



SOUTHAMPTON 20MPH SPEED LIMITS

Phase 1 Monitoring & Evaluation

Transport Policy & Sustainable Travel

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SOUTHAMPTON 20MPH IMPLEMENTATION EVALUATION

SUMMARY

This evaluation report presents an evaluation of the implementation of the 20mph speed limits in Southampton to date. The evaluation examines changes in traffic speeds, compliance and volumes, public perceptions, and air quality before and after the 20mph roll out. It also briefly considers initial indications in relation to changes in collisions and casualties.

The key findings are outlined below:

- Across the 62 before & after survey locations in the 20mph speed limit areas implemented to date there has been a statistically significant reduction in average speeds of 2.15mph (22.92 to 20.77mph) and 85th percentile speed of 2.92mph (28.86 to 25.95mph);
- The highest average reduction in speed (-10.8mph) was on Lobelia Road – this was also accompanied by road traffic calming; on a non-calmed street the highest average reduction was -7.6mph on Anglesea Road in Shirley;
- Findings reveal no evidence of displaced traffic from 20mph streets to neighbouring streets;
- Compliance with the new 20mph speed limit has improved with average 74.1% of vehicles in the surveyed areas complying (55.3% prior), but this depends on the street type, character and layout; and
- There is support for 20mph but concerns remain regarding compliance.

1 Background to Southampton's 20mph Speed Limits

- 1.1 Connected Southampton is Southampton City Council's (SCC) Local Transport Plan (LTP) setting out the long-term transport strategy for the city. Under the A Better Way to Travel theme Policy S1 Improving Road Safety sets out to work towards there being no casualties on Southampton's transport system. One policy measure for Safety Schemes is to review speed limits on a street or area basis and lower where possible. 20mph speed limits are a tool for this. The LTP Implementation Plan 2022-25 sets out that 20mph speed limits will be introduced across Southampton in a phased approach.
- 1.2 20mph speed limits assist with reducing the risk and severity of collisions and casualties for drivers and non-drivers. Lower speeds help to support active travel through the delivery of the Southampton Cycle Network, walking routes, improving accessibility for disabled people, and making a more pleasant environment for all.
- 1.3 A 20mph limit differs to a 20mph zone in that it has entry 'gateway' signs advising of change in the limit (e.g. from 30mph to 20mph) and a series of repeater signs at 200m intervals. A 20mph Zone includes physical measures, such as raised speed humps or road narrowing, alongside the lower speed limit. The 20mph speed limit can be introduced across a larger area without the need for physical measures.
- 1.4 Southampton already has a network of 20mph Zones (Figure 1) implemented over time, these cover areas such as parts of the City Centre, around schools or residential areas such as Maybush or St Denys North.

