# **Common Questions**: Proposed speed limit reduction to 30mph: Birmingham area-wide scheme (Speed Limit Order)

## Why are speed limits being reduced? Have there been lots of speed related collisions on these roads?

The selection of roads was not based on Road Traffic Collision data, the scheme objectives are to:

* Deliver a consistent speed limit across Birmingham’s road network.
* Support the core principles of the Birmingham Transport Plan by reducing the speed, volume and dominance of vehicular traffic.
* Deliver positive impacts on road safety and our joint aims to create conditions to encourage more journeys by sustainable modes like walking and cycling.
* Directly support delivery of both the refreshed Regional Road Safety 2023-2030 and the emerging Road Harm Reduction Strategy.

## Will the roads have 30mph signs to replace the existing 40mph signs?

On roads that have street lighting present there will be no additional signage as these roads are classified as a restricted road by virtue of having street lighting present. The speed limit on roads that have street lighting is deemed to be 30mph unless otherwise signed. For roads that have no street lighting these will require 30mph signage to replace the existing 40mph signage.

## What additional enforcement measures will be introduced on the 40 or so roads where the new 30mph limit is being proposed? What will happen to money from speeding fines?

West Midlands Police already undertake speed enforcement on many of these routes, prioritised on the basis of Road Traffic Collision data involving deaths and serious injuries. Enforcement will continue with any reduced speed limit. Where routes have Average Speed Enforcement (ASE) cameras installed, these devices will be calibrated to the lowered speed limit. Some of the locations proposed for speed limit reduction also feature on a list of prioritised routes for consideration in the next round of ASE expansion, for which the technical and business case work is about to commence. A parallel information campaign will be undertaken when the changes are made, to make people aware of the changes, the reasons for the changes and to promote driver behaviour change.

Currently Fixed Penalty Notice fines that are paid by motorists as a result of committing speeding offences go to HM Treasury’s Consolidated Fund, and so are not reinvested in enforcement activity locally.

## Will there be any physical measures to reduce speed or enforcement cameras?

It is not proposed to have physical speed reduction measures or new enforcement cameras as part of the current project. Any existing enforcement cameras will be recalibrated to operate at the new speed limit.

## How much is the scheme expected to cost?

The total approved scheme budget is £656,000.

## Where will this funding come from, given the council’s financial situation?

The scheme is funded from the Clean Air Zone’s (CAZ) surplus income. This funding is ringfenced for use on transport schemes only and cannot be used for other purposes.

## When will the new speed limits come into effect?

The start date will depend on any objections to the Speed Limit Order. The target date to begin the work on site is March 2025, with the new limits being enforceable soon after the signs have been removed or changed.

## What consideration was taken of the results from the previous consultation ([Proposed speed limit reduction to 30mph: Birmingham area-wide](https://www.birminghambeheard.org.uk/economy/30mph-proposal/))?

The results of the consultation were shared with the Cabinet Member for Environment and Transport together with a technical review of all of the listed roads. It was noted that over 55% of the responses did not support the scheme, however a significant percentage of those (approximately 25%) were not necessarily against the scheme proposals but were concerned with there being inadequate levels of enforcement.

## What happens if people object to the Speed Limit Order?

Any objection(s) to the Speed Limit Orders will be reviewed and considered. If an objection(s) is received and the objector does not remove the objection, then the Cabinet Member and Assistant Director are required to consider the objection(s) and make a decision on whether to allow the scheme to proceed.

**Why are there more roads listed in this consultation than the previous one? 25 roads were previously being considered**

There are some additional roads listed compared to the previous consultation. These are locations where existing speed limit orders are due to be consolidated or an order is to be formalised. For example, where a road is already signed as a 30mph speed limit but the speed limit order did not match the signed length.

## Has the council looked into the potential economic impact (eg extended delivery times) of reducing the speed limits on these roads to 30mph?

There has not been a detailed review of the economic impacts as a result of the proposed reduced speed limit. To illustrate the potential impacts to journey time a comparison was undertaken on the A45 Coventry Road/A45 New Coventry Road:

Journey time comparison:

The length of existing 40mph on the A45 Coventry Road/A45 New Coventry Road to the city boundary with Solihull is approximately 3.6 miles in length. Using the formula Time = Distance/Speed if you were to travel this route:

At a consistent 40mph the journey time would equate to: 3.6 miles/40 mph= 0.09 hour (5 mins and 24 seconds).

At a consistent 30mph the journey time would equate to: 3.6 miles/30 mph= 0.12 hour (7 mins and 12 seconds).

or in other terms for every mile travelled at a consistent speed of 30mph it takes a motorists 29 seconds longer in journey time compared to travelling at a consistent 40mph speed limit.

If you considered for traffic, junctions, traffic signals, pedestrian crossing point etc and therefore assumed that the current maximum speed being realistically driven in a 40mph speed limit is around 35mph, the increased journey time over one mile could be approximately 15 seconds.

The societal and economic cost of road deaths and serious injuries in the United Kingdom is around £43.5 billion per year. This includes the cost of medical care, lost output, and human costs. A reduction in speed decreases the likelihood of death or serious injury and therefore significantly reduces the social and economic costs.