

**JOINT COMMITTEE (SPELTHORNE)****DATE: 22 NOVEMBER 2021****LEAD OFFICER: NIGEL POND, ENGINEER ROAD SAFETY****SUBJECT: B375 RENFREE WAY, SHEPPERTON – EXTENSION OF EXISTING 30MPH SPEED LIMIT****DIVISION: LALEHAM AND SHEPPERTON****SUMMARY OF ISSUE:**

The current 50mph speed limit in B375 Renfree Way applies up to the give way line at the roundabout junction with Shepperton High Street.

Some eastbound vehicles are approaching the roundabout too fast or braking too late. This is resulting in eastbound vehicles failing to give way at the roundabout. Additionally, in May 2020, a vehicle travelling eastbound failed to slow, lost control, collided with the roundabout and crashed into the garden of a property near the roundabout.

It is proposed that the change in speed limit from 50mph to 30mph is relocated away from the roundabout to encourage drivers to slow down on the approach to the roundabout.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to:

- (i) Agree to relocate the 50mph / 30mph speed limit change from the roundabout give way line to approximately 140m further west (into Renfree Way).
- (ii) Authorise the Highway Engagement & Commissioning Manager in consultation with the Chairman, Vice Chairman and Divisional Member to advertise the necessary legal Traffic Regulation Order (TRO) in accordance with the Road Traffic Regulation Act 1984 to relocate the existing 50mph / 30mph speed limit change approximately 140m west of the roundabout give way line in Renfree Way, Shepperton, as shown in Annex 1 and 2, to resolve any objections, and if there are no insurmountable objections to make the change on site.
- (iii) Note that if the reductions in speed limit have not been successful, then further engineering measures may be necessary.

REASONS FOR RECOMMENDATION:

Relocating the speed limit further away from the roundabout will give drivers greater warning and encouragement to reduce their speed on the eastbound approach to the roundabout, reducing the likelihood of failure to give way conflicts and / loss of control accidents involving eastbound vehicles at the roundabout. The aim is to improve road safety for everyone at / near the roundabout. Lower speeds can also reduce air and noise pollution and make it easier and more pleasant to walk, cross the road, and cycle.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The County Council's Road Safety & Sustainable School Travel Team host a Road Safety Working Group meeting every six months for each of the 11 Districts or Boroughs in Surrey. The meeting includes Surrey Police Road Safety and Traffic Management colleagues and County Council Highways Engineers. The Road Safety Team present analysis of accident hotspots where it is thought the pattern of accidents could be addressed by engineering improvements and/or police enforcement.
- 1.2 Since January 2013, there have been 17 accidents, resulting in personal injury, including two serious at the roundabout. Of these, 13 involved an injury to a pedal cyclist, so cyclists are particularly vulnerable to conflicts with vehicles failing to give way. A separate scheme to remove the white line cycle track around the edge of the roundabout will be implemented in the next financial year as this layout does not follow best practice.
- 1.3 The recommendation is for Spelthorne Joint Committee to agree that the current 50mph / 30mph speed limit change should be relocated, approximately 140m further west i.e. further west from the roundabout.
- 1.4 The proposal is shown in Annexes 1 and 2.

2. ANALYSIS:

- 2.1 The roundabout has a history of personal injury accidents, some as a result of high eastbound vehicle approach speeds. As the current 50mph / 30mph speed limit change is at the roundabout give way line (the whole of Renfree Way has a 50mph speed limit and the roundabout has a 30mph speed limit) vehicles are legally permitted to travel at 50mph right up to the give way line.
- 2.2 By relocating the 50mph / 30mph speed limit change away from the roundabout give way line, encouraging lower eastbound approach speeds, it is hoped that this will reduce the number of vehicles failing to give way, reducing the potential for vehicle conflicts at the roundabout.
- 2.3 Surrey County Council has a Speed Limit Policy with the aim of setting speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road. As well as reducing the risk of collisions, lower speeds also reduce the severity of collisions. Lower speeds can also help reduce air and noise pollution, and make places easier and more attractive for walking, cycling and horse riding.

