. The data is included as appendices.

2.2.2 A 5-year search extent was used to obtain the most recent collision data from 16/05/2020 to 15/05/2025, with the results obtained ranging from 16/06/2020 to 09/04/2025. This represents the most up to date information available at the time of this report, owing to the timeframes in which annual data is published.

2.2.3 Given the relatively small number of collisions within the data provided, it is noted that in analysing the collisions the occurrence of one particular factor in any of the collisions could skew the analysis disproportionately when compared to national statistics.

2.3. Route Survey & Review

2.3.1 A desktop study was carried out for the route followed by a site visit conducted in May 2025. The site visit comprised videoing the route and a walked survey of several key locations.

2.3.2 The survey intended to gather general condition information of the route and visibility to, from and around the various roundabouts and junctions.

2.3.3 A review of existing horizontal geometry using Ordnance Survey (OS) mapping has been undertaken to ascertain whether this could be a contributory factor in road safety. This was limited to horizontal geometry due to the absence of three-dimensional survey data. However, comments on the vertical geometry are made based upon the site visit. The visibility was assessed in relation to the requirements of the relevant sections of the Design Manual for Roads and Bridges (DMRB):

- CD 109 Highway Link Design
- CD 116 Geometric Design of Roundabouts
- CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions

2.3.4 Visibility measurements are based on the latest satellite imagery and have been measured in AutoCAD. This may not fully reflect visibility at eye level. Measurements also assume visibility splays have been maintained, which was observed on site. This may not always be the case depending on the season and maintenance cycle.

2.4. Route Direction and Road Names

2.4.1 For clarity, the A518 route discussed within this report is considered to be of a north and south bound direction. Therefore, the approaches to and departures from roundabouts along the route will be referred to as the ‘northbound’ and ‘southbound’ approaches, with corresponding side road approaches referred to as ‘eastbound’ and ‘westbound’.

2.4.2 In addition, the A518 is named New Trench Rd and Wellington Rd at different points along the route. To avoid confusion with adjoining roads and junctions, these names will not be used to reference the A518 in this report. Similarly, Wellington Road is a road name applicable to various sections of road in this vicinity. For clarity where the “Wellington Road Junction” is referred to in this report, this means the section of road approaching the A518 from the area of Lilleshall and as labelled on the figures.

3. Route Review

The route review was conducted in sections and consisted of a review of the existing highway geometry, existing asset condition and SCRIM data.

3.1. A518 Northbound Approach to Clock Tower Roundabout

Location Overview

3.1.1 This is a short two-lane dual carriageway section approaching Clock Tower Roundabout from the south. It includes a signal-controlled shared use crossing for pedestrians and cyclists to cross the A518, forming part of National Cycle Route 55. The section is subject to 30mph speed limit, changing from 50mph immediately to the south.

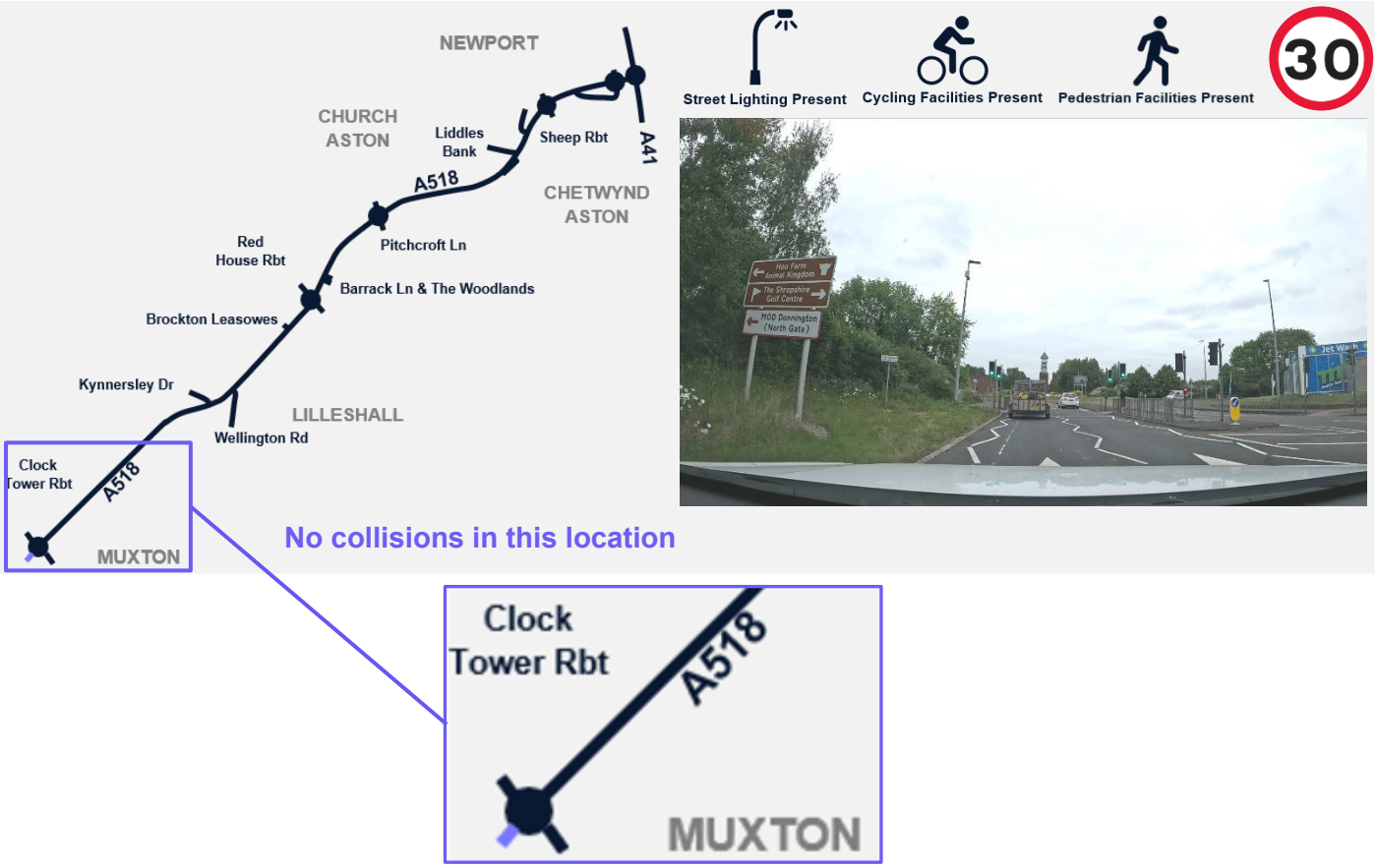


Figure 2: A518 Northbound Approach to Clock Tower Roundabout

Geometry and Visibility

3.1.2 No issues were identified with geometry or visibility at this location.

Asset Condition Review

3.1.3 Some visual deterioration of the carriageway was noted. However, the deterioration noted is not considered to present a safety concern. Traffic signs and road markings appeared to be in a serviceable condition. However, it was noted that double headed arrows are present on the approach to the roundabout in conjunction with worded lane destinations. These are not a prescribed marking within the Traffic Signs Regulations and General Directions 2016, instead single headed ahead arrows are advised for use with worded markings.

SCRIM Data

3.1.4 All SCRIM data was above the IL indicating that the skid resistance is appropriate.

3.2. Clock Tower Roundabout

Location Overview

3.2.1 This is a two-lane normal roundabout, connecting the A518 to Station Road and the A4640 School Road.

Figure 3: Clock Tower Roundabout

Geometry and Visibility

3.2.2 Visibility meets the requirements of CD 116 Geometric Design of Roundabouts for the following:

- Visibility to the right (measured at the give way line) for all approaches
- Visibility to the right (measured at 15m from the give way line) for all approaches
- Forward visibility (measured at 15m from the give way line) for all approaches

3.2.3 The exit kerb radius of the A518 northbound exit was found to be below the requirements of CD 116. A sharper exit could present issues for larger vehicles. However, there were no collisions related to this.

Asset Condition Review

3.2.4 Some visual deterioration of the carriageway was noted. However, the deterioration noted is not considered to present a safety concern. Traffic signs and road markings appeared to be in a serviceable condition, although the road markings are becoming worn.

SCRIM Data

3.2.5 There was 30 metres (approximately 21%) of the roundabout section was at or below the IL, indicating skid deficiencies. There were no skid related collisions recorded in the data provided that relate to this location. Considering this and the level of SCRIM deficiency, continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.3. Clock Tower Roundabout to Kynnersley Drive / Wellington Road Link

Location Overview

3.3.1 This is a 1.3 mile / 2.08 km two-lane single carriageway section with hardstrips from Clock Tower Roundabout to just past the Wellington Road junction. There are dedicated turning lanes for traffic exiting onto Kynnersley Drive and Wellington Road, with these being T-junctions. The link is unlit and subject to National Speed Limit with the exception of the ~115m approach / departure from Clock Tower Roundabout which remains 30mph with street lighting.

Figure 4: Clock Tower Roundabout to Kynnersley Drive / Wellington Road Link

Geometry and Visibility

3.3.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

3.3.3 In addition, the horizontal curve radii of the existing bends were reviewed against the requirements of horizontal curves for non-overtaking sections with warning lines and were found to be compliant with CD 109.

Asset Condition Review

3.3.4 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition except for:

Traffic Signs:

- Flag type direction signs opposite Wellington Road junction are no longer present.
- Speed limit repeater sign face (270m northeast of Clock Tower Rbt) quite worn.

Road Markings:

- Direction & Bifurcation arrows at Kynnersley Drive/Wellington Road Junctions heavily worn.

SCRIM Data

3.3.5 There was 31 metres (approximately 1.44%) of the northbound direction at or below the IL, and 117 metres (approximately 5.44%) of the southbound direction at or below the IL indicating skid deficiencies.

3.3.6 There was one collision in this location which involved skidding, however this did not occur where there were any skid deficiencies in the surfacing. There are permanent Slippery Road warning signs present which cover this location. Continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.4. Kynnersley Drive Junction

Location Overview

3.4.1 This is a two-lane single carriageway T-junction adjoining the A518 from the northern side with a splitter island separating traffic flows. It is subject to a 50mph speed limit which changes to National Speed Limit approximately 30m from the A518.

Figure 5: Kynnersley Drive Junction

Geometry and Visibility

3.4.2 Visibility in respect of horizontal geometry meets the requirements of CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions for the following:

- Minor road approach 15m visibility of the junction
- Minor road approach 15m visibility including the give way sign
- SSD Visibility at the Minor Road to the Major Road

3.4.3 Visibility in respect of horizontal geometry does not meet the requirements of CD 123 for the following:

- Minor road approach SSD visibility of the junction
- Minor road approach SSD visibility including the give way sign

Asset Condition Review

3.4.4 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition, although the road markings are becoming worn at the give way.

SCRIM Data

3.4.5 No SCRIM data available for this location.

3.4.6 There were no skid related collisions recorded in the data provided that relate to this location.

3.5. Wellington Road Junction

Location Overview

3.5.1 This is a two-lane single carriageway T-junction adjoining the A518 from the southern side with splitter islands separating traffic flows. An additional diverge lane is present with a Give Way for southbound A518 traffic exiting onto Wellington Road.

Figure 6: Wellington Road Junction

Geometry and Visibility

3.5.2 Visibility in respect of horizontal geometry meets the requirements of CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions for the following:

- Minor road approach 15m visibility of the junction
- Minor road approach 15m visibility including the give way sign
- SSD Visibility at the Minor Road to the Major Road

3.5.3 Visibility in respect of horizontal geometry does not meet the requirements of CD 123 for the following:

- Minor road approach SSD visibility of the junction
- Minor road approach SSD visibility including the give way sign

Asset Condition Review

3.5.4 The carriageway appeared to be in a serviceable condition, although it is becoming worn. Traffic signs and road marking could be improved to address:

Traffic Signs:

- Flag type direction signs opposite junction are no longer present.
- Keep Left bollard missing on approach to A518.
- Give way sign plate appears to have been knocked previously (damage to sign face visible).

Road Markings:

- Heavily worn.

SCRIM Data

3.5.5 No SCRIM data available for this location.

3.5.6 There were no skid related collisions recorded in the data provided that relate to this location.

3.6. Kynnersley Drive / Wellington Road to Brockton Leasowes Link

Location Overview

3.6.1 This is a 0.4 mile / 0.64 km two-lane single carriageway section with hardstrip from the Kynnersley Drive / Wellington Road junctions to the Brockton Leasowes junction.

