

Annex I – Staines Road West speed limit reduction – detailed commentary

Annex H contains the before and after speed survey results for A308 Staines Road West, Ashford to Sunbury. Speed surveys were carried out in November 2013 and February 2014 before the speed limits were reduced. The speed limits were reduced in March 2016.

The first speed surveys after the speed limit reductions were carried out in June 2016. The most recent speed surveys (after the additional repeater signs were installed) were carried out in September 2018 (westbound) and December 2018 (eastbound).

Seven-day speed surveys were conducted in both directions at four sites, giving eight locations altogether.

Near Jct. Fairways (40/50mph)

The eastbound carriageway was reduced from 50mph to 40mph. Comparing the before and first after speed surveys, there was an initial reduction in both 85th percentile and mean speeds. The most recent surveys show a slight rise in vehicle speeds.

The westbound carriageway remained as a 50mph. Both the second and third speed surveys show a rise in vehicle speeds.

Near Jct. Hughes Road (40mph)

Both the eastbound and westbound speed limits were reduced from 50mph to 40mph. The eastbound vehicle speeds appeared to be reduced significantly after the speed limit reduced, then went back up to their original levels in the latest surveys. The westbound vehicle speeds have shown a modest reduction in the second and third surveys.

Jct. Napier Road (40mph)

Both the eastbound and westbound speed limits were reduced from 50mph to 40mph. Both the eastbound and westbound vehicle speeds have shown a modest reduction in the second and third surveys.

Jct. Green Lane (30mph)

Both the eastbound and westbound speed limits were reduced from 40mph to 30mph. The eastbound vehicle speeds have shown a modest reduction in the second and third surveys. The westbound vehicle speeds showed an increase in 2016, compared to 2014, but reduced in 2018, but still above their 2014 level.

Summary

Of the eight locations, four in each direction, five have shown a reduction in vehicle speeds in 2018 compared to 2014, Fairways (E/B), Napier Road (E/B), Green Lane (E/B), Napier Road (W/B), Hughes Road (W/B).

Of the eight locations, two have shown a slight increase Fairways (W/B), Green Lane (W/B), whilst Hughes Road (E/B) is about the same.

The locations that have shown the biggest reductions in vehicle speeds (up to 2.6mph 85th percentile) coincide with the biggest concentration of accidents before the speed limits were reduced. This may explain why the accidents have reduced (see below).

The number of accidents recorded in each year as follows:

2010 – 19

2011 – 27

2012 – 26

2013 – 15

2014 – 31

2015 – 16

2016 – 18 (6 in three months before speed limit was reduced, 12 in the nine months after)

2017 – 15

2018 – 14

At the time of writing accident data available for March 2019 was not available, so we only have two years and 11 months of after data. Notwithstanding this, in the three years before reduction in the speed limit there were **64** accidents and **41** in the two years and 11 months after.

If there were no additional accidents to be reported up to March 2019, this would represent a **reduction** in accidents of **35.9%**.