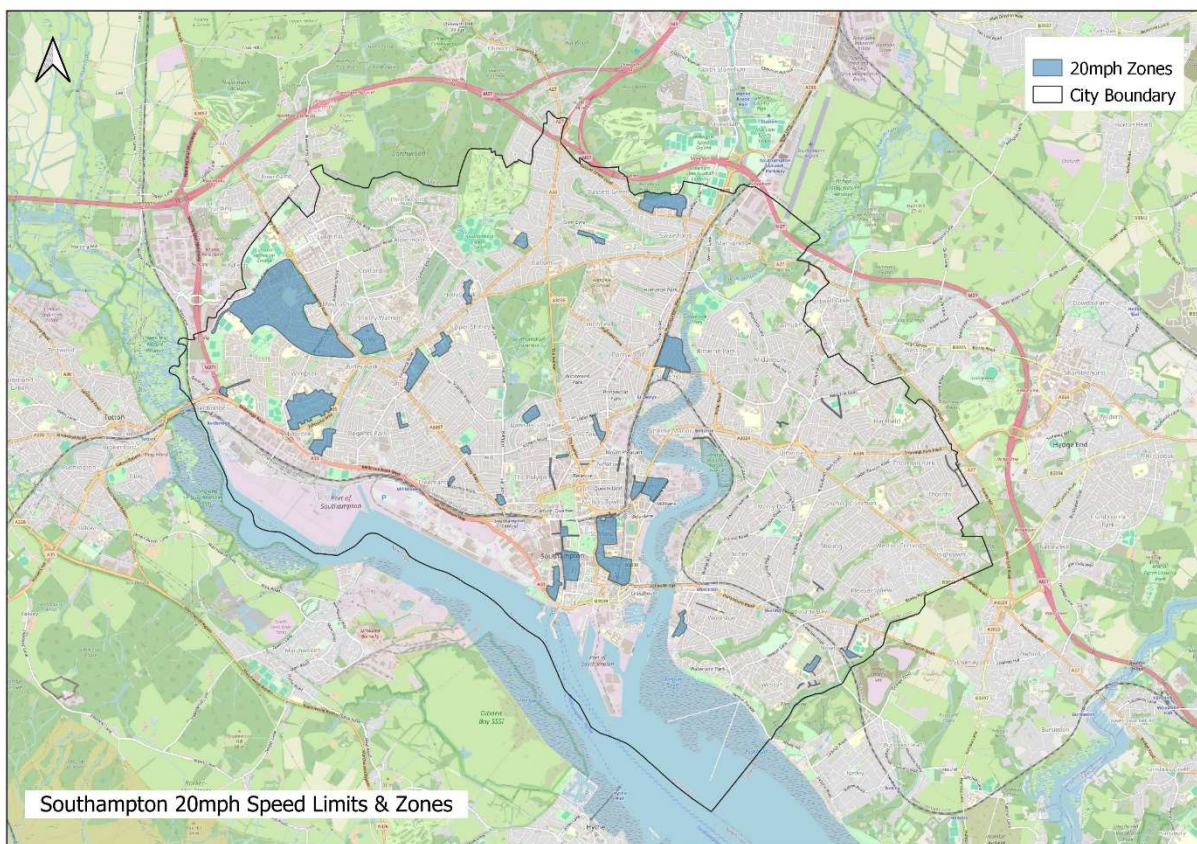


Figure 1 – Southampton's 20mph Zones

1.5 In Autumn 2021 an open invitation for residents to nominate streets or areas of the city where they would like lower speed limits was held. The requests were reviewed and combined into 12 areas which were proposed to go forward for formal consultation on a Traffic Regulation Order (TRO). Since 2022 new 20mph speed limits have been introduced in six areas where was demonstrated community support. These areas were:

- Bassett and Flowers Estate,
- Polygon,
- St Denys (South),
- Shirley and Freemantle,
- Old Redbridge, and
- Woolston and Weston.

1.6 Implementation of the 20mph areas started in July 2022 and latest completing in January 2024. Each area’s implementation followed a formal consultation which was advertised individually. The timing, costs, funding source and complementary schemes for each area is in Table 1 and extent shown in Figure 2.

1.7 Funding came from a range of sources including internal SCC capital programme or external such as Transforming Cities Fund. In most areas complementary schemes for walking, wheeling, buses and cycling were introduced at similar times or as part of wider transport programmes. These included those funded via Active Travel Fund (ATF), Transforming Cities (TCF) or S106 Developer Contributions. Schemes included Active Travel Zones (ATZs) in St Denys and Woolston through TCF and around St Mark’s School as part through ATF. Total spend to date has been £645,800.

Area	Dates Implemented	Cost (£k)	Scheme Design	Funding Source	Complementary Schemes
Bassett-Flowers	22 nd July 2022	207.5	Signs, Lobelia Road Traffic Calming	LTP	Glen Eyre Quietway Bassett Green School Street
St Denys (South)	7 th September 2022	123	Signs, St Denys ATZ measures	TCF	St Denys ATZ St Denys Road
Polygon	9 th December 2022	60.3	Signs only	SCC Capital	Bedford Place/ Carlton Place Pedestrianisation
Old Redbridge	24 th December 2022	45	Signs & ‘Welcome’ signs	SCC Capital	
Shirley-Freemantle	11 th September 2023	140	Signs only	SCC Capital	Hill Lane Cycle Lane St Mark’s ATZ Shirley Schools School Street
Woolston-Weston	13 th November 2023	70	Signs only	SCC Capital TCF	Woolston & Itchen ATZs