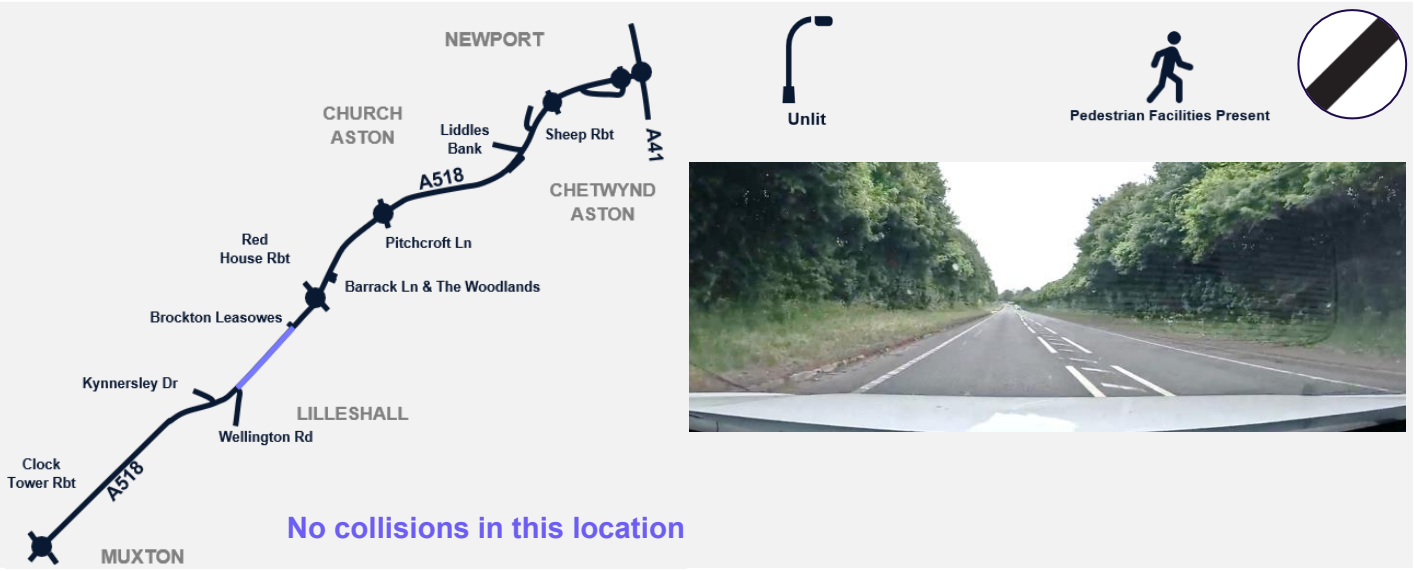


Figure 7: Kynnersley Dr / Wellington Rd to Brockton Leasowes Link

Geometry and Visibility

3.6.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

3.6.3 In addition, the horizontal curve radii of the existing bends were reviewed against the requirements of horizontal curves for non-overtaking sections with warning lines and were found to be compliant with CD 109.

Asset Condition Review

3.6.4 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition except for:

Traffic Signs:

- It is noted that a traffic signage renewal scheme is planned which will improve existing advanced directional signage in this section.

Road Markings:

- Some wearing to edge lines & deflection arrows.

SCRIM Data

3.6.5 There was 593 metres (approximately 84%) of the northbound direction at or below the IL, and 128 metres (approximately 18%) of the southbound direction at or below the IL.

3.6.6 There were two collisions related to vehicles turning out of Wellington Road resulting in vehicles on the A518 skidding (likely attempting to avoid collision). There are permanent Slippery Road warning signs present which cover this location. Continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.7. Brockton Leasowes Junction

Location Overview

3.7.1 This is a two-lane single carriageway T-junction approaching the A518 from the north side.

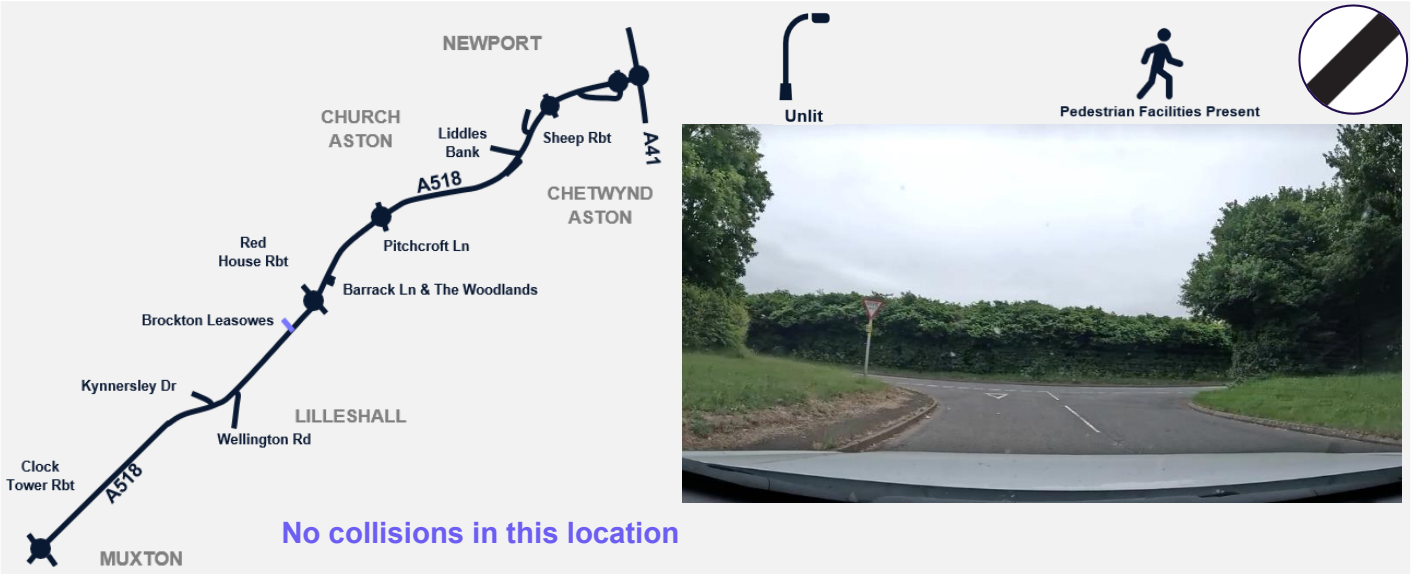


Figure 8: Brockton Leasowes Junction

Geometry and Visibility

3.7.2 Visibility in respect of horizontal geometry meets the requirements of CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions for the following:

- Minor road approach SSD visibility of the junction
- Minor road approach SSD visibility including the give way sign
- Minor road approach 15m visibility of the junction
- Minor road approach 15m visibility including the give way sign
- SSD Visibility at the Minor Road to the Major Road

Asset Condition Review

3.7.3 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition except for:

Traffic Signs:

- It is noted that a traffic signage renewal scheme is planned which will improve existing advanced directional signage in this section.

SCRIM Data

3.7.4 No SCRIM data available for this location.

3.7.5 There were no skid related collisions recorded in the data provided that relate to this location.

3.8. Brockton Leasowes to Red House Roundabout Link

Location Overview

3.8.1 This is a 280m two-lane single carriageway with hardstrips approaching and departing from the southern side of Red House Roundabout. Street lighting is present at the ~100 metres approaching the roundabout.

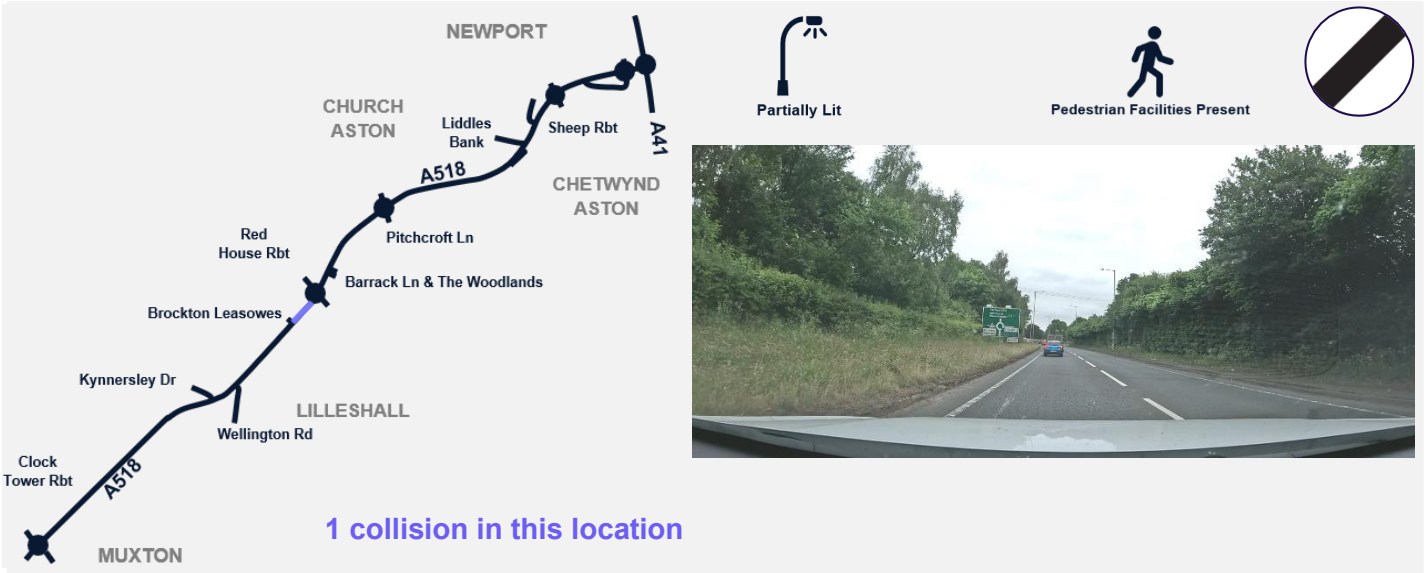


Figure 9: Brockton Leasowes to Red House Roundabout Link

Geometry and Visibility

3.8.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

Asset Condition Review

3.8.3 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition except for:

Traffic Signs:

- It is noted that a traffic signage renewal scheme is planned which will improve existing advanced directional signage in this section.

Road Markings:

- Condition: Mostly Present with some wearing to edge lines & deflection arrows.
- Type: One comment to raise regarding the A518 approach to Red House Roundabout which was previously marked as a two-lane approach. Following resurfacing works, it has been noted that the lane lines on this approach were not reinstated, resulting in an excessively wide approach at the roundabout entry.

SCRIM Data

3.8.4 There was 187 metres (approximately 96%) of the northbound direction at or below the IL, and 151 metres (approximately 80%) of the southbound direction at or below the IL. There were no skid related collisions recorded in the data provided that relate to this location. Considering this and the level of SCRIM deficiency, continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.9. Red House Roundabout Junction

Location Overview

3.9.1 This is a two-lane (unmarked) normal roundabout junction with the A518 to the north and south, Limekiln Lane to the east, and an unnamed road to the west signed for Brockton / Edgmond (providing access to the Red House pub restaurant).

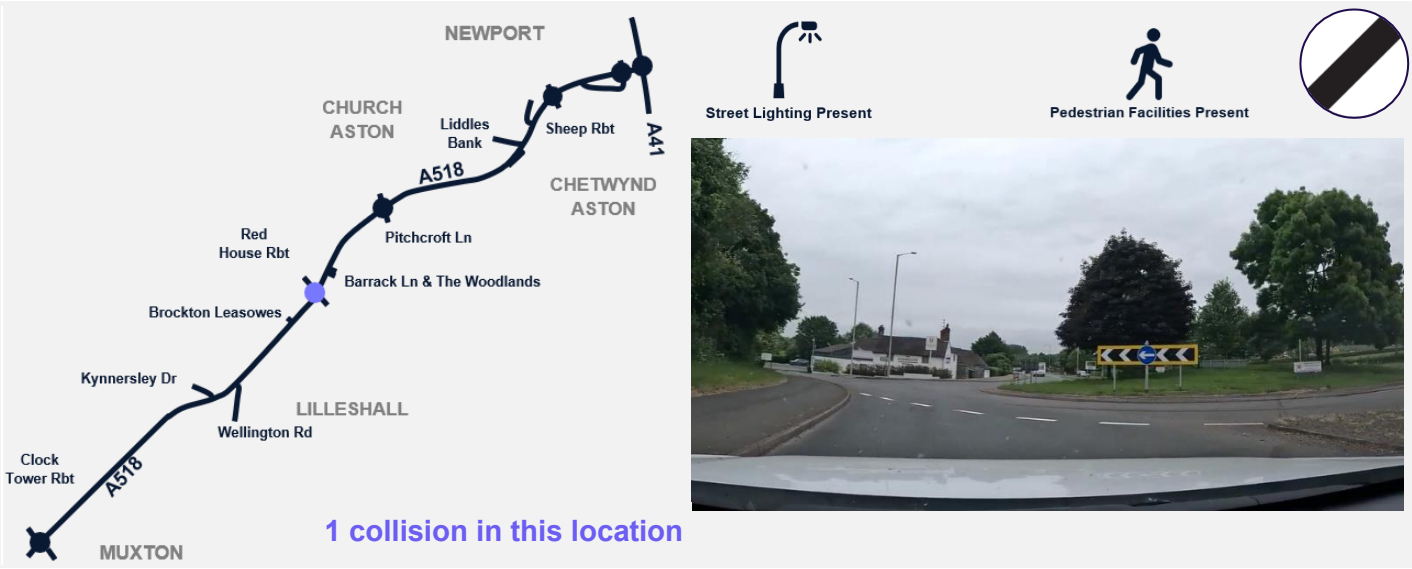


Figure 10: Red House Roundabout Junction

Geometry and Visibility

3.9.2 Visibility meets the requirements of CD 116 Geometric Design of Roundabouts for the following:

- Visibility to the right (measured at the give way line) for all approaches
- Visibility to the right (measured at 15m from the give way line) for all approaches
- Forward visibility (measured at 15m from the give way line) for all approaches

3.9.3 The exit kerb radius of the A518 northbound exit was found to be below the requirements of CD 116. A sharper exit could present issues for larger vehicles. However, there were no collisions related to this.

