

COMPARISON OF PORTSMOUTH COUNCIL'S 20mph ZONE IN 2008/9 WITH NATIONAL TRENDS

Column	PCC				GREAT BRITAIN								
	1	2	3	4	5	6	7	8	9	10	11	12	13
TYPE	BEF AVG	AFT	ADJD TRAFF	% CHANGE	2005	2006	2007	ADJD 3YR AVG	2008	ADJD 2008	% FALL	% PCC	DIFF
K	0.66	0	0	NOTE 1	3,201	3,172	2,946	3,105	2,538	2,538	-18.2	NOTE 1	----
SI	29.3	28	31.8	+8.5	28,854	28,673	27,774	28,437	26,034	26,034	-8.4	+8.5	16.9
KSI	30	28	31.8	+8.5	32,055	31,845	30,720	31,542	28,572	28,572	-8.5	-8.5	17.0
SLT	261	223	253.4	-3.9	238,862	226,559	217,060	227,572	202,333	202,333	-11.0	-3.9	7.1
ALL	291	251	285.2	-2.0	271,017	258,404	247,080	259,114	230,952	230,952	-10.8	-2.0	8.8
CYCLE K	0.3	0	0	NOTE 1	148	146	136	143	115	102	-28.7	NOTE 1	---
CYCLE SI	4.7	4	4.5	-4.3	2,212	2,296	2,428	2,311	2,450	2,168	-6.2	-4.3	2.9
CYCLE KSI	5.0	4	4.5	-10.0	2,360	2,442	2,564	2,456	2,565	2,270	-7.6	-10.0	-2.4
CYCLE SLT	34.7	40	45.5	+31.0	14,201	13,754	13,631	13,864	13,732	12,152	-12.4	+31.0	43.4
CYCLE ALL	39.7	44	50	+25.9	16,561	16,196	16,195	16,320	16,297	14,422	-11.7	+25.9	37.6
M/CYCLE K	0	0	0	NOTE 1	569	599	588	585	493	530	-9.4	NOTE 1	---
M/CYCLE SI	5.3	5	5.7	+7.2	5,939	5,885	6,149	5,990	5,556	5,974	0.0	+7.2	7.2
M/CYCLE KSI	5.3	5	5.7	+7.2	6,508	6,484	6,737	6,575	6,049	6,504	-1.1	+7.2	8.3
M/CYCLE SLT	21.7	19	21.6	-0.5	18,316	16,842	16,722	17,288	15,501	16,667	-3.6	-0.5	4.1
M/CYCLE ALL	27	24	27.3	+1.1	24,824	23,326	23,459	23,865	21,550	23,172	-2.9	+1.1	4.0
CAR/TAXI K	0	0	0	NOTE 1	1,675	1,612	1,431	1,573	1,257	1,257	-20.0	NOTE 1	---
CAR/TAXI SI	18.7	17	19.3	+3.3	12,942	12,642	11,531	12,376	10,711	10,711	-13.4	+3.3	16.7
CAR/TAXI KSI	18.7	17	19.3	+3.3	14,617	14,254	12,963	13,959	11,968	11,968	-14.2	+3.3	17.5
CAR/TAXI SLT	181	146	165.9	-8.4	163,685	156,746	148,466	156,349	137,220	137,220	-12.2	-8.4	3.8
CAR/TAXI ALL	199.3	163	185.2	-7.1	178,302	171,000	161,433	170,301	149,188	149,188	-12.4	-7.1	5.3
OTHER K	0.3	0	0	NOTE 1									
OTHER SI	0.7	2	2.3	+224									
OTHER KSI	1.0	2	2.3	+124									
OTHER SLT	23.7	18	20.5	-1.5									
OTHER ALL	24.7	20	22.7	-8.0									
I CANNOT IDENTIFY EQUIVALENT "OTHERS" IN THE DFT DATA SO CANNOT COMPARE THEM													
CHILD K	0	0	0	NOTE 1	141	169	121	144	124	124	-13.7	NOTE 1	---
CHILD SI	8	3	3.4	-57.5	3,331	3,125	2,969	3,143	2,683	2,683	-14.6	-57.5	-42.9
CHILD KSI	8	3	3.4	-57.5	3,472	3,294	3,089	3,287	2,807	2,807	-14.6	-57.5	-42.9
CHILD SLT	40	41	46.6	+16.5	24,654	22,229	20,717	22,546	19,189	19,189	-14.9	+16.5	31.4
CHILD ALL	48	44	50.0	+4.0	28,126	25,523	23,807	25,833	21,996	21,996	-14.8	+4.0	18.8
PEDEST K	0	0	0	NOTE 1	671	675	646	664	572	572	-13.9	NOTE 1	----
PEDEST SI	6.7	9	10.2	+52	6,458	6,376	6,278	6,371	6,070	6,070	-4.7	+52	56.7
PEDEST KSI	6.7	9	10.2	+52	7,129	7,051	6,924	7,035	6,642	6,642	-5.6	+52	57.6
PEDEST SL	39	34	38.6	-0.1	26,152	23,931	23,267	24,448	21,840	21,840	-10.8	-0.1	10.7
PEDEST ALL	45.7	43	48.9	+7.0	33,281	30,982	30,191	31,479	28,482	28,482	= 9.5	+7.0	16.5