- 2.4 The policy sets thresholds for existing mean vehicle speeds below which a speed limit can be reduced using signs alone, without the need for additional supporting engineering measures. The thresholds for lowering the existing 50 mph limit to a lower 30 mph is for the existing mean average speeds to be 35 mph or less.
- 2.5 A speed survey at lighting column no. 6, approximately 50mph west of the roundabout give way line, conducted between 21 and 26 April 2021, showed that the mean eastbound vehicle speed was 30.3 mph. Therefore a reduction to 30 mph on this stretch is compliant with the current Speed Limit Policy.

3. OPTIONS:

- 3.1 The options available to the Joint Committee are:
- i) to relocate the current 50mph / 30mph change of speed limit.
 - ii) make no change and keep the 50mph speed limit right to the roundabout give way line.
- 3.2 It is recommended that the Joint Committee proceed with option (i) in order to reduce the risk of collisions on this stretch of road.

4. CONSULTATIONS:

- 4.1 The proposals have been agreed in consultation with Surrey Police's Road Safety and Traffic Management Officers, Surrey County Council's Road Safety & Sustainable School Travel Team, and Highways Engagement and Commissioning Team.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The scheme to relocate the 50mph / 30mph speed limit change approximately 140m further west within B375 Renfree Way, Shepperton, will cost in the region of £5,000.
- 5.2 This is being funded from the council's central budget for highway safety improvements.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The proposal should provide benefits for all road users, particularly to pedestrians with mobility impairment and users of adapted pedal cycles, because slower speeds will make it easier and safer to cross the road or cycle on the roundabout.

7. LOCALISM:

- 7.1 The proposals should provide benefits for all road users.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Successful management of vehicle speeds can help to reduce driving offences and anti-social driving.
Equality and Diversity	Successful management of vehicle speeds can make it easier for people with mobility impairment to walk or cycle.
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	Successful management of vehicle speeds can help to reduce carbon emissions and air pollution from internal combustion engines. It can also help to reduce emissions through encouraging more people to walk or cycle instead of using a motor vehicle.
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	Successful management of vehicle speeds can help reduce air pollution and support more walking and cycling which is healthier.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Relocating the existing 50mph / 30mph speed limit change, approximately 140m further away from the roundabout, should help to reduce eastbound vehicle approach speeds, resulting in a reduction of vehicles failing to give way and other vehicle conflicts at the roundabout.
- 9.2 Relocating the existing 50mph / 30mph speed limit change, approximately 140m further away from the roundabout, could also provide minimal environmental benefits – reduced vehicle emissions due to reduced vehicle speeds.
- 9.3 The recommendation is therefore that the current position of the 50mph / 30mph speed limit change is moved as proposed.

10. WHAT HAPPENS NEXT:

- 10.1 Should the Spelthorne Local Committee agree to the proposed relocation of the speed limit change, the proposal will be advertised on the Surrey County Council website and in the local papers. Should there be no objections to the proposal, the scheme will be implemented by March 2022.

- 10.2 A few weeks after the scheme has been implemented, speed surveys will be carried out at the same locations and the before and after speed survey results will be compared.
- 10.3 The Spelthorne Road Safety Working Group will propose further engineering measures e.g. a vehicle-activated sign if necessary. Another scheme to remove the cycle tracks around the edge of the roundabout will be implemented next financial year.

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Consulted:

Spelthorne Road Safety Working Group:
Surrey Police – Road Safety & Traffic Management Team
SCC Road Safety & Sustainable School Transport Team
SCC North East Area Local Highways Team

Annexes:

Annex 1 – Drawing PC1137 – Renfree Way J/W High Street, Shepperton – General Arrangement.
Annex 2 – B375 Renfree Way, Shepperton – Before speed survey and location plan

Sources/background papers:

- None
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