

# EIA001109 Average Speed Enforcement

## About your EIA

Reference Number:	EIA001109
Subject of EIA:	Average Speed Enforcement
Description:	<p>Birmingham City Council (the Council) has statutory duties under the Road Traffic Act 1988 to promote road safety and to take appropriate measures to prevent collisions. Following a recent increase in speed related road traffic collisions across the city and increased calls for the Council to introduce further measures to reduce these incidents from Community Groups and Elected Members leading to the declaration of a Road Safety Emergency, it is proposed to bring forward proposals to introduce new locations where average speed enforcement takes place. The Average Speed Enforcement (ASE) project aims to reduce collision rates, improve traffic behaviour, address community key safety concerns and support wider transport and public health objectives. The delivery of the ASE Cameras at new sites supports the delivery of the Birmingham Transport Plan (2031), the Our Future City: 'Draft Central Birmingham Framework 2040' and Birmingham Development Plan (2031). The delivery of the Average Speed Enforcement (ASE) cameras also supports the new Road Harm Reduction Strategy (RHRS) and Action Plan for Birmingham, adopted by the Council in March 2025. The RHRS maintains the Vision Zero ambition. Vision Zero is a globally recognised approach to road safety management, based on the belief that no death or serious injury is acceptable on our roads. It aspires to eliminate all traffic fatalities and serious injuries. It also supports the Healthy Street Principles, "people feel safe", when traffic speeds are reduced. The strategy recognises the importance of working through the West Midlands Road Safety Partnership to co-ordinate the activities of key partners. In particular, public consultation on the draft strategy highlighted the need for greater and more visible enforcement action, much of which is within the gift of West Midlands Police. West Midlands Police will operate the ASE cameras and issue penalties etc. and Birmingham City Council will maintain the cameras. The new ASE scheme will be implemented through a phased approach, starting with the following 6 proposed locations in 2025: • A45 Coventry Road (Small Heath bypass) (Bordesley Circus to Heybarnes Circus) - extend existing ASE section. • A34 Walsall Road (Cliveden Avenue to Old Walsall Road) - new site. • A47 Heartlands Parkway/Fort Parkway (Saltley Viaduct to Chester Rd) - new site. • A34 Stratford Road Robin Hood Island to Shaftmoor Lane - new site. • B4114 Washwood Heath Road (Ward End Park to Bromford Lane) (may extend to Coleshill Road?) - new site. • B4121 West Boulevard - new site. Further sites will be assessed in 2026 subject to funding availability.</p>
In support of:	["Amended service"]
Reviewing Frequency:	Annually
First review date:	26/06/2026

## Directorate, Division & Service Area

Directorates:	["Place, Prosperity and Sustainability"]
Division:	Transport and Connectivity
Service Area:	Transport Planning and Network Strategy

## Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

## Officers

Responsible Officer Email:	eve.seremwe@birmingham.gov.uk; Clive.Thompson@birmingham.gov.uk
Accountable Officer Email:	mel.jones@birmingham.gov.uk