Asset Condition Review

3.9.4 Some visual deterioration of the carriageway was noted along the construction joint. However, this deterioration is not considered to present a safety concern. Traffic signs and road markings appeared to be in a serviceable condition.

SCRIM Data

3.9.5 There was no 2024 survey data for this section, however the 2023 data shows that 10 metres (approximately 7.7%) of the roundabout section was at or below the IL. This section of road was resurfaced in 2022/23 and so the SCRIM deficiency could either relate to the previous road surface or the low skid resistance typically achieved in new surfacing immediately after it is laid (the new surface typically achieves the required skid resistance after a period of trafficking). There were no skid related collisions recorded in the data provided that relate to this location. Considering this and the level of SCRIM deficiency, continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.10. Red House Roundabout to A518 / Pitchcroft Lane Link

Location Overview

3.10.1 This is a 0.6 mile / 0.96 km two-lane single carriageway with hardstrips from Red House Roundabout to Pitchcroft Lane Roundabout. T-junctions with dedicated turning lanes for Barrack Lane and The Woodlands are present approx. 120m and 215m from Red House Roundabout. 2 bus stop laybys and 2 pedestrian crossing points / refuges are present within the same location. Street lighting is present for approx. 260m from Red House Roundabout and 80m from Pitchcroft Lane.

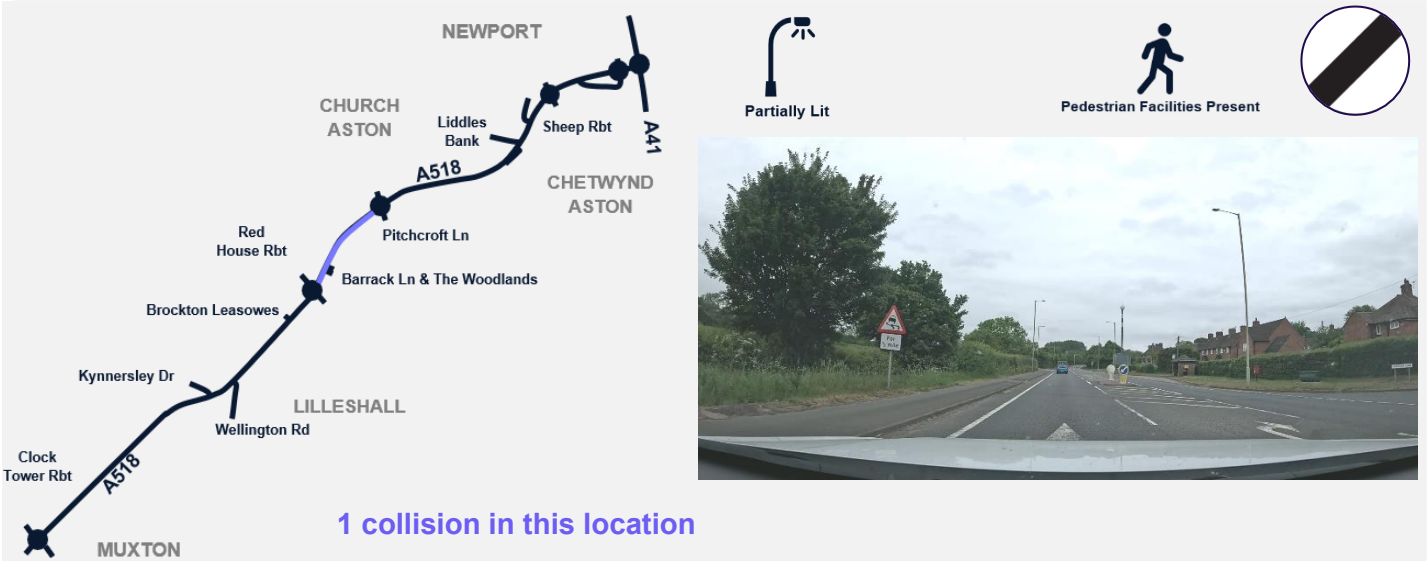


Figure 11: Red House Roundabout to A518 / Pitchcroft Ln Link

Geometry and Visibility

3.10.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

Asset Condition Review

3.10.3 The carriageway, traffic signs and road markings all appeared to be in a serviceable condition.

SCRIM Data

3.10.4 There was 663 metres (approximately 73.26%) of the northbound direction at or below the IL, and 396 metres (approximately 43.42%) of the southbound direction at or below the IL.

3.10.5 There were no skid related collisions recorded in the data provided that relate to this location. There are permanent Slippery Road warning signs present which cover this location. Continued monitoring would be recommended at this location to determine if further action or mitigation is needed.

3.11. A518 / Pitchcroft Lane Roundabout

Location Overview

3.11.1 This is a two-lane (unmarked) normal roundabout junction with the A518 to the northeast and southwest, Pitchcroft Lane to the southeast, and Wellington Road to the northwest.

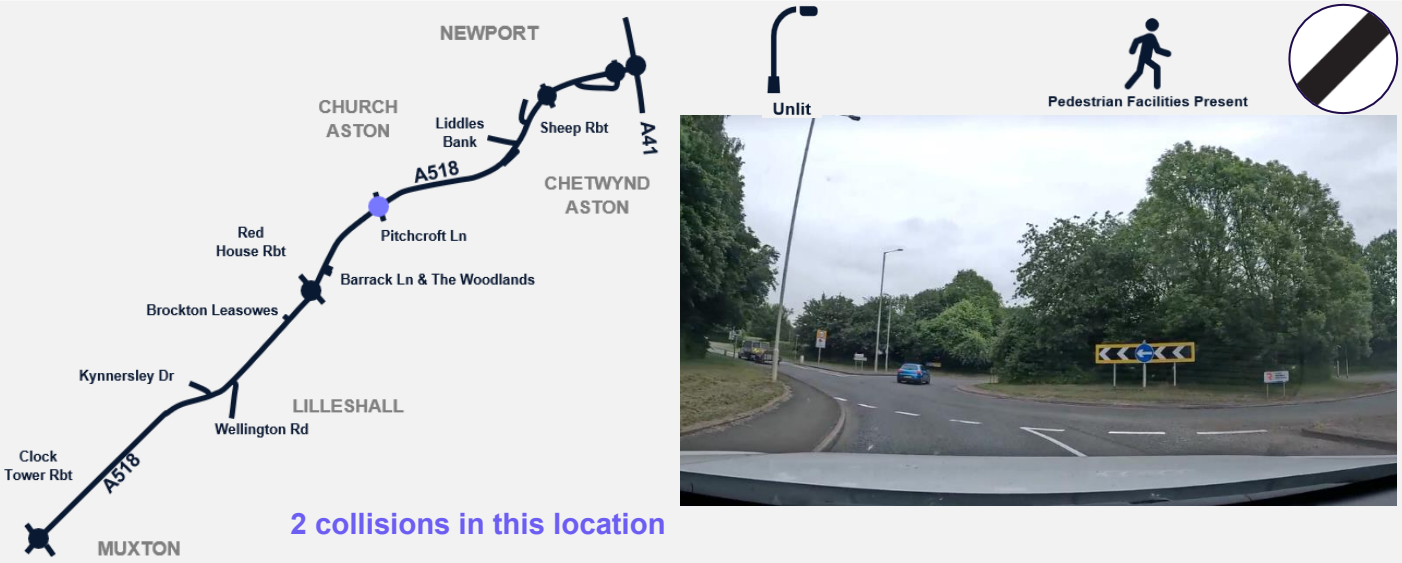


Figure 12: A518 / Pitchcroft Lane Roundabout

Geometry and Visibility

3.11.2 Visibility meets the requirements of CD 116 Geometric Design of Roundabouts for the following:

- Visibility to the right (measured at the give way line) for all approaches
- Visibility to the right (measured at 15m from the give way line) for all approaches
- Forward visibility (measured at 15m from the give way line) for all approaches

Asset Condition Review

3.11.3 Some visual deterioration of the carriageway was noted around road gullies. However, the deterioration noted is not considered to present a safety concern. Traffic signs and road markings appeared to be in a serviceable condition.

SCRIM Data

3.11.4 There was no 2024 survey data for this section, however the 2023 data shows that the whole section was at or below the IL. There was one collision at this location which involved skidding, however it is not known if the skid resistance of the surface was the cause of the collision due to this occurring prior to the SCRIM survey. Given the occurrence of a collision involving skidding and the SCRIM data, further detailed monitoring and investigation would be recommended at this location to determine if further action or mitigation is needed.

3.12. A518 / Pitchcroft Lane Roundabout to Liddles Bank Link

Location Overview

3.12.1 This is a 0.8 miles / 1.28 km two-lane single carriageway with hard strips from Pitchcroft Lane Roundabout to Liddles Bank T-junction, with a dedicated turn lane for Liddles Bank. There is a T-junction for Littlehales Farm with a short length of central reservation adjacent, limiting access / egress to southbound A518 traffic only (requiring northbound traffic to pass and turn around at Sheep Island Roundabout). There is a pedestrian crossing located within the central reservation between the two junctions. The link is partially street-lit for a short length after Pitchcroft Lane and through the Liddles Bank junction.

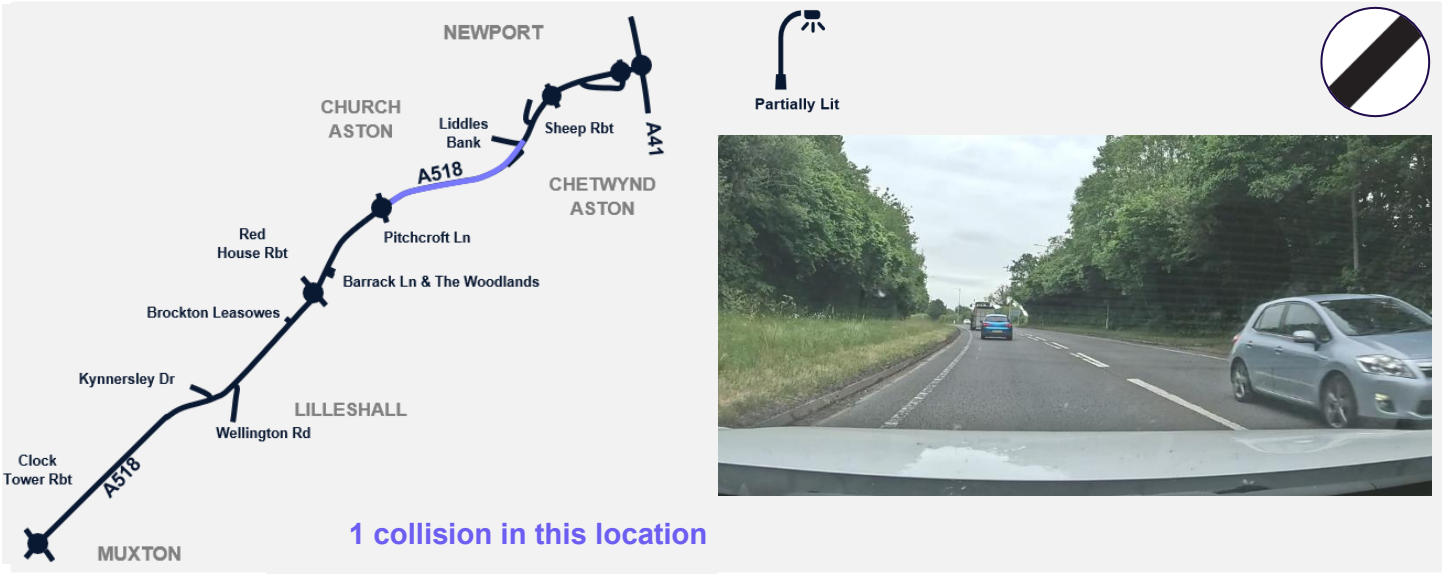


Figure 13: A518 / Pitchcroft Lane Roundabout to Liddles Bank Link

Geometry and Visibility

3.12.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

1.1.2 From the site visit it was noted that the immediate northbound approach to the Liddles Bank junction appears to be the crest of a vertical curve. In conjunction with this and the profile of the verge, it is thought that the envelope of visibility is obscured for a low-height object. Therefore, the visibility in respect of vertical geometry may not meet the requirements of CD 109.

