

## 20MPH AREA B2 – CONSULTATION SUMMARY

	Comments	Response
Gisela Stuart (MP)	No response received.	Follow-up e-mail sent on 07/10/2016
Steve McCabe (MP)	<p>I am writing in support of proposals to introduce 20mph speed limits on Birmingham's residential roads to improve safety and reduce the number of accidents. As previously stated in response to the 2013 consultation I think these proposals offer Birmingham an opportunity to become safer for pedestrians and cyclists.</p> <p>I do have concerns about clarity for motorists and hope that adequate information and signs are available to ensure that all car drivers know what the speed limit is on whatever road they happen to be on in Birmingham.</p>	As these are 20mph pilots, the intension is to see whether areas wide 20mph could be delivered simply by installing signs and lines, thereby enabling us to cover larger areas of the city. However the scheme will be designed to ensure there are sufficient signs and carriageway markings to inform the drivers that they are in the 20mph Area.
<b>Bournville Ward Councillors</b>		
Councillor Timothy Huxtable	<p>1. All the side roads off Fordhouse Lane should be 20 mph roads i.e. Barn Close, The Worthings, Harvest Close, Beilby Road, Windsor Road, Oakley Road and Dacer Close are all proposed to remain at 30 mph. This is ridiculous.</p> <p>2. Without appropriate traffic calming measures, 20 mph limits on main through roads such as Cartland Road, Pineapple Road, Dads Lane etc will not work.</p> <p>3. Safer Routes To School schemes should be built into these proposals where the speed limit is being reduced in the vicinity of a school (e.g. Cotteridge J&amp;I Primary)</p>	<p>1. Fordhouse Lane is proposed to remain at 30mph and the small cul-de-sacs off Fordhouse Lane have been left at 30mph as they are less than 200m long. In accordance with the guidance provided by DFT, the minimum length of a speed limit should be 300m. This will also reduce sign clutter and reduce future maintenance costs.</p> <p>2. The 20mph Pilot Schemes are limited to Signs and Road Markings only. As these are Pilot schemes, they will be surveyed during the monitoring period. Following the monitoring period, an assessment will be carried out to determine if any further measures are required.</p> <p>3. The Safer Routes to School programme is funded through a separate budget; however every effort will be made to co-ordinate the works.</p>
Councillor Mary Locke	Having looked at proposals I can agree especially Cartland Road /pineapple road where there continues to be a high number of vehicle incidents damage to property.	
Councillor Rob Sealey		Follow-up e-mail sent on 07/10/2016
<b>Edgbaston Ward</b>		

Councillors		
Councillor Dierdre Alden	<ol style="list-style-type: none"> <li>1. At the moment we have things such as flashing speed signs in Augustus Rd, Richmond Hill Rd, Wheeleys Rd and Gillhurst Rd ( the latter in Harborne). These are routinely ignored by motorists who breach the 30mph limit. If people breach 30 mph, they will breach 20 mph, unless there is some enforcement. Therefore I ask (and I would like an answer please) who is going to enforce these new regulations (i.e. the police or the Council), how are they going to do it, and have you ensured they have got the resources to do this permanently. Is any of the Council budgets being set aside for enforcement or is it all going on infrastructure?</li> <li>2. The one road the Edgbaston Councillors have petitioned to have made 20mph is Wheeleys Rd – and yet you have ignored our requests and the petition submitted to Full Council several years ago, and left it in the category of “30mph unless special local circumstances warrant 20mph”. If a fatal accident at the junction of Wheeleys Rd and St James’s Rd, and a subsequent petition by residents and Councillors that both those roads be made 20mph, does not constitute special local circumstances, perhaps you would be kind enough to inform me what does.”</li> </ol>	<ol style="list-style-type: none"> <li>1. The introduction of 20mph speed limits is just one element of a package of measures to reduce vehicle speeds. Reducing the speed limit should not be seen as an end in itself, but as part of a continuous process to encourage a change in driver behaviour and attitude, with the aim of establishing 20mph as the default appropriate maximum speed in residential areas. The implementation of the physical elements of the scheme is accompanied by a publicity campaign ‘Slower is Safer’ to persuade people of the benefits of driving at 20mph on residential roads. The campaign will have city-wide reach, but will focus more intensively on the areas where implementation is taking place. West Midlands Police are fully supportive of the campaign and are working in partnership with the Council to deliver a range of education and enforcement elements – including Community Speed watch and roadside education, supported by more targeted enforcement in problem locations and with persistent offenders. This re-education of drivers on the very real dangers of speeding is a vital part of the Slower is Safer campaign.</li> <li>2. Following the comments Wheeleys Road has been included in the proposals for 20mph. These will now be taken through the Statutory Consultation process for the Traffic Regulation Order. Any Objections received during the statutory consultation Process will be reviewed by the Cabinet Member for Transport and Roads.</li> </ol>
Councillor Matt Bennett	I concur with Cllr Alden in every point. It is deeply disappointing that the specific request we have made has been ignored.	Following the comments Wheeleys Road has been included in the proposals for 20mph. These will now be taken through the Statutory Consultation process for the Traffic Regulation Order. Any Objections received during the statutory consultation Process will be reviewed by the Cabinet Member for Transport and Roads.