Table 1 – 20mph Speed Limits Implemented To Date

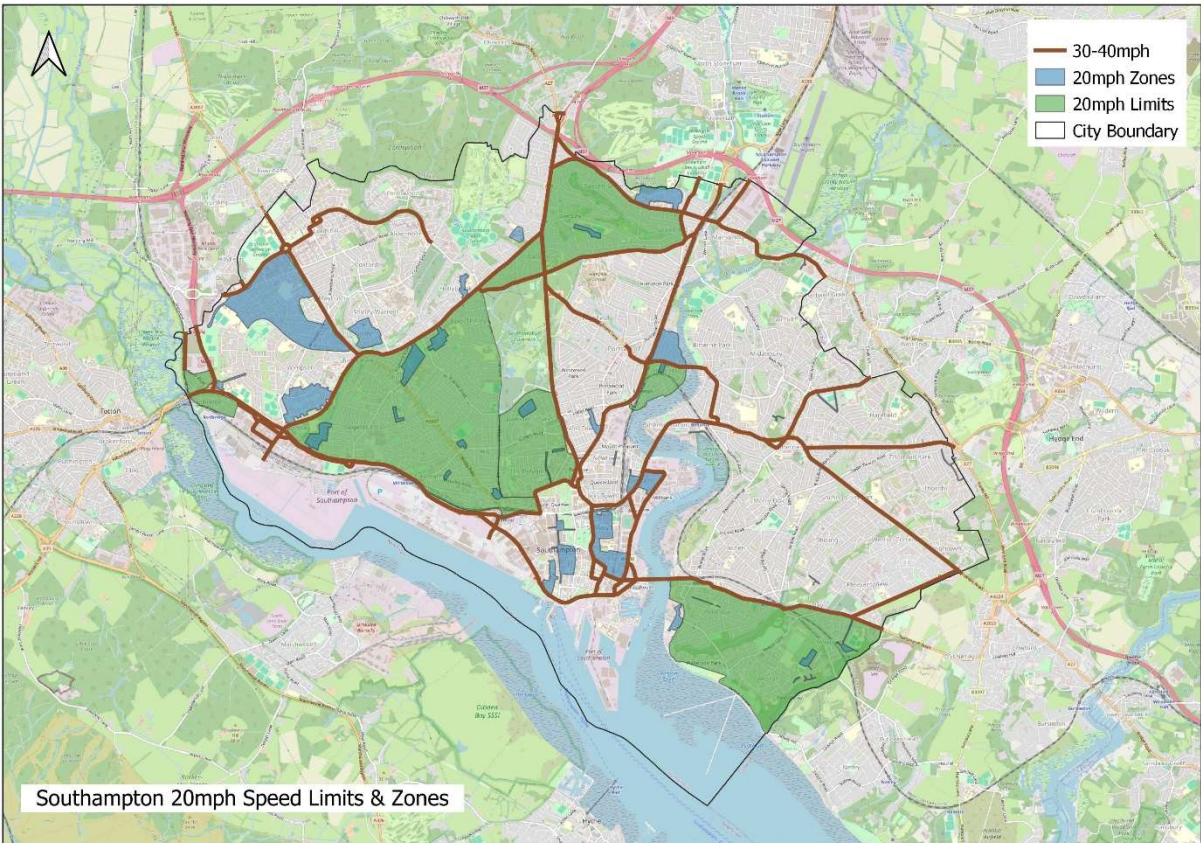


Figure 2 – 20mph zones and speed limit areas 2024

1.8 The approved network extends Southampton's existing 20mph zones to the City Centre, main shopping streets and residential areas while retaining a network of roads at 30mph and 40mph on strategic high-trafficked routes into city.

2 Introduction to 20mph evaluation

2.1 The evaluation of the 20mph speed limits in Southampton seeks to assess its impacts on speeds, compliance, road traffic collisions and on public attitudes and behaviour. Other areas of interest include whether there is any evidence of displaced traffic from streets with 20mph, on air quality, and on public transport.

Methodology and Data Sources

2.2 To evaluate the 20mph programme a monitoring programme has been established. Various 'before' and 'after' surveys have been conducted to provide a baseline data and measure the outputs and outcomes of the programme. Table 2 summarises the methods used to collect information on these.

Monitoring Area	Data Collection Method
Traffic speeds, compliance, volumes and journey times	<p>Using Automatic Traffic Counters (ATCs) through Hampshire County Council speeds and volumes recorded at 63 sites across the four areas before (2017-2022) and after (2024) implementation.</p> <p>The Automatic Traffic Counters (ATC) used provide an output where vehicles are categorised into 5mph speed bands (e.g. 15-19mph, 20-24mph inclusive). For this anyone driving at or below 24mph is assumed to be broadly compliant with the new speed limit, as this closely aligned with one of the thresholds (10%+2mph) set by the ACPO¹ often used for enforcement.</p> <p>The 85th percentile speed is used to look at speeds where most of the traffic can be travelling at. This removes the outliers of speeds at the extremes.</p> <p>The mean speed is the average speed for all traffic.</p> <p>Use of SCC's network of Bluetooth monitors which anonymously collect data from traffic between nodes and calculates time taken</p>
Journey Times	SCC Bluetooth sensors at nodes along Hill Lane and Shirley Road-Shirley High Street corridors
Road Traffic Collisions resulting in personal injury	<p>The STATS19 database – a nationally collected data set of all road traffic collisions that resulted in a personal injury and reported to the Police.</p> <p>Covering 3 years before and 1 year post implementation.</p>
Public opinions, behaviours and attitudes	<p>The Southampton City Region BikeLife report carried out by Sustrans conducts research into public opinions, behaviours and attitudes towards active travel in Southampton and surrounding part of Hampshire. This includes questions on views on 20mph.</p> <p>The report has been done in 2019, 2021 and 2023.</p>

¹ Association of Chief Police Officers - [Microsoft Word - Speed Enforcement Guidance ACPO_2011_2015_May_2013_Internet \(college.police.uk\)](#)

Walking & Cycling	SCC Vivacity cameras on Shirley Road at Malmsbury Road as a proxy
Air Quality	The Council's real time air quality monitoring stations.