Asset Condition Review

3.12.3 The carriageway, traffic signs and road markings all appeared to be in a serviceable condition.

SCRIM Data

3.12.4 There was 71 metres (approximately 6%) of the northbound direction at or below the IL. There was 840 metres (approximately 66%) of the southbound direction at or below the IL. There was one collision in this location that involved skidding. However, this occurred where the SCRIM was above the IL, indicating no skid resistance concerns relating to that section of carriageway.

3.13. Liddles Bank Junction

Location Overview

3.13.1 This is a two-lane single carriageway T-junction adjoining the A518 with a splitter island separating traffic flows.

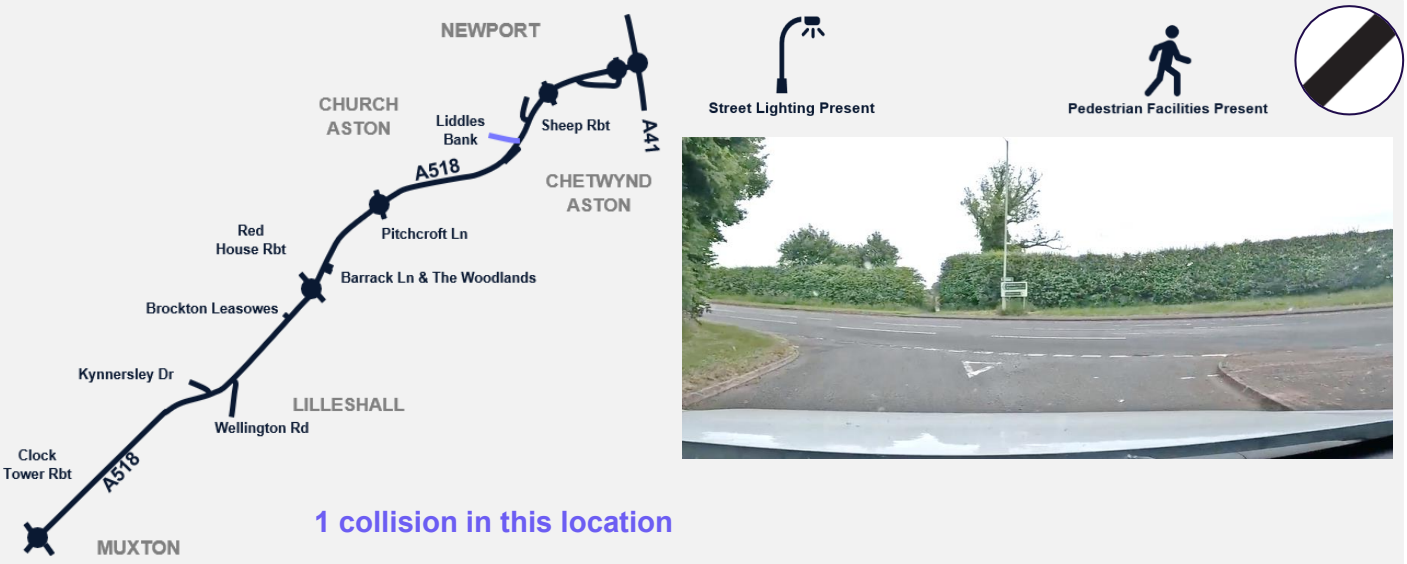


Figure 14: Liddles Bank Junction

Geometry and Visibility

3.13.2 Visibility in respect of horizontal geometry meets the requirements of CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions for the following:

- Minor road approach SSD visibility of the junction
- Minor road approach SSD visibility including the give way sign
- Minor road approach 15m visibility of the junction
- Minor road approach 15m visibility including the give way sign
- SSD Visibility at the Minor Road to the Major Road

3.13.3 As noted above, it is thought that the envelope of visibility when looking southwest is obscured for a low-height object due to the vertical alignment of the A518.

Asset Condition Review

3.13.4 The carriageway appeared to be in a serviceable condition. Traffic signs and road markings also appeared to be in a serviceable condition, although the road markings are becoming worn at the give way. Additionally, there is no Give Way traffic sign present.

SCRIM Data

3.13.5 No SCRIM data available for this location.

3.13.6 There were no skid related collisions recorded in the data provided that relate to this location.

3.14. Liddles Bank to Sheep Island Roundabout Link

Location Overview

3.14.1 This is a 0.3 miles / 0.48 km two-lane single carriageway with hard strips from Liddles Bank junction to Sheep Island Roundabout.

Figure 15: Liddles Bank to Sheep Island Roundabout Link

Geometry and Visibility

3.14.2 Visibility in respect of horizontal geometry meets the requirements of CD 109 Highway Link Design for the following:

- Stopping Sight Distance (SSD)
- Full Overtaking Sight Distance (FOSD) for overtaking sections

Asset Condition Review

3.14.3 The carriageway, traffic signs and road markings all appeared to be in a serviceable condition. Although, the direction and bifurcation arrows on approach to Liddles bank junction are heavily worn.

SCRIM Data

3.14.4 There was 172 metres (approximately 38%) of the northbound direction at or below the IL. There was 411 metres (approximately 90%) of the southbound direction at or below the IL.

3.14.5 There were no skid related collisions recorded in the data provided that relate to this location.

3.14.6 Further monitoring would be recommended at this location to determine if action or mitigation is needed.

3.15. Sheep Island Roundabout Junction

Location Overview

3.15.1 This is a two-lane (unmarked) normal roundabout junction with the A518 to the northeast and southwest, Chetwynd Aston to the southeast, and Station Road to the northwest. It is subject to a 40mph speed limit and has street lighting present.

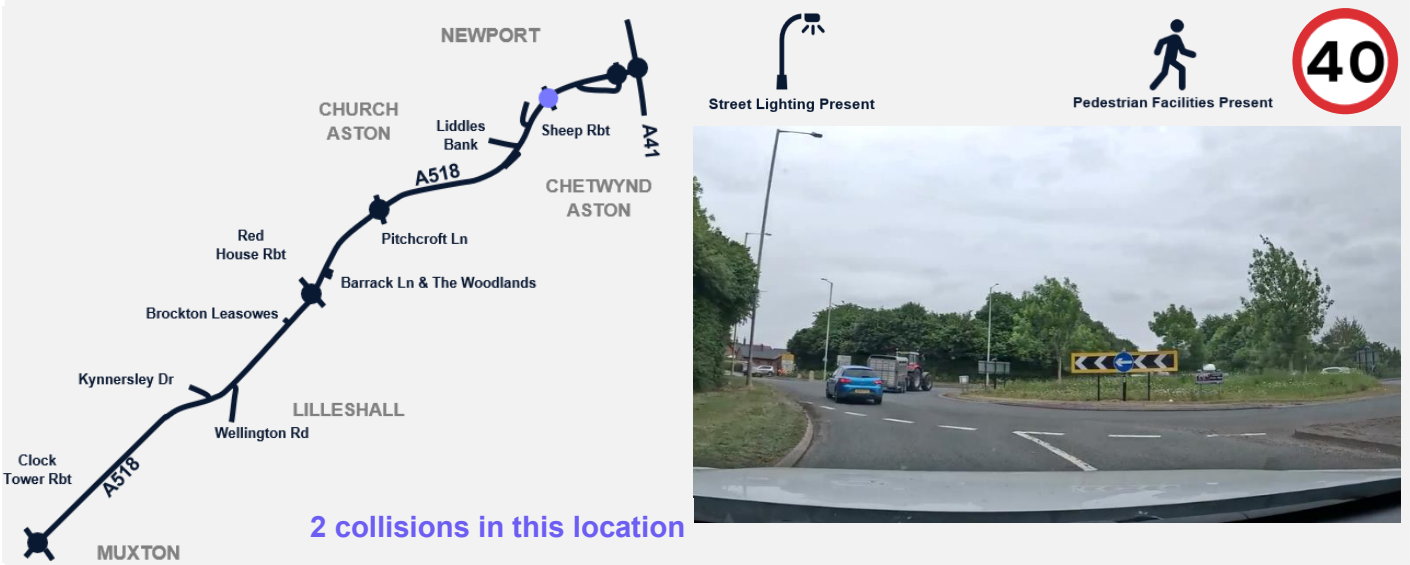


Figure 16: Sheep Island Roundabout Junction

Geometry and Visibility

3.15.2 Visibility meets the requirements of CD 116 Geometric Design of Roundabouts for the following:

- Visibility to the right (measured at the give way line) for all approaches
- Visibility to the right (measured at 15m from the give way line) for all approaches
- Forward visibility (measured at 15m from the give way line) for all approaches

Asset Condition Review

3.15.3 The carriageway, traffic signs and road markings all appeared to be in a serviceable condition. Although, a direction sign was missing from the north-eastern arm on the exit from the roundabout.

SCRIM Data

3.15.4 There was no 2024 survey data for this section, however the 2023 data shows that the whole section was at or below the IL. There was one collision at this location which involved skidding, however it is not known if the skid resistance of the surface was the cause of the collision. There are permanent Slippery Road warning signs present which cover this location and appear to pre-date the collision noted. Given the occurrence of a collision involving skidding and the presence of slippery road signs, further detailed monitoring and investigation would be recommended at this location to determine if further action or mitigation is needed.

4. Speed Data

4.1. Survey Extents

4.1.1 Automatic Traffic Counts (ATC) were recorded using equipment installed at four locations between the dates of 13/05/2025 and 19/05/2025. The locations of the sites are shown below.

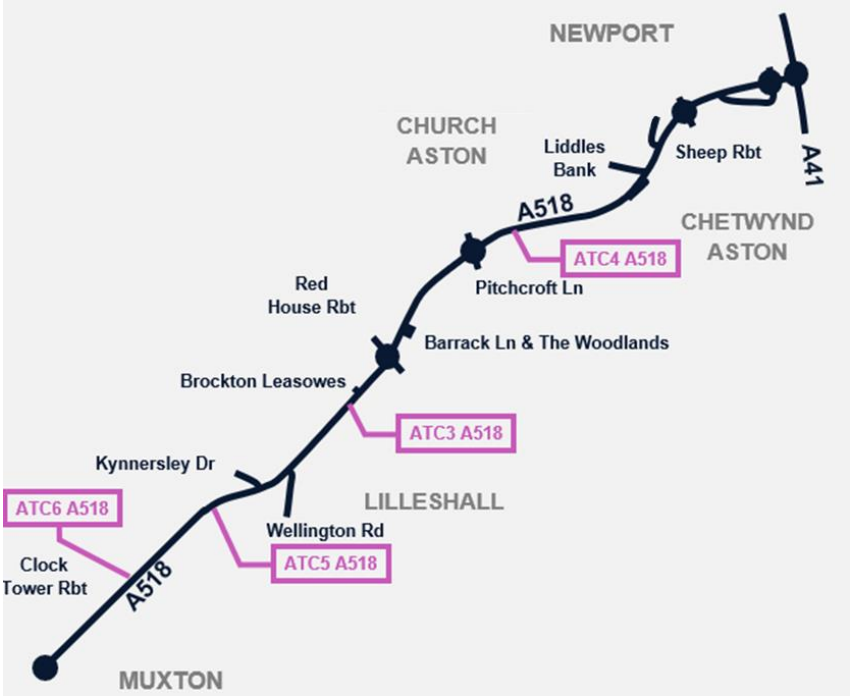


Figure 17: Automatic Traffic Count Survey Locations

4.1.2 ATC3 to 6 were installed on sections subject to National Speed Limit and recorded two-way speed data and traffic flows.

4.2. Findings

4.2.1 The following speed and traffic data was recorded:

Site	Direction	Mean Speed (mph)	85th percentile Speed (mph)	Total Traffic Count	Average Daily Count	% of Commercial Vehicles (2 Axle truck / Bus or larger)	Average Weekday Count	% of Commercial Vehicles (2 Axle truck / Bus or larger)
ATC3*	Northbound	48.7	55.9	65971	10999	11.8%	12068	13.1%
ATC3*	Southbound	49.5	57.3	67992	11333	16.3%	12561	17.4%
ATC4	Northbound	56.1	62.3	45093	6442	16.6%	7037	18.2%
ATC4	Southbound	57.4	63.9	46201	6600	15.0%	7194	16.6%
ATC5	Northbound	54.4	60.5	71842	10263	10.2%	11225	11.3%
ATC5	Southbound	56.5	62.8	71267	10181	13.7%	11130	14.7%
ATC6	Northbound	57.0	63.4	71040	10149	13.2%	11080	14.3%
ATC6	Southbound	53.1	60.6	70810	10116	12.3%	11057	13.4%

Table 1: Automatic Traffic Count Summary of Findings

* ATC3 was affected by damage to equipment resulting in partial readings for 1 of the survey dates.