• 12% INCREASE IN BICYCLE KM IN 2008 AND 8% FALL IN MOTOR CYCLE KM

NUMBERS IN COLUMN 13 ARE RED WHEN PCC WORSE THAN NATIONAL TRENDS, BLUE WHEN BETTER.

EXPLANATORY NOTES

1/ Anyone who knows anything about accident statistics knows that it is nonsense to claim success or “encouraging” results from accident and casualty data for a small area and for only one year. To do so by cherry-picking and misrepresenting a few small items of data, and then use that bogus analysis to encourage other areas to do the same is even worse. The simple truth – and especially of course in terms of the one fatality in the previous 3 years – is that this data and indeed 3 years data when it becomes available, is too small to prove demonstrate either success or failure. However for as long as Portsmouth Council persist, despite my vehement objections, in making these spurious claims it would be as well to show, as I do here, what the data really does show, if it shows anything at all. And it shows failure not success.

2/ Data from the Atkins report on the 1st year of the scheme has been used for all Portsmouth figures above. Some data such as child casualties is included in more than one group i.e. Child and Pedestrian.

3/ The slight mismatch between Portsmouth’s financial year data and the DfT’s calendar data will not be significant.

4/ Atkins and Portsmouth Council compare casualty data for the 1st year of the scheme (2008/9)(Column 2) with the average figures for the preceding 3 years (Column 1)

5/ Astonishingly, they **ignore in their comparison the 12% reduction in traffic** recorded in those sectors where it was measured (and assumed above for all). **It is seriously misleading to claim casualty reduction** without adjusting for the fall in traffic, and especially to persist in doing so after the problem was brought to the Council’s attention. The 12% fall is assumed to be relative to the 3 year prior average.

6/ Equally, because small casualty numbers are notoriously volatile, **it is seriously misleading to compare what happens in a small area in a single year only with data from that area in 3 prior years rather than what happened nationally at the same time.** For that reason the above table makes the comparison with national trends.

7/ Data from the DfT series Main Results has been used for the national figures from 2005 to 2007, as shown, to provide the same 3 prior years reference period, and for 2008, the 1st year afterwards.

8/ National traffic volume rose by 1% in 2006 compared to 2005, and again in 2007 compared to 2006. In 2008 however it fell by 1%. Accordingly the national data is based on traffic volume in 2006, so the 3 year average figures combine 2005 data reduced by 1%, 2006 data as recorded and 2007 data increased by 1%. (The net effect of the two 1% changes is of course trivial, but has been done to eliminate any pedantic quibbles)

9/ Because national traffic rose 1% in 2007 and fell 1% in 2008 the data for the main groups does not need adjusting – which is why the data in Columns 9 and 10 are the same for most groups/

10/ Motor cycle traffic however fell by 8% in 2008. So the 2008 data (Column 10) for that group has been adjusted upwards by 8% for 2008 but downwards by 1% for 2007

11/ Cycle traffic however rose nationally by 12% in 2008 so data for that group (Column 10) has been adjusted downwards by 1% for 2007 and another 12% for 2008.

12/ Column 4 gives the % changes in the 20mph zone, allowing for the 12% traffic fall. Of the 28 figures shown, 16 in Red show INCREASES but only 12 in Blue show reductions.

13/ Column 11 shows the equivalent % changes in national data – every single one of the results, in Blue – shows a REDUCTION.

14/ Column 12 repeats Column 4 for convenience, Column 13 shows the **% reduction in Portsmouth less national % reduction. Of the 24 figures shown, 22, in Red, show WORSE results (comparing like with like as accurately as the available data allows) in Portsmouth’s 20mph zone than nationally.**