

SUMMARY OF RESULTS

Type of 20mph Scheme	Total Number	Traffic Speeds								Accidents																				
		Total Traffic Flows (vehicles/week)	Average 85%ile Speed (mph)	Mean Speed (mph)	Vehicles travelling above 20mph		Vehicles travelling above 25mph		Before 20mph implementation_ 3 years collisions within the 20mph area								Current 3 years collisions upto 2014 within the 20mph area													
					No.	%	No.	%	Total Collisions	Serious				Slight				Total Collisions	Serious				Slight				Location of current 3 year (upto 2014) collisions			
										Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh	Junction	%	Between junctions	%				
Zones	8	798,219	21	18	396,719	50	197,237	25	17	1	0	0	1	4	5	2	4	26	0	2	0	1	3	5	1	14	17	65	9	35
Total number of Serious / Slight Injury Collisions within the ZONES									2	15				3	23															
%age Increase / Decrease between pre and post collisions (%) for the ZONES									52.9	-100	200	0	0	-25	0	-50	250													
Speed Limits (roads WITH traffic calming)	14	803,204	24	20	389,027	48	152,078	19	31	1	1	1	1	7	10	1	9	22	1	0	0	0	6	6	1	8	16	73	6	27
Total number of Serious / Slight Injury Collisions within the SPEED LIMITS - roads WITH traffic calming measures									4	27				1	21															
%age Increase / Decrease between pre and post collisions (%) for the SPEED LIMITS - roads WITH traffic calming measures									-29.8	0	-100	-100	-100	-14	-40	0	-11													
Speed Limits (roads WITHOUT traffic calming)	13	361,635	23	18	159,614	44	63,106	17	13	1	0	1	0	2	3	0	6	9	0	0	0	0	4	0	3	2	5	56	4	44
Total number of Serious / Slight Injury Collisions within the SPEED LIMITS - roads WITHOUT traffic calming measures									2	11				0	9															
%age Increase / Decrease between pre and post collisions (%) for the SPEED LIMITS - roads WITHOUT traffic calming measures									-30.8																					
Zones & Speed Limits (roads WITH traffic calming)	22	1,601,423	23	19	785,746	49	349,315	22	48	2	1	1	2	11	15	3	13	48	1	2	0	1	9	11	2	22	33	69	15	31
Total number of Serious / Slight Injury Collisions within the SPEED LIMITS - roads WITH traffic calming measures									6	42				4	44															
%age Increase / Decrease between pre and post collisions (%) for the SPEED LIMITS - roads WITH traffic calming measures									0.0	-50	100	-100	-50	-18	-27	-33	69													
Overall (Zones & Limits)	22	1,963,058	23	18	945,360	48	412,421	21	61	3	1	2	2	13	18	3	19	57	1	2	0	1	13	11	5	24	38	67	19	33
Total number of Serious / Slight Injury Collisions Overall (Zones 7 speed limits)									8	53				4	53															
%age Increase / Decrease between pre and post collisions (%) for the Overall (Zones & Speed Limits)									-8.6	-67	100	-100	-50	0	-39	67	26													

Notes		Speeds and Volume	Collisions
1	The 20mph zones/limits were implemented on roads, which already had traffic calming measures installed some years before the 20mph speed restrictions were introduced on these roads. Therefore the reduction in traffic speeds will not be high.		1 In some areas, the collision data (current 3 years collisions upto 2014), overlaps with some years for the before data as some of the areas have not been in for 3 years.
2	No comparison for the before and after speed data as some of the road do not have the before speed / volume data.		2 There was a decrease in collisions within the speed limit area (roads with traffic calming), as most of the traffic calming measures on these roads are round top humps. There was also a decrease within the speed limit areas (roads without traffic calming), however most of these roads are short, narrow and traffic flows are very low.
3	The zones and roads with traffic calming within the speed limit areas had high traffic volumes than roads without any traffic calming, as some of these roads (not traffic calmed) are cul-de-sacs, 'dead end' roads, very narrow and not favourable for commuting traffic.		3 There was an increase within the Zones areas, with most of these collisions occurring on the bus routes where the traffic calming measures are not effective at reducing speeds of larger vehicles.
4	The data for the 'average 85%ile' and 'mean speeds' in the zones and roads with traffic calming measures within the speed limits areas were better in comparison to the high traffic volumes in these roads.		4 There was an overall 50% decrease in the number of serious injury collisions, whilst there was no change in the number of slight injury collisions.
5	On bus routes, the speed reductions have not been high, as the recommended form of traffic calming on bus routes are speed cushions (1.6 metres wide), which can be easily straddled by wider vehicles. This contributed to approximately 49% of vehicles travelling above 20mph in the zones and traffic calmed roads within the speed limit areas.		
6	On roads with weekly traffic volume less than 10,000 vehicles, approximately 20% travel above the speed limit of 20mph.		
7	On roads where the weekly traffic volume exceeds 15,000 vehicles, approximately more than 57% of these vehicles travel above 20mph whilst approximately 25% travel above 25mph.		
8	On roads where the weekly traffic volume exceeds 25,000, approximately 64 – 80% of vehicles travel above 20mph.		
9	The general trend is that as the traffic volume in the various roads increases, a high percentage of drivers travel above the speed limit of 20mph.		

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