4.2.2 The findings were reviewed to determine the percentage of vehicles travelling above the speed limit, the percentage above the Association of Chief Police Officers (ACPO) Limit (68mph), and the percentage above the DfT Limit (70mph).

4.2.3 For such speed surveys, comparison is made to the ACPO limit as this is the threshold within police officers' guidelines for issuing fixed penalties to speeding motorists. In addition, comparison to the DfT limit is made as this is a statistic measured within national speed data and therefore provides a useful comparison.

Site	Direction	% above Speed Limit (National Speed Limit)	% above ACPO Limit (68mph)	% above DfT Limit (70mph)
ATC3*	Northbound	5.6	0.8	0.6
ATC3*	Southbound	9.0	1.7	1.1
ATC4	Northbound	25.0	4.0	2.7
ATC4	Southbound	32.7	6.2	4.2
ATC5	Northbound	17.0	2.0	1.3
ATC5	Southbound	28.4	3.6	2.1
ATC6	Northbound	30.5	5.2	3.4
ATC6	Southbound	17.4	2.5	1.6

Table 2: Percentage of Vehicles Travelling Above the Speed Limit

4.2.4 The 2023 national data for free-flowing non-event single carriageways subject to National Speed Limit reported that 1% of cars, 3-6% of Commercial Vehicles and 8% of motorcycles exceeded the DfT Limit.

4.2.5 As the A518 data was not separated by vehicle class, a direct comparison to the national data for vehicles travelling above the DfT speed limit (70mph) is not possible. However, the percentages of vehicles exceeding the DfT Limit is generally in line with the national averages.

4.2.6 Within the collision data provided, two of the collision descriptions referred to speed. Collision number 12, which resulted in a slight injury, stated "looks to be V001 was travelling at speed and unable to break in time". From this description alone, it is not possible to confirm if the vehicle was travelling above the speed limit and whether speed was a contributing factor for the collision. Collision number 14 was self-reported and involved a cyclist being struck by an overtaking vehicle resulting in serious injury. The description refers to the vehicle travelling "at a reasonable speed". Like collision number 12, it is not possible to confirm if the vehicle was travelling above the speed limit.

4.2.7 In reviewing the collisions within this study, no noticeable patterns or trends were presented where excess speed could be attributed to a higher occurrence of collisions.

4.2.8 Given the road environment and geometry of the A518 being reviewed within this study, it is considered that the mean speeds recorded within this survey are appropriate.

5. Collision Analysis

5.1. A518 Collisions

5.1.1 Figure 18 illustrates the location and severity of the collisions (collision numbers listed relate to the number given to each of the collisions provided by TWC).

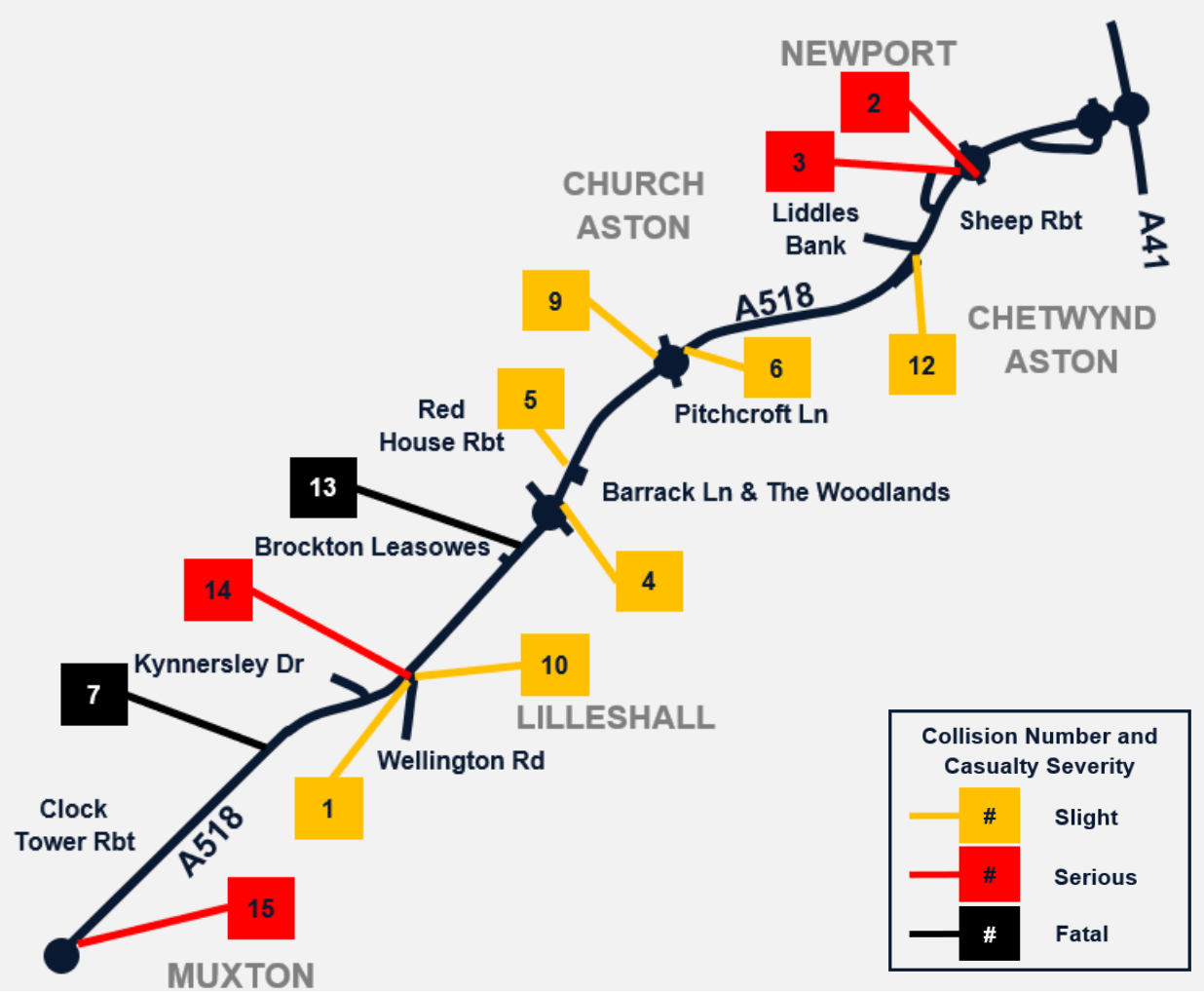


Figure 18: Collision Locations

5.1.2 The locations of the collisions were reviewed to identify any clusters and therefore locations where occurrence of collisions could be more likely. Typically, sites are considered to be clusters where 4 or more injury collisions occur. None of the locations in this study experienced 4 or more collisions. However, due to the relatively small number of collisions and short study lengths, sites where more than one collision occurred were noted:

- Wellington Road Junction: one serious and two slight collisions (1, 10 and 14)
- A518 / Pitchcroft Lane Roundabout: two slight collisions (6 and 9)
- Sheep Island Roundabout: two serious collisions (2 and 3)

5.1.3 A short summary of all collisions is included in Table 3.

Collision	Collision Summary
1	Involved a vehicle turning left onto the A518 from Wellington Road and a collision with traffic already on the A518 heading southbound.
2	Involved a vehicle entering the roundabout and colliding into a cyclist already on the roundabout approaching from the right.
3	Involved a motorcyclist approaching the roundabout, applying their brakes and the motorcycle sliding out from underneath the rider.
4	Involved a rear-end shunt type collision at a roundabout with a vehicle colliding into another vehicle.
5	Involved a rear-end shunt type collision with a vehicle colliding into another vehicle.
6	Involved a vehicle travelling around the roundabout and colliding with a lighting column in the nearside verge.
7	Involved a vehicle crossing into the opposite lane resulting in head-on collision. Evidence presented at the inquest resulted in a conclusion that faulty brakes caused the vehicle to cross into opposite lane (though the reason for braking was not known).
9	Involved a rear-end shunt type collision with a vehicle colliding into another vehicle (self-reported description notes suspected crash for cash).
10	Involved a vehicle turning left onto the A518 from Wellington Road and a collision with traffic already on the A518 heading southbound.
12	Involved a vehicle travelling northbound towards Liddles Bank Junction and colliding with the passenger side of a vehicle in the opposite direction turning right into Liddles Bank.
13	Involved a vehicle crossing into the opposite lane resulting in a head-on collision. The reason for this is unknown, though the collision report considers an attempted overtake, inattention, or medical episode as potential causes. Inquest yet to take place.
14	Involved a vehicle attempting to overtake a cyclist who was travelling along the A518 and intending to turn right onto Wellington Road. The vehicle collided with the cyclist.
15	Involved a rear-end shunt type collision at a roundabout with a vehicle colliding into a cyclist.

Table 3: Collision Summary

5.1.4 The collision data provided was further reviewed to gain an understanding of any patterns associated with the collisions such as type, and light and weather conditions. The 13 collisions could be grouped as shown in Figure 19.

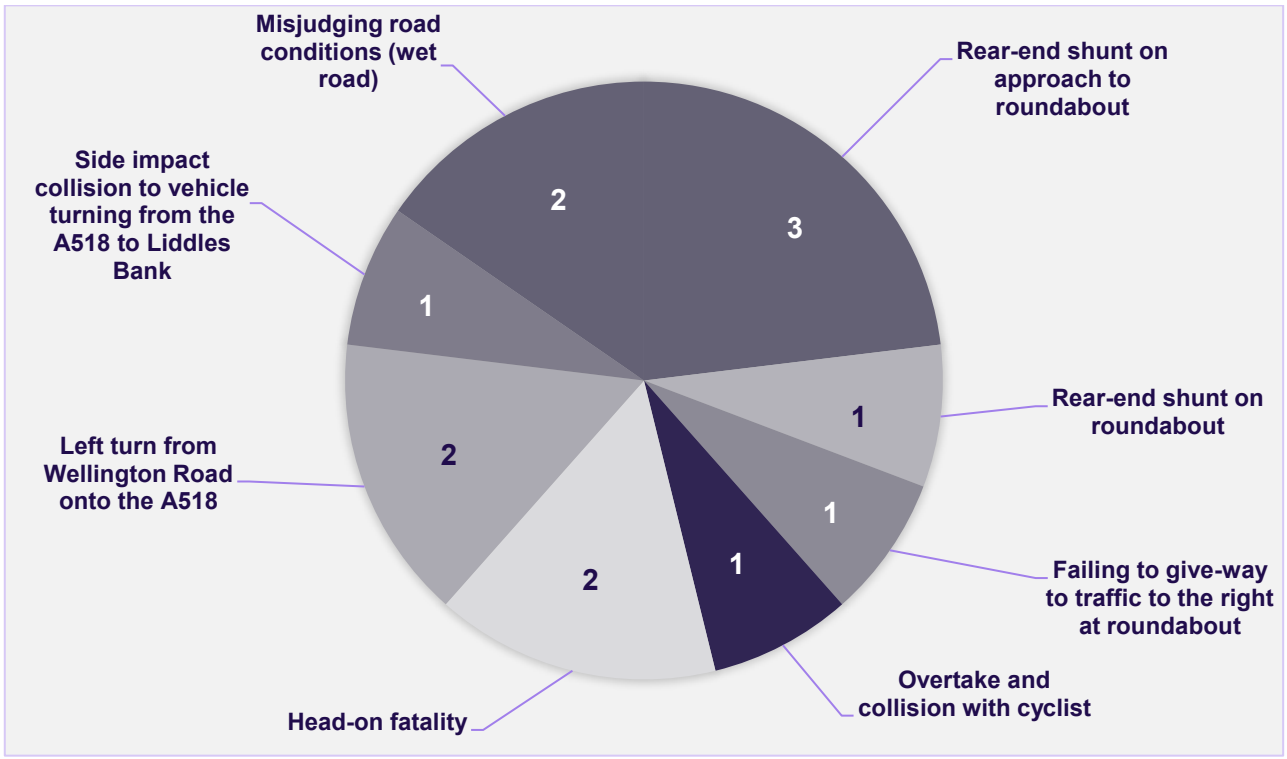


Figure 19: Collision Type Summary

5.1.5 The most common type of collision involved rear-end shunt type collisions at roundabouts.

5.1.6 For the locations identified where more than one collision occurred it was noted that:

- Two of the three collisions that occurred at the Wellington Road junction were of a similar nature, with both resulting in slight injuries.
- The collisions that occurred at the A518 / Pitchcroft Lane roundabout were different types with no discernible trend.
- The collisions that occurred at the Sheep Island roundabout were different types with no discernible trend.

5.1.7 The serious collisions were all a different type with no discernible trend.

5.1.8 The fatal collisions were both head-on type collisions. The inquest for Collision 7 recorded faulty brakes as being involved. The inquest for collision 13 is yet to take place. Therefore, no discernible trend for the fatal collisions could be identified within this study.