## Data Sources

Data sources:	["Consultation results", "Relevant research", "Relevant reports/strategies", "Quantitative data (please specify in the box below)"]
Data sources Details:	<ul style="list-style-type: none"> <li>• Average Speed Enforcement (ASE) Camera Project Progress Update and Initial Full Evaluation, Supplementary Briefing Note, Transport Economy &amp; Skills Overview &amp; Scrutiny Committee, Birmingham City Council, 14 December 2017. • BCC Average Speed Camera Expansion – Outline Business Case • BCC Average Speed Enforcement Expansion - Feasibility Report, June 2025 • Average speed enforcement (ASE) camera   Average speed enforcement (ASE) camera   Birmingham City Council</li> <li>• <a href="https://www.birmingham.gov.uk/info/50345/corridors_and_main_roads/364/average_speed_enforcement_ase_camera">https://www.birmingham.gov.uk/info/50345/corridors_and_main_roads/364/average_speed_enforcement_ase_camera</a> • Education - West Midlands Police Camera Enforcement Unit • <a href="https://wmsafetycameras.co.uk/education/">https://wmsafetycameras.co.uk/education/</a> • A9 Average Speed Cameras (ASC) • <a href="https://www.transport.gov.scot/media/1bah2qpj/a9-average-speed-cameras-and-hgv-50mph-pilot-monitoring-before-market-research.pdf">https://www.transport.gov.scot/media/1bah2qpj/a9-average-speed-cameras-and-hgv-50mph-pilot-monitoring-before-market-research.pdf</a> • Road Harm Reduction Strategy   Road Harm Reduction Strategy and Action Plan   Birmingham City Council</li> <li>• <a href="https://www.birmingham.gov.uk/info/50348/transport_plan_and_policies/3048/road_harm_reduction_strategy_and_action_plan">https://www.birmingham.gov.uk/info/50348/transport_plan_and_policies/3048/road_harm_reduction_strategy_and_action_plan</a> • Young Drivers: Why young drivers are at risk and what can be done about it, Brake.org. • <a href="https://www.brake.org.uk/get-involved/take-action/mybrake/knowledge-centre/young-drivers#:~:text=Common%20risky%20behaviour%20of%20young%20drivers&amp;text=The%20younger%20the%20driver%2C%20the, speeding%20than%20young%20female%20drivers.">https://www.brake.org.uk/get-involved/take-action/mybrake/knowledge-centre/young-drivers#:~:text=Common%20risky%20behaviour%20of%20young%20drivers&amp;text=The%20younger%20the%20driver%2C%20the, speeding%20than%20young%20female%20drivers.</a> • Reported road casualties in Great Britain: younger driver factsheet, 2023 • <a href="https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2023/reported-road-casualties-in-great-britain-younger-driver-factsheet-2023#:~:text=(England%20only).-,2.,19%2C349%2C%20a%20fall%20of%2038%25">https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2023/reported-road-casualties-in-great-britain-younger-driver-factsheet-2023#:~:text=(England%20only).-,2.,19%2C349%2C%20a%20fall%20of%2038%25</a> • ONS – 2021 Census (Office for National Statistics): • <a href="https://www.nomisweb.co.uk/">https://www.nomisweb.co.uk/</a> • Transport for West Midlands (TFWM) Data Insight: • <a href="https://data-insight-tfwm.hub.arcgis.com/">https://data-insight-tfwm.hub.arcgis.com/</a> • Why getting transport right matters to young people - Campaign for Better Transport: • <a href="https://bettertransport.org.uk/sites/default/files/research-files/Young_People_and_Buses_FINAL_forweb_0.pdf">https://bettertransport.org.uk/sites/default/files/research-files/Young_People_and_Buses_FINAL_forweb_0.pdf</a> • The future of Transport in an Ageing Society – Age UK: • <a href="https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/activecommunities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf">https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/activecommunities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf</a> • Transport for London – Violence Against Women and Girls Strategy: • <a href="https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf">https://www.london.gov.uk/sites/default/files/vawg_strategy_2018-21.pdf</a> • LGBT Britain – Hate Crime and Discrimination – Stonewall: • <a href="https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-">https://www.stonewall.org.uk/lgbt-britain-hate-crime-and-</a></li> </ul>

<p>discrimination • Health Matters: Air Pollution – Public Health England: • <a href="https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution">https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution</a> • Young People's Travel – What's changed and why? – UKGOV: • <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/young-peoples-travel-whats-changed.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673176/young-peoples-travel-whats-changed.pdf</a> • Accessing transport connectivity in London – TfL: • <a href="https://content.tfl.gov.uk/connectivity-assessment-guide.pdf">https://content.tfl.gov.uk/connectivity-assessment-guide.pdf</a> • Improving access to greenspace: A new review for 2020 – Public Health England: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf</a> • Widening the Reach of Road Safety – Emerging Practice in Road Safety in Disadvantaged Communities: Practitioners' Guide – Department for Transport. • Ethnicity and Road Safety • <a href="https://agilysis.co.uk/2022/05/16/ethnicity-roadsafety/">https://agilysis.co.uk/2022/05/16/ethnicity-roadsafety/</a> • Road traffic and injury risk in ethnic minority populations • <a href="https://agilysis.co.uk/2021/05/20/ethnicity-and-deprivation-pedestrian-casualties/">https://agilysis.co.uk/2021/05/20/ethnicity-and-deprivation-pedestrian-casualties/</a></p>
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## Initial Assessment

Impact Age:	Yes
Impact Disability:	Yes
Impact Sex:	Yes
Impact Gender Reassignment:	Yes
Impact Marriage and Civil Partnerships:	No
Impact Pregnancy and Maternity:	Yes
Impact Race:	Yes
Impact Religion or Beliefs:	No
Impact Sexual Orientation:	No
Impact Care Experience:	