	The idea that motorists on many of these roads, Augustus Rd being one example, who will stick to 20mph is simply laughable. Do you have any data from those wards that have already been affected to show that this scheme has any impact whatsoever?	The 20mph area pilot schemes and are still in the monitoring period following which they will be surveyed during and an assessment will be carried out to determine if any further measures are required.
Councillor Fergus Robinson	No response received.	Follow-up e-mail sent on 07/10/2016
<b>Harborne Ward Councillors</b>		
Councillor John Alden	No response received.	Follow-up e-mail sent on 07/10/2016
Councillor Jayne Francis	I have no issues in relation to speed limits of 20 mph on Harborne roads	
Councillor James McKay	<p>I am only commenting on Harborne ward.</p> <p>I support the 20mph scheme. I feel that certain roads (for example Gillhurst) will need more than simply signage to achieve compliance. Otherwise the split seems sensible. I assume the reason Greenside, Denise Dr etc. will nominally remain at 30mph will be that cul de sacs naturally impose lower speeds? It would be good to get clarification on this point.</p> <p>I am copying in my ward colleague, Cllr Francis, and Gisela Stuart MP</p>	<p>The 20mph Pilot Schemes are limited to Signs and Road Markings only. As these are Pilot schemes, they will be surveyed during the monitoring period. Following the monitoring period, an assessment will be carried out to determine if any further measures are required.</p> <p>Smaller cul-de-sacs which are off a 30mph road will remain at 30mph. according to DFT guidance the minimum length for a speed limit should be 300m.</p>
<b>Moseley and Kings Heath Ward Councillors</b>		
Councillor Claire Spencer	No response received.	Follow-up e-mail sent on 07/10/2016
Councillor Martin Straker-Welds	No response received.	Follow-up e-mail sent on 07/10/2016
Councillor Lisa Trickett	No response received.	Follow-up e-mail sent on 07/10/2016
<b>Selly Oak Ward Councillors</b>		
Councillor Brigid Jones	<p>My comment would be that Dad's Lane, Cartland Road and Dogpool Lane act as trunk roads between Kings Heath and Selly Oak, and that given that no schools front onto them, 30 would be better for these. I imagine 20 would be widely ignored on these.</p> <p>On the Pershore Road, at the moment the north 20mph boundary stops just before Selly Park Girls School. I'd suggest extending it to go past the</p>	<p>There have been previous requests from the local residents to include these roads within the 20mph speed limit. At the time it was agreed that these roads will be included in the 20mph proposals for area B2.</p> <p>The proposals will be reviewed and amended to include the Selly Park Girls School. As part of the Area B2 proposals, it</p>

	school, just as far as Selly Park Road.	is proposed to install variable 20mph speed limits outside schools that are not on a proposed 20mph road.
Councillor Changese Khan	No response received.	Follow-up e-mail sent on 07/10/2016
Councillor Karen McCarthy	No response received.	Follow-up e-mail sent on 07/10/2016
<b>Key Stakeholder</b>		
West Midlands Fire Service	As under the traffic act Emergency vehicles can exercise their exemption, WMFS support the introduction of the 20mph zones to reduce those killed or seriously injured on the roads of Birmingham.	
West Midlands Police	No response received.	Follow-up e-mail sent on 07/10/2016
West Midlands Ambulance	No response received.	Follow-up e-mail sent on 07/10/2016
Access Committee	No response received.	Follow-up e-mail sent on 07/10/2016
Push Bikes	No response received.	Follow-up e-mail sent on 07/10/2016
National Express	No response received.	Follow-up e-mail sent on 07/10/2016 followed with a telephone reminder.
Centro	No response received.	Follow-up e-mail sent on 07/10/2016
<b>Number of comments received</b>	<b>Comments</b>	<b>Response</b>
<b>Summary of consultation from residents / businesses</b>		
615	Total number of responses	
119	Support	
112	Object	
	<b>Enforcement</b>	
114	Current speed limits are not being enforced, the pilot will only work if the speed limits are enforced	The 20mph will be enforced by the West Midlands Police in the same way they are currently enforcing the 30mph, however the current 20mph speed limits have only been enforceable since 10 <sup>th</sup> October 2016 and monitoring is currently taking place.
7	The pilot schemes need to be supported with driver educational initiatives and data needs to be gathered from the pilot schemes to ensure appropriate measures are taken for these to work	
3	Need to raise awareness regarding speeding	There are driver educational initiatives taking place across the current 20mph areas and events are being held around areas such as schools.
2	Variable Speed Limit Technology should be used for targeted areas	As the scheme is a 20mph pilot, the intension is to see whether area wide 20mph could be delivered simply by installing signs and lines, thereby enabling us to cover larger areas of the city.  No traffic calming or other measures are proposed as part of this scheme, however following the monitoring period, an