Table 2 – 20mph Evaluation Data Sources

2.3 The evaluation is being conducted in two phases. Phase 1 is an immediate assessment using data collected at least 1 year after the completion of the 20mph limit implementation. Phase 2 will look at the wider outcomes (road safety, mode switch, perceptions and attitudes) in the future as these require longer timeframes for trends to be established. Phase 1 monitoring has been done in the recently completed areas in Bassett-Flower, St Denys, Polygon and Shirley-Freemantle. The detail for each area is in Appendices 1-3 presenting monitoring data in more detail.

2.4 Phase 1 covers the outputs of the schemes and the initial outcomes. The data analysed was seeking to answer 3 primary questions:

- What is the compliance with the 20mph speed limit - a way of understanding how the speed limit is performing,
- What is the change in the 85th percentile speed, and
- What is the change in the mean (average) speed.

2.5 It will also provide an indication on the impacts for attitudes, road safety and air quality, but noting that these can take longer for trends to appear.

3 Phase 1 Main Findings

Traffic Speeds

3.1 The mean speed data used in the analysis covered 63 streets where the speed limit was reduced from 30mph to 20mph, is shown in Figures 1 and 2 and by area in Table 3:

- For the 63 locations monitored, average before speeds were 22.92mph, while ‘after’ speeds fell to 20.77mph – an average fall of -2.15mph;
- The largest reduction in average vehicle speed was -3.51mph observed in Bassett-Flowers area;
- A comparatively higher reduction in average speeds, -2.90mph, was observed on streets where the average ‘before’ speed was greater than 24mph;
- For the individual areas average speeds reduced by between 1.28 and 3.51mph, there were greater reductions on individual roads, e.g. Lobelia Road by 10.8mph and Anglesea Road by 7.6mph, but Colebrook Avenue and Henstead Road both increased by 3.9mph; and
- The number of sites with a mean speed of under 20mph increased from 20 to 35, with corresponding drop in sites with a mean speed over 30mph going from 7 to 1.

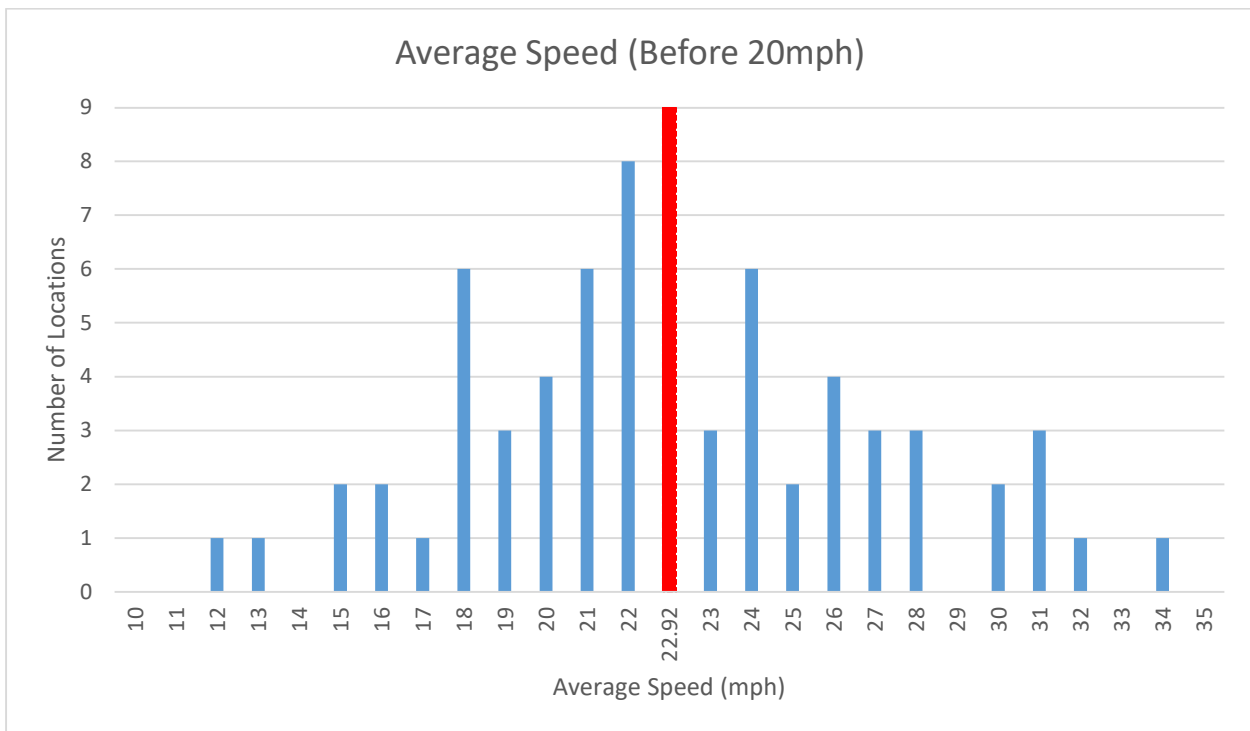


Figure 1 – Average Speed at Count Sites Before 20mph (red is mean speed across all sites)

