

children living in the most deprived areas are up to five times more likely to be killed as a pedestrian than children living in affluent areas.

Evidence from other schemes includes:

Portsmouth – 20mph limits have lowered casualties in road traffic collisions by a further 8% than may have otherwise occurred;

Warrington – a reduction in collisions of 25% in 20mph speed limit areas;

Nottingham – in the Sherwood area of Nottingham, which has had a full year of 20mph on residential roads, average speeds have decreased by 5.2%. Casualties in road traffic collisions have reduced from an average of 9.4 per year before implementation, to 8 (all slight) in the year following implementation.

20mph speed limits will not make people change their behaviour

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 net

20mph will increase business costs and make deliveries slower and more expensive

German evidence shows 12% less fuel use by vehicles where slower limits were implemented as driving became smoother (An illustrated guide to traffic calming by Dr Carmen Hass-Klau (1990)). All firms have a supply chain. Rising transport fuel costs affect all energy prices and profit margins. A 12% saving is significant and would help UK firms to compete, survive and thrive, boosting jobs. Also see comments above regarding impact of 20mph limits on journey times.

As part of the monitoring process we will be carrying out research into the views of businesses so that we can continue to address any concerns they might have. We also have plans to work with businesses on the publicity and education campaigns around 20mph areas, looking at both business operations and benefits to the workforce through promotion of walking and cycling, and improved road safety.

20mph limits are anti-car and are just another way of penalising motorists

20mph creates a safer environment for everyone, including motorists. It will not significantly increase journey times and, by easing traffic flow, may actually reduce some journey times.

We are not trying to stop people from driving, but are trying to balance the needs of drivers with the safety and environment of local residents.

This will be a change and it will take some conscious decision making as a driver to make a difference. The change can be compared to anti-drink driving campaigns and Clunk, Click, the seatbelt campaign: over time it has become unacceptable to drive while drunk and it is now second nature to put a seatbelt on to drive. It will take some time for 20mph to become second nature.

In reality we are rarely driving at a consistent speed, particularly in a city where we are constantly accelerating, decelerating and braking to respond to current traffic speeds, traffic lights or junctions.

Speed enforcement is carried out by the Police, in association with the local authorities. The revenue from any fines goes to central Government funds, and to fund speed awareness courses. None of the money from fines comes back to local authorities.

Pedestrians and cyclists need to be better educated

An ongoing programme of education and publicity around the benefits of lower vehicle speeds in residential areas will accompany the introduction of sign-only 20mph speed limits to start to change motorists' relationship with residential roads, alongside ongoing programmes of road safety education, cycle training and campaigns aimed at pedestrians and cyclists as well as car drivers. Pedestrian and road safety education in schools will continue to be delivered, as will cycle training through the Birmingham Cycle Revolution.

20mph speed limits won't be enforced

It is proposed that the 20mph limit would be enforced in the same way as the existing 30mph limits in the city. Signs and lines would be installed to make drivers aware of the 20mph limit. 20mph would be the legal limit on the roads affected and should persistent speeding at these locations become an issue, further measures would be considered in order to address this. The devices used by the Police can be used from speeds of 5 mph up to 200mph.

West Midlands Police are working in partnership with the Council to deliver this scheme – and this will include different levels of enforcement including Community Speedwatch and roadside education – supported by more targeted enforcement in problem locations.

There won't be any investment in road safety outside of the pilot area

In addition to the area proposed for the first phase, 20mph speed limits and zones will be considered in other areas of the city through other programmes of work, including local safety schemes and safer routes, subject to local consultations, in accordance with the overall 20mph strategy. Given the potential timescales for completing network coverage, it is proposed that where

funding is available this is provided to allow broader policy roll-out at key locations outside of the core zone of implementation such as local centres, schools, hospitals across the wider network. This could be prioritised on road traffic collision rates, similar to safer routes programmes.

There are a number of local centres where there are proposals to implement 20mph ahead of the city-wide roll-out.