		assessment will be carried out to determine if any further measures are required.
2	There is no evidence that there current 20mph schemes are: a) complied with, b) enforced, c) reduces accidents, d) assists cyclists and pedestrians.	As the Pilot schemes in Birmingham are still being implemented, the only data available is from other cities who have implemented similar schemes. The 20mph Area B2 is the last of the 4 pilot schemes. All pilot schemes will be surveyed during the monitoring period. Following the monitoring period, an assessment will be carried out to determine if any further measures are required.
	Blanket 20mph limit will be hard to enforce and will breed resentment	The 20mph will be enforced by the West Midlands Police in the same way they are currently enforcing the 30mph, however the current 20mph speed limits have only been enforceable since 10th October 2016 and monitoring is currently taking place.
	It would be more beneficial to impose a time frame as at 1 o'clock in the morning a 30mph limit would suffice.	This approach is not practical and difficult to enforce. The intension is to maintain a consistency with the speed limits in the area.
	<b>Traffic Calming / Facilities</b>	
13	Traffic calming or other additional measures other than signs and lines are required to slow vehicles down	No traffic calming measures are proposed as part of the pilot 20mph speed limit. The intension is to see whether area wide 20mph could be delivered simply by installing signs and lines, thereby enabling us to cover larger areas of the city. Any local safety issues will be reviewed and resolved as individual schemes.
8	No traffic calming should be installed	The pilot 20mph speed limits are signs and carriageway marking only. No traffic calming measures are proposed.
	Install Chevron's on Harrison Road (Edgbaston)	No traffic calming measures are proposed as part of the pilot 20mph speed limit. These issues have been passed onto the local District Engineer to investigate further.
	Dawlish Road requires traffic calming	
	Speeding issue on Dad's Lane, require traffic calming	
	Lordswood Rd, Gillhurst Rd and Court Oak Road need some sort of traffic calming as often cars seem to exceed the 30 mph speed limit	
	<b>Add/Remove Roads</b>	
	Include the following roads in the 20mph proposals:  <ol style="list-style-type: none"> <li>1. Arthur Road (3)</li> <li>2. Aston Webb Boulevard (1)</li> <li>3. Bath Row (1)</li> <li>4. Beilby Road (1)</li> <li>5. Bristol Road (Selly Oak Local Centre) (15)</li> </ol>	<ol style="list-style-type: none"> <li>1. Arthur Road - to be included in the 20mph proposals.</li> <li>2. Aston Webb Boulevard - main distributor and is to remain at 30mph.</li> <li>3. Bath Row was consulted on during the</li> </ol>