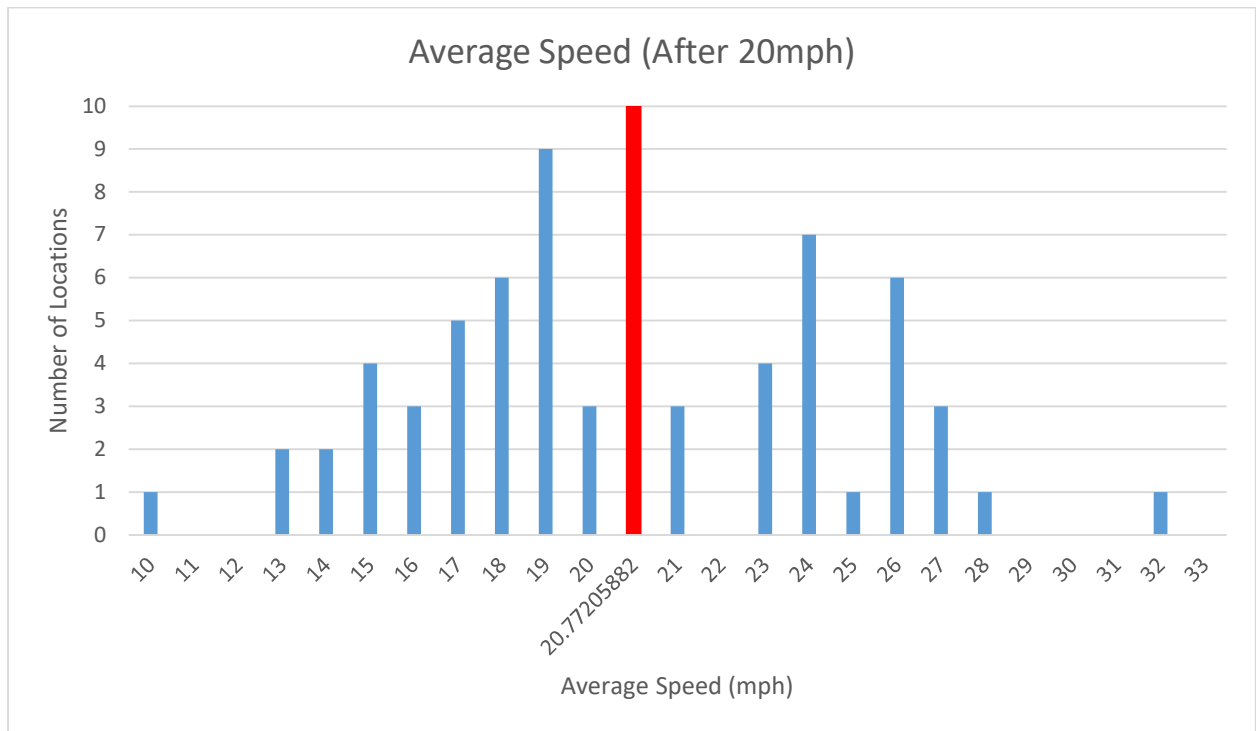


Figure 2 – Average Speed at Count Sites After 20mph

3.2 Taking the 85th percentile of speed, to reflect the speed at most of the traffic would be travelling at, there are similar reductions. This is shown in Figures 3 & 4.

- For the 63 before & after locations monitored the average 85th percentile speed before was 28.86mph, while after speeds fell to 25.95mph – a reduction of 2.92mph;
- The higher reductions on individual roads, e.g. Anglesea Road reduced by 9.8mph but Henstead Road increased by 2.4mph; and
- The number of sites where the 85th percentile speed was under 20mph increased from 5 to 14, and the number of site with 85th percentile speed over 30mph decreased from 23 to 18.



Figure 3 – 85th percentile speed at sites (red is average)



Figure 4 – 85th percentile speed at sites (red is average)

3.3 From this data it can be shown that there is a reduction in speeds on local roads. It should be noted that the Bassett / Flowers Estate and part of Shirley around St Mark's has been combined with introduced traffic calming / engineering treatments and not just signage based, and roads with new traffic calming have had the greatest change in average speeds. Roads that have limited traffic calming or are wider or straight such as Howard Road saw speeds increase by up to 1mph. On Hill Lane traffic speeds at the northern section (north of Bellemoor Road) have seen a decrease of up to

6.7mph, with the average speed being 24.6mph. Where the cycle facilities and crossing have been installed speeds are lower at 22.7mph.

3.4 The lesson learned from the initial analysis is that streets changed to 20mph see a reduction in speeds, and the reduction is greater on streets with traffic calming installed at the same time. This gives confidence that the 20mph programme is achieving the Policy goal.

