

Consultation on 20mph in Central South Area – Birmingham Friends of the Earth response

Introduction

This is Birmingham Friends of the Earth's Response to the Birmingham Central South Area 20mph consultation. We hope it is useful, please do not hesitate to get in touch if you have any questions.

Roads that will be 20mph that should remain at 30mph

We do not believe there are any roads that have been designated 20mph that should remain at 30mph. The roads that have been designated as 20mph appear to be all residential roads or parts of main roads through local centres, and therefore should all be 20mph in scheme which is introducing area wide 20mph limits.

Roads that remain at 30mph that should be 20mph

We believe that there are some roads which are proposed to remain at 20mph. Some of these are:

- The very top of Edward Road which is remaining at 20mph
- Longmore Street
- Stratford Road
- Anderton Road
- Moseley/Alcester Road
- John Kemp Way
- Moor Green Lane/Shutlock Road/Reddings Road
- Dads Lane
- Avenue Road
- Addison Road
- Barn Lane
- Wheelers Lane
- Brook Lane

Some of these roads are main roads which run through local centres. While we acknowledge that main roads are only to be reduced to 20mph through local centres, there are a lot of local centres on Stratford and Moseley/Alcester Roads meaning a lot of changes to speeds on these routes. This risks making these roads more dangerous as drivers accelerate between the 20mph areas. Changing speeds and greater braking and acceleration will also worsen air quality in those areas.

With regards to the other roads which are to remain at 30mph, these all appear to be unclassified roads that we would regard as residential. If we are to have a general principle of area-wide 20 mph limits, then all the residential roads in a given area need to be 20mph for it to work. A patchwork of 20 and 30 mph limits and signs should be avoided, as it will be confusing and unenforceable. We are aware that some of these roads are remaining at 30mph due to concerns over buses being delayed. However, savings to journey time from speeding up will be very small over the short distances buses travel between stops. We would ask that bus operators show concrete evidence of their average speeds and the effect that 20mph would have on these.

More generally, savings to journey time from speeding up will be very small over the short distances of most urban car and bus journeys. More consistent implementation of 20mph will have minimal effect on journey times. Consistent implementation of 20mph will also mean vehicle engines will perform better if speed is constant, with less use of brake and accelerator, making a real contribution to noise, air quality and fuel efficiency.

A lot of the roads are near schools or places work near them. In addition to 20mph making it safer for children and employees around these locations, it will also help encourage people to choose to walk or cycle to school or work. Congestion will be relieved if people use these modes because they are assured of a 20mph limit for the whole of their journey.

In Summary

A few more roads need to be designated as 20mph for it to be a consistent area-wide 20mph scheme, with all the benefits that this brings in terms of safer and more liveable streets. We do not believe that bus operators' concerns are justified to keep unclassified roads at 30mph, and call for 20mph to be

implemented as consistently and widely as possible.