	<ol style="list-style-type: none"> <li>6. Calthorpe Road (4)</li> <li>7. Church Road (3)</li> <li>8. Court Oak Road (1)</li> <li>9. Croftdown Road (2)</li> <li>10. Dacer Close (2)</li> <li>11. Enfield Road (1)</li> <li>12. Fellows Lane (1)</li> <li>13. First Avenue (1)</li> <li>14. Fordhouse Lane (4)</li> <li>15. Fourth Avenue (1)</li> <li>16. Greenfield Crescent (1)</li> <li>17. Hagley Road (1)</li> <li>18. Harborne Road (9)</li> <li>19. Hay Green Lane (1)</li> <li>20. Highfield Road (1)</li> <li>21. Highgate Road (1)</li> <li>22. Islington Row (1)</li> <li>23. Linden Road (3)</li> <li>24. Lordswood Road (1)</li> <li>25. Metchley Lane (11)</li> <li>26. New Foss Way (1)</li> <li>27. Norfolk Road (6)</li> <li>28. Northfield Road (1)</li> <li>29. Pebble Mill Road (1)</li> <li>30. Pershore Road (8)</li> <li>31. Poplar Avenue (1)</li> <li>32. Priory Road (4)</li> <li>33. Pritchatts Road (20)</li> <li>34. Rowheath Road (2)</li> <li>35. Second Avenue (2)</li> <li>36. Stanmore Road (1)</li> <li>37. Third Avenue (1)</li> <li>38. Vicarage Road (4)</li> <li>39. Vincent Drive (12)</li> <li>40. Watford Road (2)</li> <li>41. Weoley Park Road (1)</li> <li>42. Westbourne Road (10)</li> <li>43. Wheelleys Road (10)</li> <li>44. Windsor Road (1)</li> </ol>	<p>implementation of 20mph in Area A1.</p> <ol style="list-style-type: none"> <li>4. Beilby Road – Cul-de-sac off a 30mph road to remain at 30mph.</li> <li>5. Bristol Road (Selly Oak Local Centre) - to be made 20mph on completion of the Triangle works at the Oak Tree Lane and Chapel Lane Junction.</li> <li>6. Calthorpe Road - Main through route and is to remain at 30mph.</li> <li>7. Church Road – Main through route to remain at 30mph.</li> <li>8. Court Oak Road is outside boundary for Area B2.</li> <li>9. Croftdown Road is outside boundary for Area B2.</li> <li>10. Dacer Close – Cul-de-sac off a 30mph road to remain at 30mph.</li> <li>11. Enfield Road – Cul-de-sac off a 40mph road to remain at 30mph.</li> <li>12. Fellows Lane is outside boundary for Area B2.</li> <li>13. First Avenue – Cul-de-sac off a 30mph road to remain at 30mph.</li> <li>14. Fordhouse Lane – Main through route to remain at 30mph.</li> <li>15. Fourth Avenue–Cul-de-sac off a 40mph road to remain at 30mph.</li> <li>16. Greenfield Crescent to remain 30mph as it connects to 30mph roads at both ends and all other roads in the vicinity are 30mph.</li> <li>17. Hagley Road – Main through route to remain at 30mph.</li> <li>18. Harborne Road is a main distributor and is to remain at 30mph. A variable 20mph speed limit will be implemented outside the school.</li> <li>19. Hay Green Lane is outside boundary for Area B2.</li> <li>20. Highfield Road to remain 30mph as it connects to 30mph roads at both ends and all other roads in the vicinity are 30mph.</li> <li>21. Highgate Road is outside boundary for Area B2.</li> <li>22. Islington Row - Main through route to remain at 40mph.</li> <li>23. Linden Road - Main through route to remain at 30mph.</li> </ol>
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	Remove the following roads from the 20mph proposals:	