Compliance

3.5 As the ATCs provide the data in 5mph 'bins', e.g. 15-19mph, 20-24mph, this is the percentage of the traffic travelling below 24mph as this includes 20mph and is in line with one of the thresholds used for enforcement

- Overall across all 63 monitoring sites, the percentage of traffic travelling at a compliance level increased from 55.35% to 74.18% - an increase of 18.83%. This has assessed the proportion of the traffic travelling below 24mph 'before' and 'after' the 20mph implementation;
- At the area level, the percentage traffic compliance area wide with the 20mph speed limit ranged from 72.7% to 91.2%;
- The best level of compliance was on residential roads or in shopping streets (e.g. Bedford Place or Shirley Road) – where there was traffic calming (physical or through parked vehicles), high levels of activity or other changes to the road network such as cycle facilities. The lowest levels of compliance were on wider suburban roads that were often straight such as Howard Road, Regents Park Road and St James' Road.
- Looking at Shirley Road-High Street there has been a decrease of 3.5mph with over three-quarters of the traffic complying. Shirley Road at Dyer Road uses a Vivacity traffic monitoring camera which has broken down speeds by vehicle type – motorcycles were the worst for compliance with 20mph with 38% of all motorcycles travelling over 24mph, buses were the best with 5.3% not complying.

3.6 Across all the areas in Phase 1 review compliance – the number of vehicles at or around 20mph has increased. This means that a greater proportion of vehicles were travelling closer to 20mph than previously. For Shirley and Bassett the areas are larger and the variance in compliance differs complying with speed limits and is influenced by the road layout. Roads that are wider and without any traffic calming/engineering tended to have a lower level of compliance, however it should be noted that the levels of compliance increased along with speeds reducing indicating that a greater proportion of the traffic was travelling slower. Where the roads are more residential such as in Polygon and St Denys the compliance is over 80% with the 20mph.

3.7 The average speed, 85th percentile and compliance for each of the surveyed areas is summarised in Table 3 and more detail for surveyed streets is in Appendices 1-3.

Area		Average Speed (mph)	85 th Percentile (mph)	Compliance (%)
Shirley-Freemantle	Before	23.13	29.16	56.8
	After	20.7	25.8	72.7
Bassett-Flowers	Before	24.19	30.25	54.1
	After	20.68	25.82	75.9
St Denys	Before	19.58	21.28	54.8
	After	17.72	22.87	91.2
Polygon	Before	21.24	26.93	41.9
	After	19.96	25.14	80.7

Table 3 – Before and After Speeds, 85th %ile and Compliance

Journey Times

3.8 SCC has a network of Bluetooth enabled monitoring devices at key junction nodes across the city. These, anonymously, collect data from Bluetooth enabled devices as they pass the node and match them as they pass another node. Journeys are then calculated between nodes.

3.9 Journey time data has been collected for Shirley Road and Hill Lane to understand the impact of the speed limit change on average speeds, plus the extremes of recorded journeys.

Route	Distance (km)	May 2023 (mins:sec)			May 2024 (mins:sec)		
		Average	Lowest	Highest	Average	Lowest	Highest
Hill Lane ² SB	2.9	08:02	06:00	17:58	08:16	06:00	17:58
Hill Lane NB		07:43	05:00	18:56	07:50	05:00	18:57
Shirley Road ³ SB	2.4	08:51	04:00	29:58	08:57	04:00	29:57
Shirley Road NB		09:37	04:00	29:56	09:33	04:00	29:54

Table 4 – Journey Times on Hill Lane and Shirley Road

3.10 On those corridors journey times have very slightly increased – Hill Lane by 7-14s on average and Shirley Road by around 6s. This indicates that speed is not a factor in the impact on journey times but other factors on the corridor, such as turning traffic or traffic lights are a larger impact on journey times.

Road Traffic Collisions

3.11 Data on road traffic collisions has been sourced from Hampshire Police reported data via the STATS19 reporting mechanism for the 5 year period 2017-2022 to cover the before period, and for January-April 2024 for the after. This is summarised in Table 5.

Area	Before			After		
	Slight	Serious	Fatal	Slight	Serious	Fatal
Flowers	17	4	0	0	0	0
St Denys	8	1	0	0	0	0
Polygon	58	17	0	0	2	0
Woolston	55	12	0	1	1	0
Shirley-Freemantle	183	45	3	2	5	0
Total	321	79	3	3	8	0

Table 5 – Personal Injury Casualties (Hampshire Police)

3.12 The first 6-12 months data 'after' full scheme implementation (depending on area) indicates a reduction in the annual number of road traffic collisions and casualties compared to the three years before. This is not comparative.

3.13 However, it is too early to conclude whether the limit has reduced casualties and further casualty data with more detailed analysis may enable firmer conclusions to be reached.

