

Summary of Portsmouth City Council's Approach/Scheme Development

- Portsmouth City Council's (PCC) area-wide implementation of the 20mph speed limit signing only scheme was a result of four years development work. In 2004 PCC carried out a traffic calming review, which divided the city into ten potential 20 mph zones, prioritised on the basis of weighted road casualty data to emphasise vulnerable road users. The Council agreed to implement two 20mph zones per year over a five year period at a cost of approximately £200,000 per zone or £2m to complete the programme. The strategy was intended to address the high number of randomly located personal injury accidents in residential streets.
- Whilst consultation on the first 20 mph zone was being undertaken, a triple fatality led to the need to react swiftly to public demand for the speeds on one of the city's routes to be lowered. An experimental 20mph speed limit scheme was therefore installed. In addition, measurement of the speed and volume of traffic on the surrounding roads showed that existing speeds on these roads were sufficiently low for them to be included in the Traffic Order. At the same time, consultation on a 'Safe Routes to School' scheme indicated a public wish for a 20mph speed limit outside the school and in the surrounding estate roads. In this way, the area-wide 20 mph Speed Limit scheme was born which resulted in a shift from the originally envisaged ten 20mph zones.
- Following consultation with the Police, six sectors were then identified for funding over two years to focus on residential roads, most of which had existing speeds equal to or less than 24 mph.
- A comprehensive programme of surveying the identified roads in each sector was carried out. The implementation (including the consultation process) of the 20mph speed limit scheme started in April 2006 following various consultations with relevant stakeholders, seeking public support. The implementation was completed in March 2008 for all the six sectors.
- Analysis suggests that the implementation of widespread 20mph speed limits in residential areas throughout Portsmouth has been associated with reductions in road collisions of about 34 per year (21%). The total number of KSI (Killed and Seriously Injured) accidents increased by about 1.5 per year. However, the total numbers of KSI accidents are small across all sectors and are therefore susceptible to variations.
- Engineering measures used in the Transport for London and Hull City Council schemes are prioritised to areas with significant personal injury collisions. The PCC approach noted that there are a number of collisions scattered within residential areas although the change in the speed limits was driven by public requests. The project took 4 years to develop and had the support of the police and community.
- The PCC signs only approach reduced mean speeds by an average 1.3mph across all areas. In some areas the speeds of vehicles actually increased. PCC actually implemented 20mph limits only with no engineering measures in areas that had recorded vehicle speeds above the 24mph criteria.