	<ol style="list-style-type: none"> <li>1. Abbey Road (1)</li> <li>2. Ampton Road (2)</li> <li>3. Augustus Road (17)</li> <li>4. Barlows Road (2)</li> <li>5. Beumont Road (2)</li> <li>6. Bond Street (1)</li> <li>7. Bournbrook Road (5)</li> <li>8. Bournvill Lane (5)</li> <li>9. Careless Avenue (1)</li> <li>10. Carpenter Road (2)</li> <li>11. Cartland Road (7)</li> <li>12. Charlotte Road (1)</li> <li>13. Church Road (1)</li> <li>14. Dads Lane (8)</li> <li>15. Dogpool Lane (6)</li> <li>16. Edgbaston Park Road (12)</li> <li>17. Farquhar Road (7)</li> <li>18. Gillhurst Road (11)</li> <li>19. Harborne High Street (1)</li> <li>20. Linden Road (1)</li> <li>21. Mary Vale Road (2)</li> <li>22. Meadow Road (4)</li> <li>23. Milner Road (1)</li> <li>24. Moor Pool Avene (1)</li> <li>25. Park Hill Road (1)</li> <li>26. Pereira Road (1)</li> <li>27. Pershore Road (11)</li> <li>28. Pineapple Road (2)</li> <li>29. Pritchatts Road (5)</li> <li>30. Raddlebarn Road (10)</li> <li>31. Ravenhurst Road (1)</li> <li>32. Richmond Hill Road (11)</li> <li>33. Selly Park Road (1)</li> <li>34. Serpentine Road (1)</li> <li>35. Sir Harry's Road (1)</li> <li>36. Somerset Road (11)</li> <li>37. St Mary's Road (7)</li> <li>38. Umberslade Road (1)</li> <li>39. Vincent Drive (1)</li> </ol>	<ol style="list-style-type: none"> <li>1. Abbey Road - Residential Road to remain as proposed 20mph.</li> <li>2. Ampton Road – Residential Road with on-street parking to remain as proposed 20mph.</li> <li>3. Augustus Road - Residential Road to remain as proposed 20mph.</li> <li>4. Barlows Road - Residential Road to remain as proposed 20mph.</li> <li>5. Beumont Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>6. Bond Street - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>7. Bournbrook Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>8. Bournvill Lane - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>9. Careless Avenue - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>10. Carpenter Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>11. Cartland Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>12. Charlotte Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>13. Church Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>14. Dads Lane - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>15. Dogpool Lane - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>16. Edgbaston Park Road – Narrow Road with several bends to remain at 20mph.</li> <li>17. Farquhar Road - Residential Road with on-street parking to remain as proposed 20mph. Also a Parallel Cycle Route.</li> <li>18. Gillhurst Road - Residential Road with on-street parking to remain as proposed 20mph.</li> <li>19. Harborne High Street – Local Centre speed to be reduced to 20mph.</li> </ol>
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	<p>40. Wardwards Lane (8)  41. Wellington Road (7)  42. Westfield Road (2)  43. Woodbourne Road (8)</p>	<p>20. Mary Vale Road - Residential Road with on-street parking to remain as proposed 20mph.  21. Meadow Road - Residential Road with some on-street parking to remain as proposed 20mph.  22. Milner Road - Residential Road with on-street parking to remain as proposed 20mph.  23. Moor Pool Avenue – Narrow one-way residential road with on-street parking to remain as proposed 20mph.  24. Park Hill Road - Residential Road with on-street parking to remain as proposed 20mph.  25. Pereira Road - Residential Road with on-street parking to remain as proposed 20mph.  26. Pershore Road - Certain section of Pershore Road to remain at 20mph to maintain continuity.  27. Pineapple Road - Residential Road with on-street parking to remain as proposed 20mph.  28. Raddlebarn Road - Residential Road with some on-street parking to remain as proposed 20mph.  29. Ravenhurst Road - Residential Road with on-street parking to remain as proposed 20mph.  30. Richmond Hill Road - Residential Road with some on-street parking to remain as proposed 20mph.  31. Selly Park Road - Residential Road with on-street parking to remain as proposed 20mph.  32. Serpentine Road – Narrow residential road with some on-street parking to remain as proposed 20mph.  33. Sir Harry's Road – Narrow residential road with on-street parking to remain as proposed 20mph.  34. Somerset Road - Residential Road to remain as proposed 20mph.  35. St Mary's Road - Residential Road with traffic calming to remain as proposed 20mph.  36. Umberslade Road - Residential Road with on-street parking to remain as proposed 20mph.  37. Wardwards Lane - Residential Road with on-street parking to remain as proposed 20mph.  38. Wellington Road - Residential Road with on-street parking to remain as proposed 20mph.</p>
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		39. Westfield Road - Residential Road remain as proposed 20mph. 40. Woodbourne Road - Residential Road to remain as proposed 20mph.
16	All roads should remain at their current speed unless outside schools should be made 20mph	Majority of the roads proposed to be made are residential roads, local centres, outside schools, parks and other public areas/facilities.
7	20mph should only be implemented in selected quiet residential roads, otherwise they will be ignored	
3	All Bus Routes should remain at 30mph	The main bus routes are proposed to remain at 30mph. Some sections of the bus routes where they pass through local centres and residential areas will be made 20mph, however this is not expected to change the overall journey times.
7	No Data to support the selection of 20mph roads – poorly thought through, little consideration of the character of the roads involved. In other areas of the country there are 20mph zones at certain times of the day, days of the weeks or months to respond to schools etc which seems more sensible	We have criteria on whether a road should be 20 mph, but this is flexible and we take each case on its own merits. Different speed limits at different times of the day would be possibly confusing to drivers and give out the wrong message. This is not common in England, though we know of examples in Scotland.
2	Private Roads should be made 20mph	Private roads are not maintained by Birmingham City Council and the Council has no jurisdiction to install speed limit signs on private roads. However the landowner will be contacted to agree including these roads into the 20mph proposals.
2	There should be consistency in the speed on Roads, constant change of speed limit can be dangerous	The proposals have been designed to ensure there is consistency in speed limits and constant change is minimised.
	The area within gibbins road, chapel lane, the Bristol road & weoley park road should be made 20mph	This area is outside the proposed boundary for 20mph Area B2. Based on the success of the current schemes and the availability of future funding, 20mph will be rolled out further across the city.
	20mph should be implemented in Weoley Castle	
	All cul-de-sacs should be included	Cul-de-sac's are included when they come directly off a road with a 20mph speed. Smaller cul-de-sac's which come off a 30mph speed limit roads will remain at 30mph as it is difficult for vehicles exceed the speed of 20mph within such a short distance.
	Please consider including Quinton in the speed reduction	Quinton is currently outside the boundary for the Area B2 proposals. Based on the success of the current pilots and future funding been made available, Quinton maybe