² Hill Lane between Winchester Road roundabout and Commercial Road

³ Shirley Road-Shirley High Street-Romsey Road between Winchester Road/Tebourba Way and Waterloo Road/Roberts Road

Public Opinions, Behaviours and Attitudes

- 3.14 Findings from the Sustrans Walking & Cycling Index⁴ (formerly BikeLife) for the Southampton City Region reveal broad support for the introduction of 20mph speed limits. In 2019 survey of residents 53% supported lower speed limits on local roads as a way of helping to walk or cycle more. In 2021 this saw 53% saying it would help cycle more and 52% for walking more. However, in 2023 this was 50% for walking and 45% for cycling.
- 3.15 Strength of support tended to reflect levels of concern about traffic speeds; for example in 2021 those households with children tended to support more streets with 20mph (53% supported as a way of helping walk more, and 59% for cycling).
- 3.16 Evidence on behaviours including modal shift has not been carried out at Phase 1, this forms part of Phase 2 along with more detailed assessment of public opinions.
- 3.17 There has been vandalism to the schemes introduced in Shirley and Woolston. It is unclear if this is a wider attitudinal issue or isolated. The nature of the vandalism of signage from repeater 20mph signage being sprayed out is like incidents in Wales following the national roll out there
- 3.18 The nature of the spraying and the sign material has meant it has been difficult to remove. Two issues have related to the permanence of the spraying – signage has been placed too low in locations making access easier, and the material used to make the sign is not anti-graffiti standard. In future schemes, ensure that a higher sign installation height is used, and to use a combination of anti-graffiti material signage or make more use of road markings instead of repeater signs.



Figure 6 – Vandalised 20mph Repeater Sign

⁴ [Southampton City Region Walking and Cycling Index - Sustrans.org.uk](https://www.sustrans.org.uk)

Walking & Cycling

- 3.19 SCC has a series of permanent cycle counters across Southampton which record volumes of cycle trips made 24/7. Recently SCC has installed camera counters at 3 locations including on Shirley Road (installed April 2023) that can do a wider range of monitoring including pedestrians, speeds, movements etc.
- 3.20 This counter provides an indication of the levels of active travel on Shirley Road at Malmsbury Road. Table 4 provides a summary of the average daily movements by mode at the count location for May 2023 and May 2024 – before and after the implementation of the 20mph on Shirley Road, but after the ATF2 funded scheme to provide a new parallel cycle-pedestrian crossing at this location.

Year	Bus	Car	Cycles	LGV/HGV	Pedestrians	Total
May 2023	577	14,832	692	2,018	2,714	20,834
May 2024	617	14,315	763	2,059	2,923	20,678
% Change	6.5%	-3.6%	9.3%	2.0%	4.4%	-0.75%

Table 6 – Traffic Flows by Mode on Shirley Road

- 3.21 The overall traffic levels have remained similar but the number of cycles and pedestrians has increased. The mode split for active travel in 2024 was 17.8% compared to 16.3% in 2023. This is for all days including weekends and May Half Term, so the increases could be ascribed to the continued expansion of St Mark's School as additional years are added. Further investigation into changes in active travel are needed to identify if the trend is continued.

Air Quality

- 3.22 The relationship between speed and air quality is complex and influenced by a mix of factors including vehicle type, brake and tyre wear, variability and consistency of driving speed and the nature of the road environment.
- 3.23 Studies elsewhere have so far not proven either a positive or negative effect on air quality: driving at 20mph causes some emissions to rise slightly and some to fall. Reduced acceleration and braking may help to reduce fuel consumption and associated emissions. Some environmental benefit from the change is expected from helping to unlock the potential for walking or cycling short distances instead of driving.
- 3.24 Under Local Air Quality Management framework all local authorities are required to review and assess air quality locally against national pollution targets with Nitrogen Dioxide (NO²) and Particulate Matter (PM₁₀) typically being the pollutants of concern in urban areas. Southampton has been under a Ministerial Directive since 2017 to reduce levels of NO² to below national limits and has been working towards this.
- 3.25 SCC has a well-established monitoring regime for these pollutants using automatic monitors at roadside and background sites. Additional NO² monitoring is carried out across the city using passive diffusion samplers, these are generally located at or close to residential building frontages on radial transport routes and reflect a worst case exposure scenario.
- 3.26 NO² concentrations in Southampton are predominately related to vehicle emissions with PM₁₀ coming from different sources. Improvements in air quality are assessed through long-term data, short term results are influenced by weather and temporary events.

3.27 Generally, all NO² automatic monitoring locations in Southampton show a downward trend in NO² concentrations. Table 5 shows summary of NO² trends for sites in the new 20mph limit areas.