5.1.9 Tables 4 and 5 show the severity of each collision and each casualty across the years in which they occurred.

Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	1	0	0	1	2
Serious	2	2	0	0	0	0	4
Slight	0	4	2	1	0	0	7
Total	2	6	3	1	0	1	13

Table 4: Collision Severity for A518 2020-2025

Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	2	0	0	1	3
Serious	2	2	2	0	0	1	7
Slight	0	4	3	1	0	1	9
Total	2	6	7	1	0	3	19

Table 5: Casualty Severity for A518 2020-2025

5.1.10 2021 experienced the highest number of collisions, with more than double the number than in prior and subsequent years. 2024 experienced no recorded collisions.

5.1.11 Further analysis of the collisions and casualties compared to national statistics has been undertaken to identify any outlying factors. As noted in section 2, consideration is given to the relatively small number of recorded collisions in comparison to the national figures when identifying these factors.

5.2. A518 and National A-Road Comparison: KSI and FWI

Killed or Seriously Injured (KSI) Analysis

5.2.1 KSI provides a measure of the number of people killed or seriously injured in road traffic collisions. This is also assessed as a rate per Billion Vehicle Miles (BVM) to quantify this as an average across miles travelled and allows a comparison to national statistics.

5.2.2 A comparison of the A518 collisions from 2020 to 2025 against the national A-road collisions from 2020 to 2023 given as annualised averages is tabulated below:

	A518 (2020-2025)		A-ROAD (2020-2023)	
Category	Collisions	Casualties	Collisions	Casualties
Slight per Year	1.4	1.8	10,500	16,517
Serious per Year	0.8	1.4	4,383	5,252
Fatal per Year	0.4	0.6	539	585
Total per Year	2.6	3.8	15,422	22,354
KSI	1.2	2	4,922	5,837
KSI Severity Ratio (%)	**46.2%**	**52.6%**	**31.9%**	**26.1%**
Fatal Rate per Billion Miles	**6.14**	**9.21**	**6.08**	**6.60**
KSI Rate per Billion Miles	**18.42**	**30.70**	**55.55**	**65.88**
Total Rate per Billion Miles	**39.91**	**58.33**	**174.06**	**252.30**

Table 6: Whole Route Comparison with National Averages (annualised)

5.2.3 The A518 had a higher KSI severity ratio than the national average for both collisions and casualties, and the A518 casualty fatality rate per BVM was also higher. However, as noted in section 2, both the KSI severity ratio and the fatality rate per BVM is impacted by the occurrence of two collisions (involving one and two fatalities respectively). This has an impact due to the relatively low number of collisions being assessed. It should also be noted that the fatal collision rate was in line with the national average for A-roads when assessed in terms of Fatal Rate per BVM. This means that the occurrence of collisions resulting in fatalities was similar to national A-roads.

5.2.4 When assessed in terms of BVM the KSI collision and casualty rate per BVM was lower than the national average. Similarly, the total collision and casualty rate per BVM was also lower than the national average. This means that as an average across miles travelled, the rate at which collisions occur is lower on the A518 than for national A-roads.

Fatalities and Weighted Injuries (FWI) Calculation

5.2.5 FWI is a metric which can be used to assess all casualty severity. This is achieved by weighting fatalities 10 times the weight of a serious casualty and weighting serious casualties 10 times the weight of a slight casualty. Again, this provides a method to compare to national statistics.

5.2.6 Table 7 shows the FWI per BVM.

CASUALTY COUNT			A518 INDEX PER BVM		NATIONAL A ROADS INDEX PER BVM			
Slight	Serious	Fatal	FWI	**FWI/BVM**	**2020**	**2021**	**2022**	**2023**
9	7	3	3.79	**11.64**	**16.14**	**17.19**	**16.97**	**16.36**

Table 7: FWI Calculation and Comparison

5.2.7 The FWI per BVM for the A518 was lower than the national average for A-Roads. This means that as an average across miles travelled, the rate of more severe injuries and fatalities is lower on the A518 than for national A-roads.

5.3. A518 and National A-Road Comparison: Vehicle Type

5.3.1 Table 8 shows the types of vehicles involved in collisions on the A518 compared to those in the national figures:

Collisions Involving	A518 Collisions	Percentage of Collisions (%)	National %
Cars / taxis etc	12	92	89
Powered two wheels	1	8	16
Pedal cycles	3	23	11
HGVs	0	0	5
PSVs	0	0	2
Others	0	0	8

Table 8: Percentage of Collisions Involving Different Vehicle Types

5.3.2 As shown in the table, the percentage of different vehicle types involved in collisions on the A518 is comparative to the national figures. It is again noted that the relatively low number of recorded collisions within the data provided means that the occurrence of one collision involving a particular vehicle type may result in the data being disproportionately affected. This is noted with pedal cycles which were involved in collisions 2, 14 and 15.

5.4. A518 and National A-Road Comparison: Light & Weather Condition

5.4.1 Table 9 shows the weather conditions at the time of the collisions on the A518 compared to those in the national figures:

Adverse Conditions	A518 Collisions	Percentage of Collisions (%)	National %
Dark with lights	1	7.7	21
Dark without lights	2	15.4	7
Adverse weather	2	15.4	19
Wet road surface	4	30.8	33
Snow / ice on road	1	7.7	4
Special conditions	0	0	2
Carriageway hazards	0	0	2

Table 9: Percentage of Collisions Occurring in Different Light and Weather Conditions

5.4.2 The percentage of collisions occurring in different light and weather conditions on the A518 is generally comparative to the national figures.

5.4.3 On the A518 it is noted that most collisions (10 of 13) occurred in daylight and during fine weather (11 of 13). 9 of the 13 occurred when the road surface was dry. This suggests that adverse conditions have not had a noticeable negative impact on the A518 when compared to the national averages.

5.5. A518 and National A-Road Comparison: Manoeuvre Type

5.5.1 Table 10 shows the types of manoeuvres involved in collisions on the A518 compared to those in the national figures:

Collisions Involving	A518 Collisions	Percentage of Collisions (%)	National %
Right turns	2	15	20
Left turns	1	8	5
U-turns	0	0	1
Overtaking near/off	1	8	9
Going ahead	10	83	73
Going ahead on bend	1	8	14
Stopping	4	33	6
Waiting to go ahead	1	8	8

Table 10: Percentage of Collisions Involving Different Manoeuvre Types

5.5.2 The percentage of manoeuvre types occurring on the A518 is comparative to the national figures.

5.6. Summary

5.6.1 In summary, the review of collision data indicates that the A518 experiences a lower rate of collisions and casualties compared to national A-roads when taking into account the miles travelled.

5.6.2 For the period assessed, the A518 collision fatality rate was in line with the average for national A-roads when assessed in terms of Fatal Rate per BVM. In addition, compared to National Statistics this section of A518 experiences a lower KSI rate per BVM compared to national A-roads and a lower total rate of collisions per BVM compared to national A-roads.

5.6.3 Given the relatively low number of collisions within the data provided, it is potentially flawed to attempt to identify patterns, trends or clusters using this data. However, it was noted that:

- There were three collisions in the vicinity of the Wellington Road junction, two of which involved similar manoeuvres.
- The majority of collisions occurred in daylight and in fine weather conditions.
- Collisions have occurred where issues with either highway geometry or condition were identified. These locations are:
    - The area in the vicinity of the Wellington Road Junction
    - The area in the vicinity of the Liddles Bank Junction
- In addition, collisions involving skidding occurred where SCRIM surveys indicate skid deficiencies. As noted, due to the dates of the collisions and the SCRIM surveys it could not be confirmed if the skid resistance was deficient at the time of the collisions. But it is noted that further monitoring and detailed investigation at the following locations would be recommended:
    - A518 / Pitchcroft Lane Roundabout
    - Sheep Island Roundabout
- In reviewing the collision data within this study, no noticeable patterns or trends were identified where excess speed was likely to be attributable to a higher occurrence of collisions.

6. Options

6.1. Options Identified

6.1.1 This study involved a review of existing highway geometry, highway condition, SCRIM data, speed survey data, and available collision data in order to identify any appropriate measures to prevent the occurrence of collisions. Based upon the findings of this, the following options for improvement were identified:

Do Nothing

- Do nothing immediately
- Continue with routine & cyclical maintenance
- Continue with planned capital renewal programme

Do Minimum (Maintenance and Renewal of Existing Assets)

- Replace any missing/damaged traffic signs and bollards
- Refresh worn road markings
- Cut-back/trimming of vegetation where required

Do Something (Improvement / Enhancement of Existing Assets)

- Replace any missing/damaged traffic signs and bollards
- Improve conspicuity of certain traffic signs with yellow backing boards
- Introduce additional warning traffic signs
- Refresh worn road markings
- Improve conspicuity of certain road markings with red backing
- Introduce additional 'SLOW' road markings to accompany additional warning traffic signs
- Cut-back/trimming of vegetation where required

Concept sketches have been prepared for the Do Something Option to illustrate the improvements that could be made:

COMHA1T&W053-AMY-GEN-A518-SK-CH-01
COMHA1T&W053-AMY-GEN-A518-SK-CH-02
COMHA1T&W053-AMY-GEN-A518-SK-CH-03
COMHA1T&W053-AMY-GEN-A518-SK-CH-04
COMHA1T&W053-AMY-GEN-A518-SK-CH-05

Do Maximum (Range of Significant Alterations)

- Introduction of Vehicle Activated Signs (junction ahead, vehicles turning etc.)
- Speed limit reduction and measures to ensure compliance (average speed cameras etc.)
- Fully compliant junction reconfigurations
- Fully compliant vertical alignment improvements

7. Recommendations

7.1.1 It is considered that a ‘Do Maximum’ would not be justifiable based on the evidence available within this study. However, it is considered that the ‘Do Something’ measures outlined above would bring about benefits for relatively low costs when compared to the ‘Do Minimum’ and ‘Do Nothing’ options.

7.1.2 Therefore, the below recommendations are made:

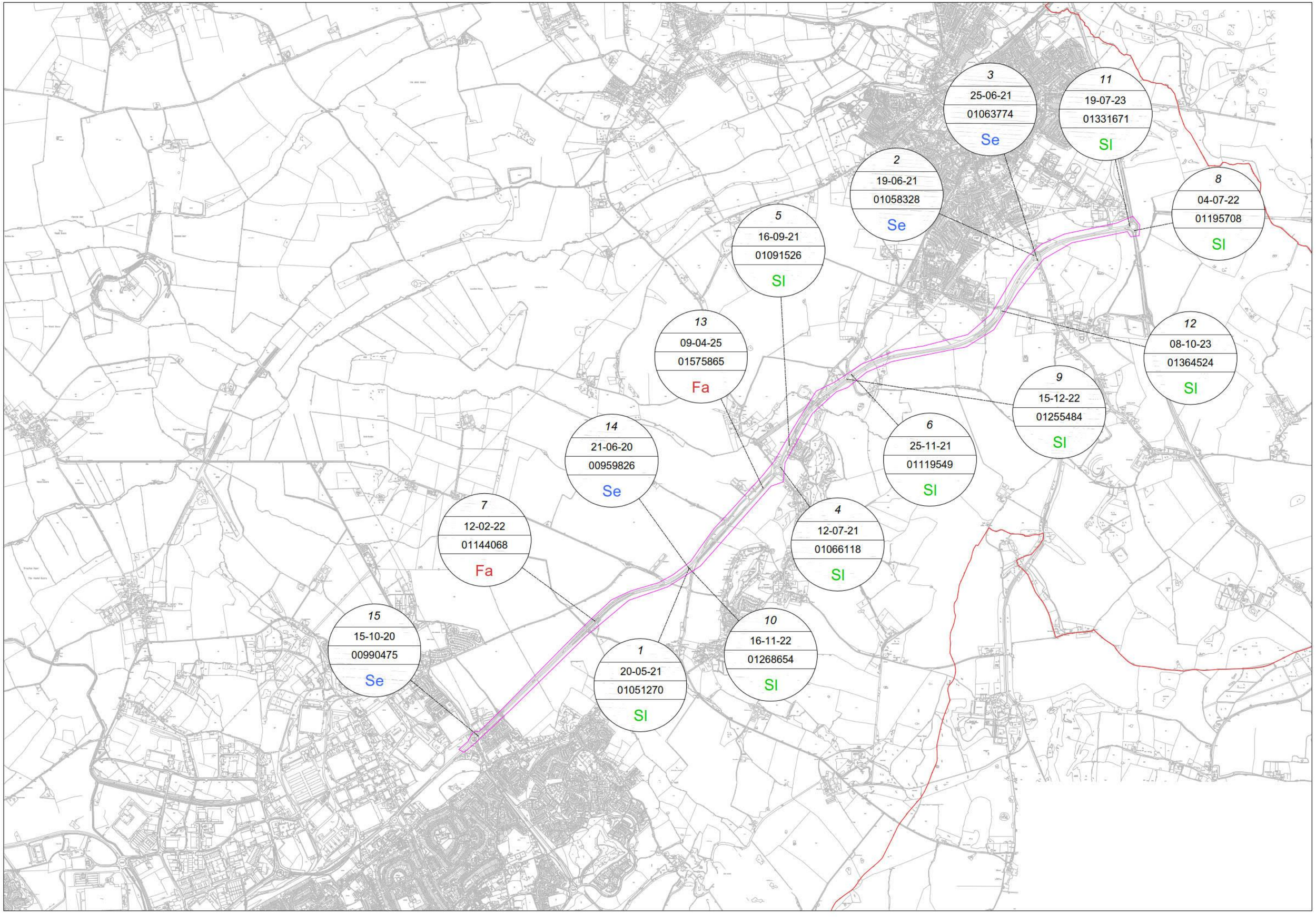
- Implement the Do Something Option
- In addition to the Do Something, it is recommended that continued annual assessments of SCRIM data be undertaken and detailed assessments be undertaken where deemed appropriate corresponding to any wet skid collisions. Locations identified in this study are:
    - A518 / Pitchcroft Lane Roundabout
    - Sheep Island Roundabout

7.1.3 The measures listed in the Do Something Option are considered to be justified in being recommended. The reasons being:

1. Given the occurrence of multiple collisions in the vicinity of the Wellington Road junction, it is considered that improvements could be made to the conspicuity of the A518 approaching and through the Kynnersley Drive and Wellington Road Junctions, and at the Wellington Road junction itself. It is considered that improving conspicuity could aid in calming traffic through this section of A518 and enhance the warning to users of the potential for vehicles slowing and turning. Additionally, it is considered that improving conspicuity will mitigate the visibility issues on Wellington Road to the junction.