		included in the future schemes.
	Are the roads north of the Hagley Road being included, speed of traffic is too high and dangerous	Roads north of Hagley are outside the scheme boundary for Area B2. Based on the success of the current pilots and future funding been made available, these roads maybe included in the future schemes.
	Speed limit on Ivy Road used to be 10mph, it should be changed back to 10mph as this is a cul-de-sac and people drive much too fast for safety	10mph is not a national speed limit and cannot be implemented or enforced on public roads.
	25mph strikes as a more suitable speed limit for most urban routes, where those roads are away from schools and large numbers of pedestrians	25mph is not a national speed limit and cannot be implemented or enforced on public roads.
	Why is the Council considering such unnecessary and drastic measures when there are so many more important issues and such limited financial resources	The 20mph pilot schemes are funded by Department for Transport for the Birmingham Cycle Revolution Programme and the budget can only be used for delivery of this programme.
	Why is Wellington Road being considered for 20 mph? It is long, straight, very wide, and very quiet; houses are set back via gardens and driveways. This should remain at 30mph	The aim is to have a consistent approach to the implementation of 20mph. Wellington Road is a residential road with schools close by. During the detailed design additional signs/road markings may be included re-enforce the speed limit.
	Any plans to extend to Weoley ward	Weoley is currently outside the boundary for the Area B2 proposals. Based on the success of the current pilots and future funding been made available, Weoley may be included in the future schemes.
	Sparkhill - all the way through the village - it is impossible to monitor your speed in this area. If it is early in the morning then the road is clear and it is perfectly acceptable to do 30mph. If it is later in the day it is a traffic nightmare and all your levels of concentration need to be on the road and not on your speedometer - chances are you would struggle to average 10mph through this 2miles stretch of what is probably the worst road in the country (unless you include the Coventry Road).	The selections of the 20mph roads try to maintain a consistent approach for implementing the 20mph speed limit.  It is also trying to avoid drivers constantly changing speed through the area.
	Given the evidence of the benefits of lower speed limits, there should've the opportunity for local residents to petition for their streets to be designated 20mph.	The purpose of this consultation is to allow local residents to provide their views and comments on the roads included/excluded.
	<b>Parking Issues</b>	
4	Parking on footways in needs to be addressed, tickets need to be issued	Any specific parking issues will be forwarded to the parking enforcement team.
	Pavement parking should always result in a heavy fine	
	There are parking issues around the University with all day parking	This issue has been forwarded to the parking enforcement team.
	Need DYL on Harborne Park Road	These issues have been forwarded to the Local District Engineer to investigate further.
	Need Safety measures on Harborne Park Road, there is too much parking	

	Problem with parking on Park Hill Road	
	Parking outside schools should be restricted	The 20mph proposals do not include any changes to the parking arrangements. Any specific parking issues will be forwarded to the parking enforcement team.
	<b>Maintenance Issues</b>	
2	Existing Roads are poorly maintained	All maintenance issues will be forwarded to Amey PFI to investigate further.
2	Pavement on Vincent Drive is in poor condition with Tree Routes coming out	This issue has been passed onto Amey PFI to investigate further.
	Worn out carriageway marking on Dogpool Lane and Cecil Road	This issue has been passed onto Amey PFI to investigate further.
	Malins Road (corner of Metchley Lane); DYL in need of maintenance	This issue has been passed onto Amey PFI to investigate further.
	<b>General/Safety</b>	
6	20mph is a waste of money, the budget should be used to maintain the roads	The 20mph pilot schemes are funded by Department for Transport as part of the Birmingham Cycle Revolution Programme and the budget cannot be used for any other purpose.
4	Slower speeds will cause congestion	20mph will mainly apply on residential street and in selected locations on main roads. Most main roads will keep their existing 30mph or 40mph speed limits, so once drivers leave residential areas and join the main road network there should be no impact on journey times. The vast majority of the city's traffic travels on the 10% of the road network that will stay at 30mph or 40mph. The parts of the journey affected would only be the relatively short sections of that journey that would be on 20mph roads in order to reach the main road network.
4	20mph will cause pollution	Studies have so far not conclusively proven either a positive or negative effect on the environment. The greatest environmental benefit from the change will come from unlocking the potential for walking or cycling short distances instead of driving. Adopting a smoother driving style can also achieve lower emissions. Generally driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used (DfT). Along shorter roads with junctions and roundabouts, limiting acceleration up to 20mph reduces fuel consumption (The