Site	Annual Mean NO ² Emissions (µg/m ³)				
	2019	2020	2021	2022	2023
Romsey Road	38.0	34.2	34.9	32.7	32.7
Victoria Road	36.2	33.3	34.7	33.1	32.6
Paynes Road	33.5	29.4	30.6	29.9	27.1
Princes Court	39.8	33.2	34.2	36.5	33.5
Shirley High Street	37.8	32.8	34.3	34.3	32.6
Waterhouse Lane	34.8	34.4	31.7	33.4	29.9
Saxon Road	34.0	34.8	32.1	33.1	30.2
St Denys Road	41.0	33.2	36.1	32.9	33.8

Table 7 – Summary of Annual Mean NO² Emissions (µg/m³)

Impact on bus journey times and service reliability

3.28 We have sought the views of the bus operators in Southampton.

Comparison to Other Cities

3.29 20mph speed limits have been introduced across the UK following the initial rollout of a citywide 20mph in Portsmouth in 2006 and more recently countrywide in Wales. A DfT report (Atkins 2018⁵) assessed the impact of area wide 20mph limits from a variety of case studies with evidence reported that for signed only 20mph speed limits deliver reductions in speeds of typically around 1-2mph. The schemes involved tended to be area wide initiatives with lower before speeds (closer to 20mph) and introduced for area wide change rather than a specific reason (e.g. outside a school).

3.30 Table 8 provides a summary of before and after mean, 85th %ile speeds and compliance in selected areas for comparison with Southampton.

Area	Year	Mean Speed (mph)		85 th %ile Speed (mph)		Compliance (%)	
		Before	After	Before	After	Before	After
Portsmouth	2006	19.8	18.5				88%
	Change	-1.3mph					
Chichester	2012	23.0	21.3	28.7	25.9		
	Change	-1.7mph		-2.8mph			
Brighton	2013-15	23.7	22.6	28.6	27.4	51	70
	Change	-1.1mph		-1.2mph		+19%	
Middlesborough	2012-14	28.6	24.6				67
	Change	-4mph					
Edinburgh	2019	23.77	22.69				
	Change	-1.08mph					
Wales (phase 1 trial areas)	2021	25.2	22.6	29.6	27.4	50	68
	Change	-2.6mph		-2.2mph		+18%	

⁵ [20mph research study: supporting technical appendix, analysis of spot speed data in case study areas \(publishing.service.gov.uk\)](#)

Calderdale		22.8	21.5	29.9	28.3		
	Change	-1.3mph		-1.6mph			
Liverpool	2020	25.71	22.07				
	Change	-3.64mph					
Southampton	2024	22.91	20.777	28.9	25.94	58.5	74.18
	Change	-2.14mph		-2.96mph		+15.68%	

Table 8 – Comparator 20mph Locations

Additional Speed Influencing Measures

- 3.31 The Transport & Planning Service Area undertakes an annual collision investigation for Southampton. This investigation is carried out using the STATS19 data supplied by Hampshire Police. From this analysis it is possible to determine locations, or clusters of locations, where the collision rate gives cause for concern and where remedial works or education or enforcement activities are needed.
- 3.32 Although the implementation of the 20mph areas is beginning to reduce speeds there remains roads where average speeds remain higher than the normal tolerance. There have also been requests for additional supplementary measures to reduce speeds such as additional signage, introduction of Vehicle Activate Speed signs (VAS) and physical traffic calming features.
- 3.33 It is proposed that on these streets further analysis is done on average speeds and traffic volumes along with any reported collisions to determine what further measures may be suitable for funding and implementation on a site by site basis. This could include signage and road markings, targeted enforcement or short term deployment of mobile VAS units. Further physical traffic calming measures such as road humps will only be considered if there is a significant collision history or where vehicle speeds are not sufficiently reduced through soft engineering or education measures.

4 Lessons Learnt & Next Steps

- 4.1 The introduction of 20mph represents a major change in Southampton and the way people travel, live and work in the city. The new lower speed limits rely on a shift in driver behaviour which takes time to become normal. This initial analysis shows that in the areas where the new limit has been implemented there has been broad compliance, but environmental and behavioural factors influence the level of compliance and public perceptions.
- 4.2 The implementation of the existing 20mph areas have provided the following lessons have been learnt
- An area wide approach is taking a holistic approach to ensure that there isn't a patchwork of speed limits across Southampton to ensure that there is no confusion over speeds;
 - When designing a scheme the characteristics of certain roads need to be considered carefully to ensure that lower speeds and greater degree of compliance is met, these roads can still be included in a 20mph area but may need to be supported by additional measures;
 - A wider enforcement, engagement and social media campaign to raise awareness and compliance;
 - Installation costs have been as expected;
 - Post-implementation issues with vandalism being addressed through design work such as higher placement of signs.
- 4.3 It is proposed to continue the 20mph speed limit programme, subject to funding, with the implementation of the City Centre, Fair Isle and Peartree areas. The Council will work with Hampshire Police and other partners to encourage compliance through engagement activity and social media. The programme beyond these areas will be dependent on funding, design and support.
- 4.4 Phase 2 of the evaluation will be done 2-3 years post implementation of this first tranche of 20mph speed limits. This will enable trends in modal shift and safety to be analysed as well as continued trends in speeds, traffic flows and compliance.