2. It is considered appropriate to reinstate the lane markings on the northbound approach to the Red House Roundabout junction.

3. There are potential benefits from improvements that could be made to the conspicuity of the section of the A518 approaching and through the Liddles Bank Junction. It is considered that improving conspicuity could aid in calming traffic through this section and enhance the warning to users of the potential for vehicles slowing and turning.


3
25-06-21
01063774
Se
11
19-07-23
01331671
Sl
2
19-06-21
01058328
Se
8
04-07-22
01195708
Sl
5
16-09-21
01091526
Sl
13
09-04-25
01575865
Fa
12
08-10-23
01364524
Sl
9
15-12-22
01255484
Sl
14
21-06-20
00959826
Se
6
25-11-21
01119549
Sl
7
12-02-22
01144068
Fa
4
12-07-21
01066118
Sl
15
15-10-20
00990475
Se
10
16-11-22
01268654
Sl
1
20-05-21
01051270
Sl

Location Report Summary - PIA Data A518 5Yr Data Search 16/05/2020 - 15/05/2025

Accidents Found Date Range: 21/06/2020 - 09/04/2025

Grid Coordinate Range: 370801, 314354 - 375907, 318318

Accident Severity

	2020	2021	2022	2023	2025	Total
Fatal	0	0	1	0	1	**2**
Serious	2	2	0	0	0	**4**
Slight	0	4	3	2	0	**9**
Total	**2**	**6**	**4**	**2**	**1**	**15**

Casualty Severity

	2020	2021	2022	2023	2025	Total
Fatal	0	0	2	0	1	**3**
Serious	2	2	2	0	1	**7**
Slight	0	4	7	2	1	**14**
Total	**2**	**6**	**11**	**2**	**3**	**24**

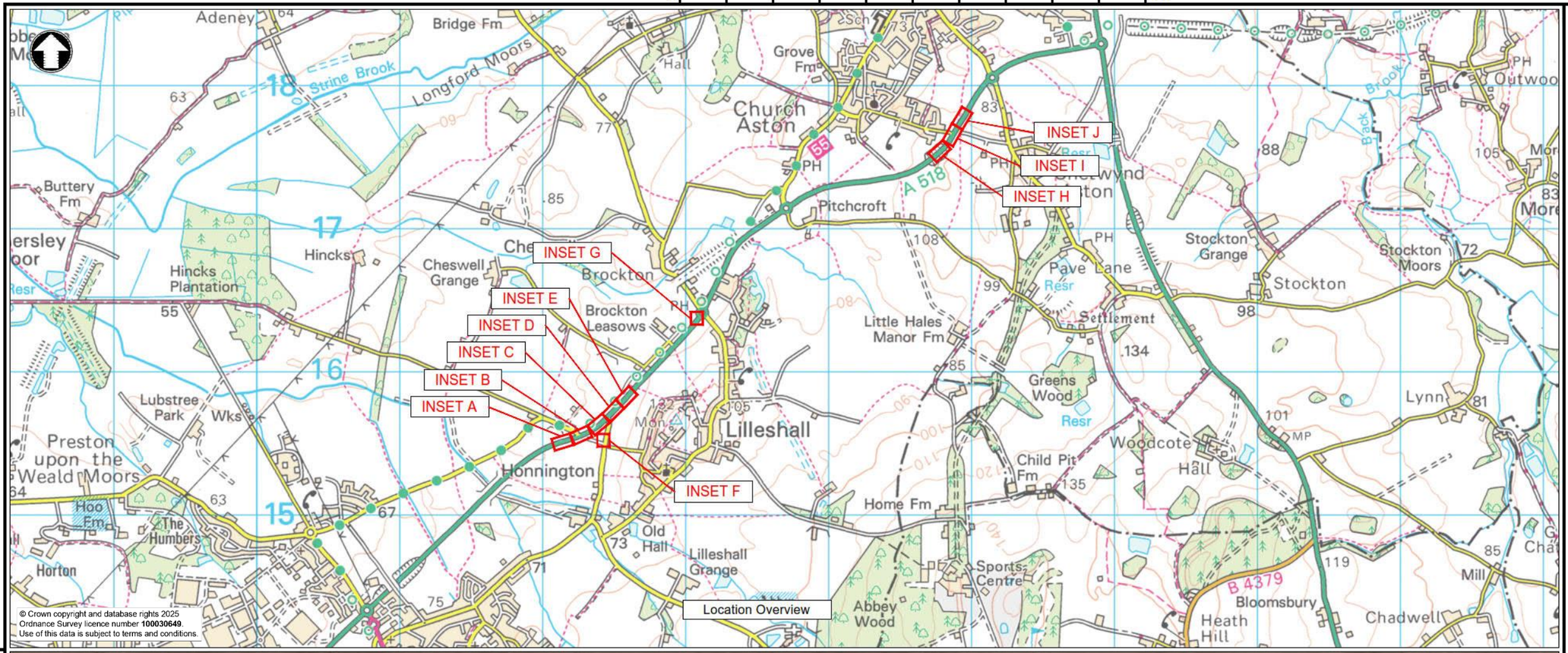
Casualty KSI

	2020	2021	2022	2023	2025	Total
Adult KSI	2	2	3	0	2	**9**
Child KSI	0	0	1	0	0	**1**
Slight	0	4	7	2	1	**14**
Total	**2**	**6**	**11**	**2**	**3**	**24**

PIA Data A518 5Yr Data Search 16/05/2020 - 15/05/2025

No.	Reference	Severity	Date	Time	Grid Coords	Veh	Cas	Location
1	1051270	**Slight**	20/05/2021 (	15:40	372441/315659	3	1	NEW TRENCH ROAD (A518) TELFORD JUNCTION WITH WELLINGTON ROAD
2	1058328	**Serious**	19/06/2021 (	11:28	375126/318090	2	1	STATION ROAD NEAR JUNCTION WITH A518
3	1063774	**Serious**	25/06/2021 (	16:00	375152/318051	1	1	PAVE LANE CHETWYND ASTON NEWPORT J/W A518 ISLAND
4	1066118	**Slight**	12/07/2021 (	15:40	373151/316445	2	1	WELLINGTON ROAD (A518) NEAR JUNCTION WITH WELLINGTON ROAD (A518)
5	1091526	**Slight**	16/09/2021 (	08:20	373221/316613	2	1	WELLINGTON ROAD (A518) LILLESHALL - 31 METRES FROM JUNCTION WITH THE WOODLANDS
6	1119549	**Slight**	25/11/2021 (	23:15	373703/317166	1	1	WELLINGTON ROAD (A518) NEAR JUNCTION WITH A518
7	1144068	**Fatal**	12/02/2022 (	18:20	371708/315248	2	4	NEW TRENCH ROAD (A518) TELFORD SW KYNNERSLEY DRIVE
8	1195708	**Slight**	04/07/2022 (	16:53	375907/318285	4	4	A41 J/W A518 WOODCOTE, NEWPORT, TELFORD AND WREKIN
9	1255484	**Slight**	15/12/2022 (	14:05	373667/317130	2	1	WELLINGTON ROAD (A518) JUNCTION WITH WELLINGTON ROAD ISLAND (A518), LILLESHALL, NEWPORT, TELFORD AND WREKIN
10	1268654	**Slight**	16/11/2022 (	17:10	372440/315660	2	2	NEW TRENCH ROAD (A518)JUNCTION WITH WELLINGTON ROAD, HONNINGTON, TELFORD, TELFORD AND WREKIN
11	1331671	**Slight**	19/07/2023 (	20:03	375870/318318	2	1	A41 JUNCTION WITH A518, NEWPORT, TELFORD AND WREKIN
12	1364524	**Slight**	08/10/2023 (	13:36	374875/317659	2	1	A458 J/W LIDDLES BANK RD CHURCH ASTON, NEWPORT, TELFORD AND WREKIN
13	1575865	**Fatal**	09/04/2025 (	08:45	373017/316281	2	3	WELLINGTON ROAD (A518) NR BROCTON LEASOWS MANOR, LILLESHALL, NEWPORT, TELFORD AND WREKIN
14	959826	**Serious**	21/06/2020 (	12:15	372440/315659	2	1	NEW TRENCH ROAD (A518) TELFORD JUNCTION WITH WELLINGTON ROAD
15	990475	**Serious**	15/10/2020 (	10:05	370801/314354	2	1	NEW TRENCH ROAD (A518) TELFORD JUNCTION WITH A518 ISLAND

0 100



INSET A: A518 approaching Kynnersley Drive

General Notes

1. This drawing is for reference only and is not to be scaled.
2. All measurements shown are in METRES, unless stated otherwise and are approximate.
3. Diagrams referenced from Traffic Signs Manual Chapters 4 & 5. Locations, positioning and dimensions of signs and markings are shown for indicative purposes only.
4. Recommendations discussed within A518 Route Study Technical Note.

Designed:	CS	Date: 17/06/2025
Drawn:	CS	Date: 17/06/2025
Checked:	AC	Date: 17/06/2025
Approved:	NT	Date: 17/06/2025

Amey
www.amey.co.uk

Working on behalf of
Telford & Wrekin COUNCIL

Project Name
A518 Route Study

Drawing Title
Concept Sketch 1 of 5

Project Ref. No: COMHA1T&W053	Scale : Not to Scale @ A3
Stage: Conceptual Design	Dimensions : m