		AA, 2008).
3	There are no crossing facilities crossing on Vincent Drive, Edgbaston Park Road and Selly Park/Pershore Road	This issue has been forwarded to the Local District Engineer to investigate further.
2	Slowing to 20mph is dangerous - it's so slow that one loses concentration, the focus shifts away from driving. Only appropriate for schools	This is a political decision, proposed in 2012 by Lib Dem Councillors, but with cross-party support. 'Do you want fewer road traffic collisions? Then drive slower' Some analysis has been carried out on road traffic collisions, but the data is often inconclusive. Trends in Birmingham road traffic collisions have been coming down from 1999 – 2012, and rising since then. There are many factors which influence trends in road traffic collisions, including the economy, the weather, and funding available to spend on road safety. All schemes are assessed following implementation, to determine a first year rate of return. The scheme is accompanied by a Hearts and Minds campaign, which will stress the benefits of driving slower.
4	Why this money is being taken from the Birmingham Cycling Revolution funding when surely it should be taken from the general traffic budget.  Money would be better spent improving the cycling infrastructure which is woeful and making the pavements safer for pedestrians	The Role out of 20mph speed limits will reduce speed and make roads safer. This will encourage more people to cycle, especially for short journeys.
3	What is the provision for cyclists to continue to travel at speed above the speed limit for motorised vehicles? 20 mph limit makes this a dangerous road for cyclists having to filter through traffic, oncoming vehicles do not appear to recognise filtering and something a cyclist is able to do, oncoming traffic can make this tricky	The speed limit applies to all road users and cyclists are expected to adhere to the speed limit.
2	What this City needs is an effective and efficient transport system that allows the traffic to flow effectively. The City has built some of the finest conference, concert and entertainment facilities in the country, if not in the world. The recent refurbishment of New Street Station is a major success. However the access to and from these venues and facilities is appalling and can take an excessive amount of time. This, I suggest, is sufficient to deter the international community from returning to the City for second or subsequent use of these facilities.	Improvements to public transport are being carried out through Birmingham Connected.  Birmingham Connected covers all transport planning activity and is built on the Birmingham Connected White Paper, our 20 year transport strategy.  Our goal is to create a transport system for everyone; one that puts people first, and delivers better connections for citizens and businesses. We want to improve daily lives by making travel more accessible, more reliable, safer and healthier.  Delivering this vision means investment in our transport

		<p>infrastructure: our railways, roads and cycling and walking routes.</p> <p>This programme includes some big changes to Birmingham's transport system. There will be some unavoidable disruption, but we are committed to keeping Birmingham moving with minimum impact on everyday life while works are carried out. We will be delivering works in a carefully planned way, co-ordinating the activities of all partners, providing good, clear public information about possible disruptions, and constantly learning to how to do things better.</p>
	The funding for this shouldn't come from funds of other highway works, particularly safety based schemes which have physical measures	The 20mph pilot schemes are funded by Department for Transport for the Birmingham Cycle Revolution Programme
	Make all the roads from Heeley through to Serpentine Road alternative one way roads	The 20mph area B2 scheme is limited to the implementation of 20mph speed limits. These issues have been forwarded to the Local District Engineer to investigate for any safety concerns.
	A traffic study needs to be carried out on Walsall Road, Perry Barr/Great Barr. New businesses have opened and more cars are doing U-turns on Rocky Lane. There have been several accidents at this location.	This is outside the proposed Area B2 20mph proposals. The issue has been forwarded to the District Engineer for further investigation.
	<p>The focus of this initiative is wrong. 30 mph is a safe speed. This will not encourage increased use of public transport or cycling, particularly as many people work far afield. There is no rail infrastructure in the Edgbaston South West.</p> <p>The focus needs to be on better quality driving and cycling.</p>	<p>Improvements to public transport are being carried out through Birmingham Connected.</p> <p>Birmingham Connected covers all transport planning activity and is built on the Birmingham Connected White Paper, our 20 year transport strategy.</p> <p>Our goal is to create a transport system for everyone; one that puts people first, and delivers better connections for citizens and businesses. We want to improve daily lives by making travel more accessible, more reliable, safer and healthier.</p> <p>Delivering this vision means investment in our transport infrastructure: our railways, roads and cycling and walking routes.</p> <p>This programme includes some big changes to Birmingham's transport system. There will be some</p>

## Appendix F

		unavoidable disruption, but we are committed to keeping Birmingham moving with minimum impact on everyday life while works are carried out. We will be delivering works in a carefully planned way, co-ordinating the activities of all partners, providing good, clear public information about possible disruptions, and constantly learning to how to do things better.
	Please improve public transport in the city - Birmingham is falling behind other major cities and don't criminalise the majority of sensible drivers. I think that the proposals for the main roads i mentioned may have a detrimental long term effect of people wanting to live/visit in South West Birmingham	
	At a time when the Council is hard up, these changes are a waste of time and money.	The 20mph pilot schemes are funded by Department for Transport for the Birmingham Cycle Revolution Programme and the budget cannot be used for any other purpose.
	Why have this consultation if the decision has already been made. I dispute the assertion that "Everyone in Birmingham" was asked about this in 2013. How was everyone asked??	<p>The proposals for 20mph in Area B2 are still preliminary options and the purpose of this consultation is the get the view of the local residents and public before proceeding to the Statutory Consultation. During the Statutory consultation people will have the opportunity to object to part or all of the proposals.</p> <p>Previous City-wide public and stakeholder consultation was undertaken on the 20mph policy in Autumn 2013. The overall results of the consultation were mixed, but with significant support in certain areas. All local Councillors were consulted – the majority who responded were supportive, and were particularly in favour of 20mph limits near to schools.</p> <p>Stakeholders were generally supportive. The outcome of this consultation was reported in the 20mph Policy Report to Cabinet in March 2014, and was used as one of the criteria for determining the extent of the initial 20mph schemes.</p> <p>Further public comments were received in April 2014 via Ward-based maps for the proposed pilot areas, posted on the City Council's website. The responses received at this stage were generally positive.</p>
	Knightlow Road should be made into a one way road.	The 20mph area B2 scheme is limited to the