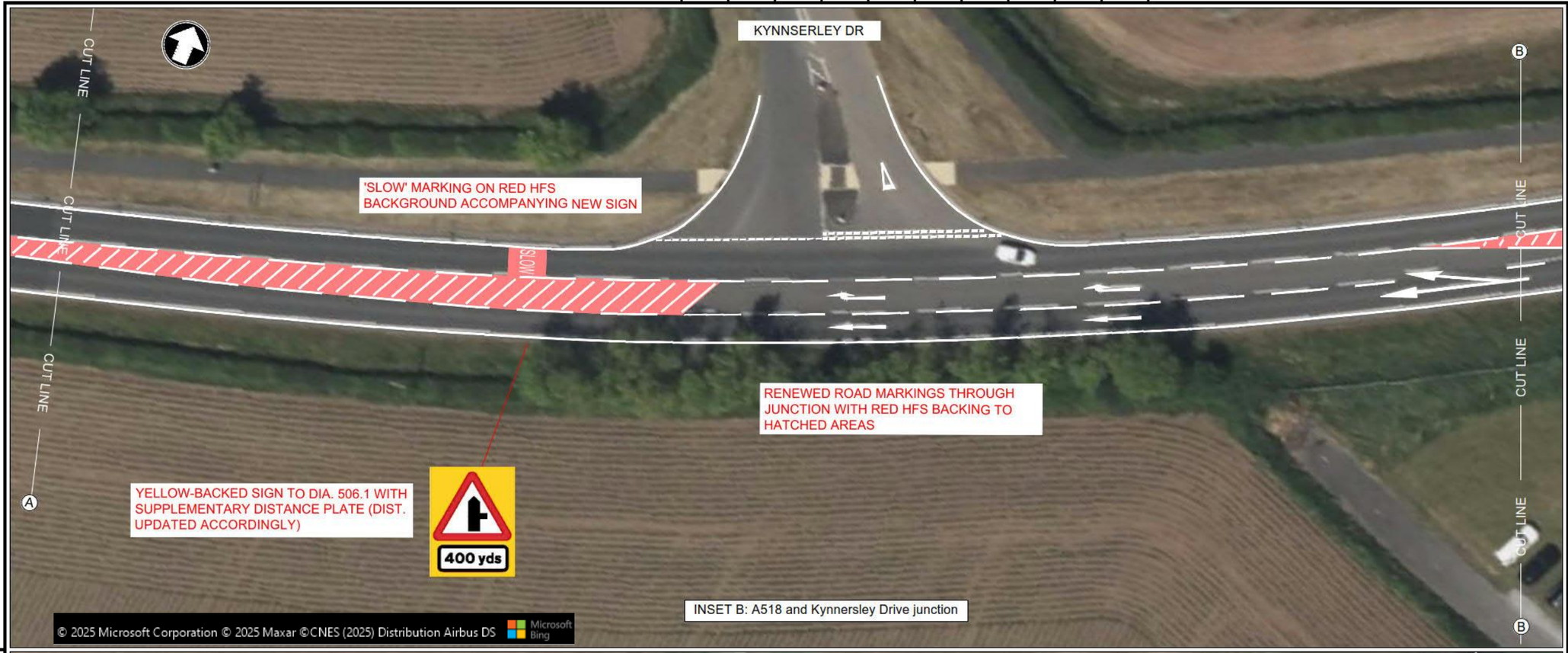
Drawing Number

Project Number	Originator	Volume
COMHA1T&W053	AMY	GEN

Location	Type	Role	Number
A518	SK	CH	01

Suitability	Suitability Description	Revision
S2	Suitable For Information	P01

0 100



INSET B: A518 and Kynnersley Drive junction

INSET C: A518 approaching Wellington Road

General Notes

1. This drawing is for reference only and is not to be scaled.
2. All measurements shown are in METRES, unless stated otherwise and are approximate.
3. Diagrams referenced from Traffic Signs Manual Chapters 4 & 5. Locations, positioning and dimensions of signs and markings are shown for indicative purposes only.
4. Recommendations discussed within A518 Route Study Technical Note.

Designed:	CS	Date:	17/06/2025
Drawn:	CS	Date:	17/06/2025
Checked:	AC	Date:	17/06/2025
Approved:	NT	Date:	17/06/2025

Amey
www.amey.co.uk

Working on behalf of
Telford & Wrekin COUNCIL

Project Name
A518 Route Study

Drawing Title
Concept Sketch 2 of 5

Project Ref. No: COMHA1T&W053	Scale : Not to Scale @ A3
Stage: Conceptual Design	Dimensions : m

Drawing Number

Project Number	Originator	Volume	Location	Type	Role	Number
COMHA1T&W053	AMY	GEN	A518	SK	CH	02

Suitability	Suitability Description	Revision
S2	Suitable For Information	P01

0 100

INSET D: A518 and Wellington Road junction

INSET E: A518 between Wellington Road and Brockton Leasowes

General Notes

1. This drawing is for reference only and is not to be scaled.
2. All measurements shown are in METRES, unless stated otherwise and are approximate.
3. Diagrams referenced from Traffic Signs Manual Chapters 4 & 5. Locations, positioning and dimensions of signs and markings are shown for indicative purposes only.
4. Recommendations discussed within A518 Route Study Technical Note.

Designed:	CS	Date:	17/06/2025
Drawn:	CS	Date:	17/06/2025
Checked:	AC	Date:	17/06/2025
Approved:	NT	Date:	17/06/2025

Amey
www.amey.co.uk

Working on behalf of
Telford & Wrekin COUNCIL

Project Name
A518 Route Study

Drawing Title
Concept Sketch 3 of 5

Project Ref. No: COMHA1T&W053	Scale : Not to Scale @ A3
Stage: Conceptual Design	Dimensions : m

Drawing Number

Project Number	Originator	Volume
COMHA1T&W053	- AMY -	GEN
A518 (Location)	-SK-CH- (Type / Role)	03 (Number)

Suitability	Suitability Description	Revision
S2	Suitable For Information	P01

0 100

INSET F: Wellington Road near Hundred Acre Cafe

INSET G: A518 approaching Red House roundabout

INSET H: A518 approaching Liddles Bank junction

General Notes

1. This drawing is for reference only and is not to be scaled.
2. All measurements shown are in METRES, unless stated otherwise and are approximate.
3. Diagrams referenced from Traffic Signs Manual Chapters 4 & 5. Locations, positioning and dimensions of signs and markings are shown for indicative purposes only.
4. Recommendations discussed within A518 Route Study Technical Note.

Designed:	CS	Date:	17/06/2025
Drawn:	CS	Date:	17/06/2025
Checked:	AC	Date:	17/06/2025
Approved:	NT	Date:	17/06/2025

Amey
www.amey.co.uk

Working on behalf of
Telford & Wrekin COUNCIL

Project Name
A518 Route Study

Drawing Title
Concept Sketch 4 of 5

Project Ref. No: COMHA1T&W053	Scale : Not to Scale @ A3
Stage: Conceptual Design	Dimensions : m

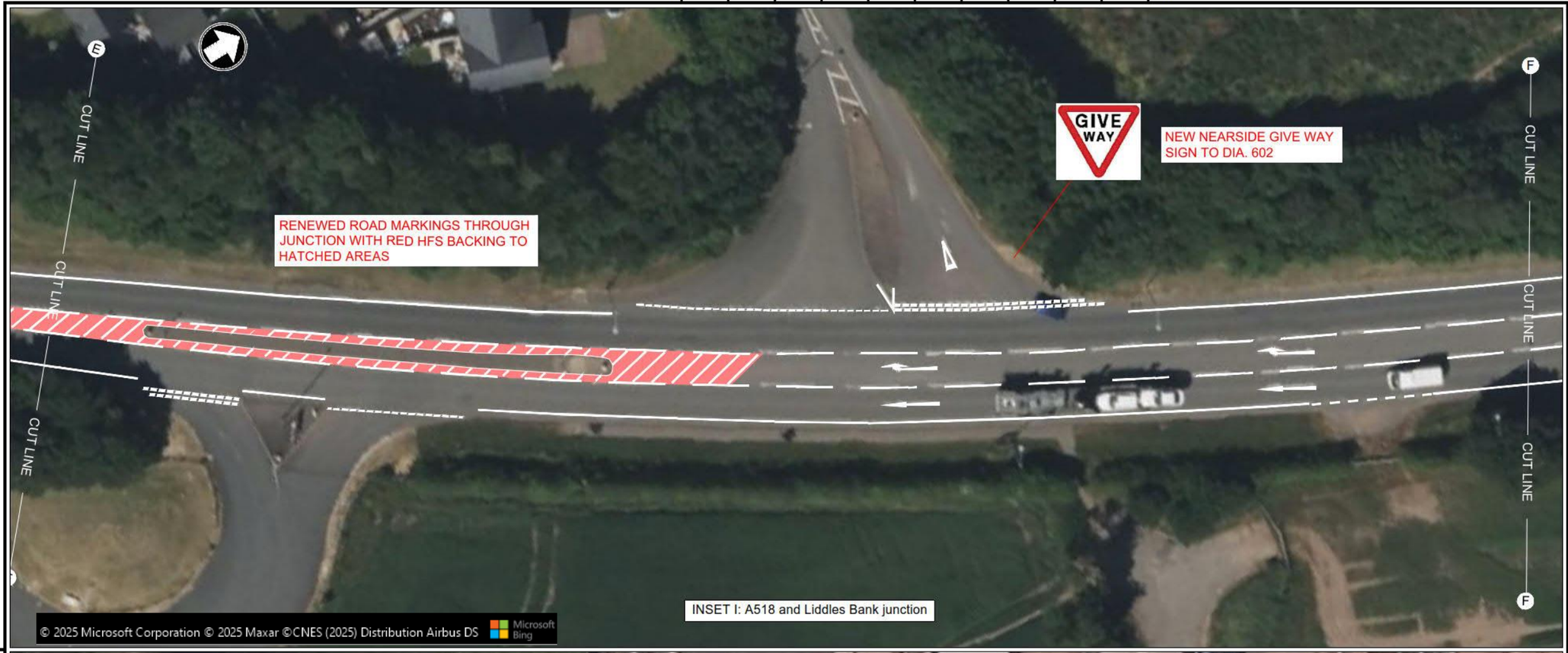
Drawing Number

Project Number	Originator	Volume
COMHA1T&W053	AMY	GEN

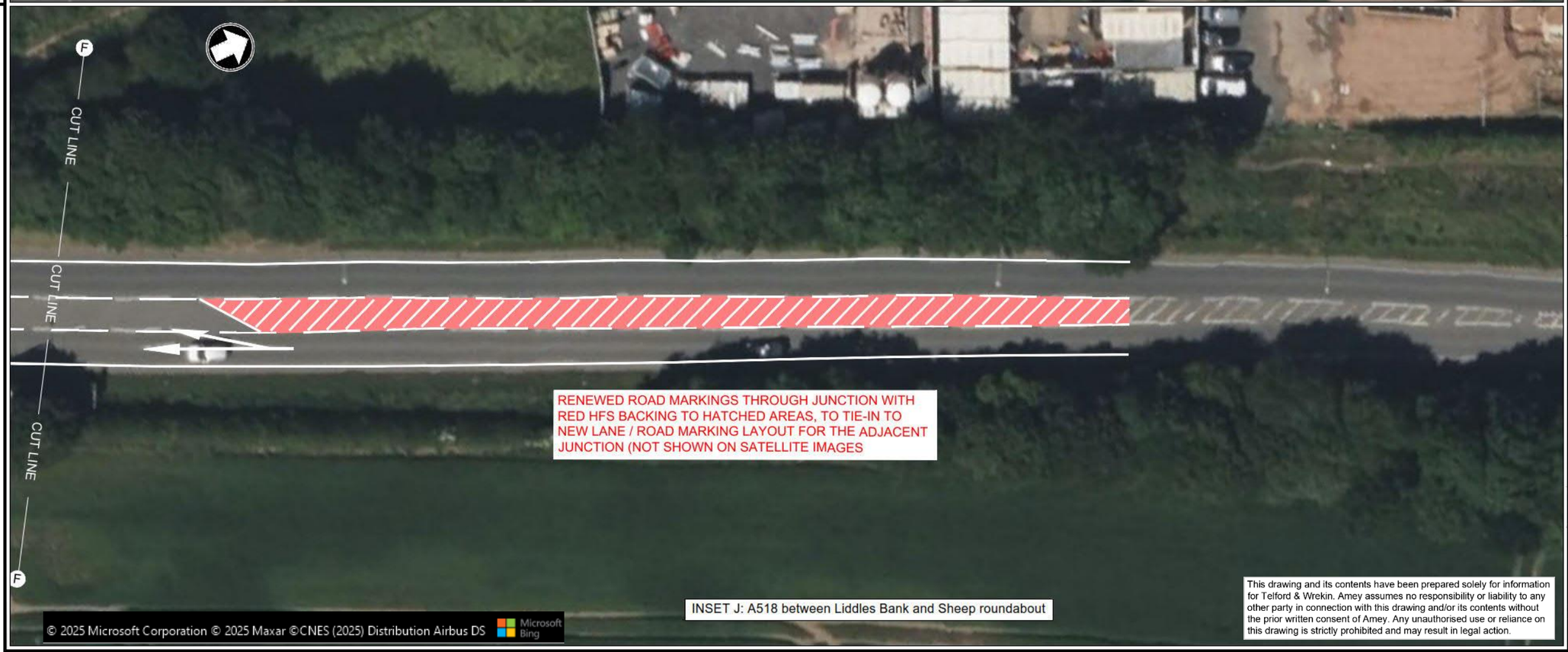
Location	Type	Role	Number
A518	SK	CH	04

Suitability	Suitability Description	Revision
S2	Suitable For Information	P01

0 100



INSET I: A518 and Liddles Bank junction



INSET J: A518 between Liddles Bank and Sheep roundabout

General Notes

1. This drawing is for reference only and is not to be scaled.
2. All measurements shown are in METRES, unless stated otherwise and are approximate.
3. Diagrams referenced from Traffic Signs Manual Chapters 4 & 5. Locations, positioning and dimensions of signs and markings are shown for indicative purposes only.
4. Recommendations discussed within A518 Route Study Technical Note.

Designed:	CS	Date:	17/06/2025
Drawn:	CS	Date:	17/06/2025
Checked:	AC	Date:	17/06/2025
Approved:	NT	Date:	17/06/2025

Amey
www.amey.co.uk

Working on behalf of

Telford & Wrekin COUNCIL

Project Name
A518 Route Study

Drawing Title
Concept Sketch 5 of 5

Project Ref. No: COMHA1T&W053	Scale : Not to Scale @ A3
Stage: Conceptual Design	Dimensions : m

Drawing Number

Project Number	Originator	Volume
COMHA1T&W053	AMY	GEN

Location	Type	Role	Number
A518	SK	CH	05

Suitability	Suitability Description	Revision
S2	Suitable For Information	P01