		implementation of 20mph speed limits. This issue has been forwarded to the Local District Engineer to investigate for any safety concerns.
	The document 'Further Analysis of Road Safety Data' presents graphs on accidents statistics and compares them to other authorities but fails in several respects to make a coherent argument for reducing speed limits. There is no link drawn between accident statistics and previous measures, there is no analysis of the reason for the trends in accident statistics, such as changing modes of transport for travelling to school. There are no projections for impact of these measures on accidents, and there is no consideration of the negative effects, such as more dangerous overtaking, and there is no comparison with other measure to improve road safety such as measures at major junctions, where it appears from the maps of accident frequency a large proportion of accidents occur.	This is a political decision, proposed in 2012 by Lib Dem Councillors, but with cross-party support. 'Do you want fewer road traffic collisions? Then drive slower' Some analysis has been carried out on road traffic collisions, but the data is often inconclusive. Trends in Birmingham road traffic collisions have been coming down from 1999 – 2012, and rising since then. There are many factors which influence trends in road traffic collisions, including the economy, the weather, and funding available to spend on road safety. All schemes are assessed following implementation, to determine a first year rate of return. The scheme is accompanied by a Hearts and Minds campaign, which will stress the benefits of driving slower.
	I would like to see something done about cars cutting the dogpool/pershire junction. Current no turn signs on Dogpool/Pershire Road junction does nothing and most of the morning traffic on Kitchener and Cecil Road is cutting through and it makes the school run dangerous.	This issue has been forwarded to the Local District engineer to investigate further.
	Make provisions for dedicated cycle lanes and public transport so that you reduce the traffic and the resultant frustration of drivers and residents.	The overall BCR programme includes the provision for cycle lanes and other cycle facilities. There are also other projects in the BCC capital programme to improve public transport.
	The expense and frustration caused by this project far outweighs the minimal benefits. The figures for Nottingham quoted in the 'Mythbusters' document shows that average speeds were slowed by just 1½ mph. The other results quoted show similarly small benefits.	This is a large-scale, long term project. We shouldn't expect instant results. Reducing average speeds by 1½ mph is a positive result. If we do nothing, traffic collisions will continue at the same rate.
	The 20 mph scheme does not address the need to improve public transport provision and to get a reduction in car usage. If Birmingham is to improve air quality and reduce carbon dioxide emissions, car use must be reduced.	Improvements to public transport are being carried out through Birmingham Connected.  Birmingham Connected covers all transport planning activity and is built on the Birmingham Connected White Paper, our 20 year transport strategy.  Our goal is to create a transport system for everyone; one that puts people first, and delivers better connections for citizens and businesses. We want to improve daily lives by making travel more accessible, more reliable, safer and healthier.



		<p>Delivering this vision means investment in our transport infrastructure: our railways, roads and cycling and walking routes.</p> <p>This programme includes some big changes to Birmingham's transport system. There will be some unavoidable disruption, but we are committed to keeping Birmingham moving with minimum impact on everyday life while works are carried out. We will be delivering works in a carefully planned way, co-ordinating the activities of all partners, providing good, clear public information about possible disruptions, and constantly learning to how to do things better.</p>
	It isn't just speeds that are an issue but traffic volumes coming through residential streets.	As the speeds on residential roads will be lower, more traffic will be diverted to the main routes.
	There has been a Fatality on The Holloway B31 due to steep Gradients and High Speeds. There is no Traffic Calming/ Safety measures to make it safer.	This issue has been forwarded to the Local District engineer to investigate further.
	Please put a crossing in Heely Road and in Hazelwell Road next to the co-op for safety reasons	This issue has been forwarded to the Local District engineer to investigate further.
	There have been accidents and casualties on the Saint James and Wheelleys Road crossing on a regular basis.	This issue has been forwarded to the Local District engineer to investigate further.