## Initial Assessment Summary

Initial Assessment Summary:	<p>Average Speed Enforcement cameras are designed to improve road safety for all road users, by encouraging drivers to maintain appropriate speeds and comply with speed limits. The results from the initial ASE pilot project in Birmingham showed that the installation of ASE cameras has improved road safety at all sites where ASE was implemented, by reducing vehicles' speed. A large reduction, over 13%, of vehicles' 85th%ile speed was noticed at all sites, apart from B425 Lode Lane at Solihull, which was already a compliant site. The initial assessment therefore shows that this new ASE scheme is also expected to have a positive impact on all protected characteristics, except for marriage and civil partnerships, religion, sexual orientation and care experience, which are expected to have neutral or no impact.</p>
Is a full EIA Required?:	Yes

## Protected Characteristic – Age

Impact Age:	Yes
Age Group Impacted:	["0-9 years", "10-19 years", "20-29 years", "30-39 years", "40-49 years", "50-59 years", "60-69 years", "70-79 years", "80-89 years", "90 years or over"]
Age Impact Details:	<p>The need for the proposal has been driven by an increase in speed related road traffic collisions across the city, concerns about anti-social and dangerous driver behaviour, and due to the number of casualties amongst vulnerable road users. Of the 1,144,919 people living in Birmingham (according to the ONS - 2021 Census): • 28.5% (325,787) are children and young persons; and, • 13.2% (150,486) are pensioners (older persons and the elderly). Birmingham has a greater number of residents under the age of 19, compared with the rest of England &amp; Wales (22.7% - ONS Census 2021). Younger people typically make a higher than average proportion of journeys on foot. Supporting this, a study commissioned by the DfT (2018), 'Young People's Travel – What's changed and why?', suggests that only 29% of those aged 17-20 have a driving licence, falling by 20% since 2000. Through the expected improvements to road safety, children and young people should be encouraged to travel actively in their local neighbourhood from a younger age which will subsequently help develop confidence and other skills, increasing the chance of continuing these behaviours into adulthood, without the need to start driving. By implementing average speed enforcement, it encourages more drivers to travel at about the same speed which has shown to reduce the likelihood of collisions. It is not only expected that the number of collisions will be reduced but also the severity of injuries resulting from them, as shown by the ASE pilot project in Birmingham. Children in deprived areas are typically exposed to more dangerous environments. Children here are likely to make more journeys on foot because their parents are less likely to have a car. In addition, they are more likely to play on the street unsupervised because they are less likely to have access to gardens or other safe play areas. Through assessing the quality of our streets against the 'Healthy Streets Principles', it is the aim to create not only less dangerous environments in local neighbourhoods across the city, but actively encourage the safe use of public spaces by children. With a number of nurseries / schools / colleges within local neighbourhoods across Birmingham, it is also expected that younger people travelling to these on a daily basis will benefit significantly from the reduced speeds. According to a recent study conducted by the University of Nottingham, approximately 8% of road traffic collisions involving those within deprived communities result in the fatality of a passenger aged 60 years or over. Therefore, it is expected that the ASE scheme will not only significantly benefit younger and older people but also those from intersecting with poorer socio-economic demographics. In previously related consultations, Better Streets for Birmingham expressed that they are strongly in favour of lower speeds on our city's streets and ultimately this save lives. The Average Speed Enforcement scheme also supports the clean air agenda, following on from the implementation of the Clean Air Zone, as it has been proven that driving at lower constant speeds emits less emissions. Air pollution affects everyone, but certain age groups are more likely to be adversely affected by poor air quality (e.g. the very old or the very young). Throughout childhood, there is a natural development of lung functioning which is vitally important. Similarly, lung function in adulthood slowly declines with age, and there is emerging evidence that air pollution and living near a busy road accelerates this decline for both adults and older people. The project's core aim of transparent and automated speed enforcement will improve road user safety perception and build public trust. Consistent enforcement will act as a long-term deterrent to dangerous driving. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the Age protected characteristic.</p>
Age Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Disability

Impact Disability:	Yes
Disability Impact Details:	<p>The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). More and more people are living with impairments or with or beyond</p>

	<p>serious illness. Whilst the ASE cameras are expected to deter dangerous driving where possible, drivers with disabilities who may have no option but to use a car due to physical mobility constraints should become safer. There will be no changes to blue badge parking as part of this scheme. In addition, it is expected that disabled pedestrians will have longer to cross the road due to the slower speed that drivers should be travelling at. Driver behaviour is also expected to become more predictable which may significantly benefit those with mental disabilities such as autism. Sudden and drastic behaviour of drivers (e.g. fast / loud acceleration) can be distressing and disorientating – therefore removing this, the environment becomes safer and more attractive for them. Poor air quality is also proven to adversely impact people with disabilities, particularly those with respiratory problems. As mentioned previously, the ASE scheme should improve air quality and therefore, it is likely to have a positive impact on those with long-term health issues. This proposal does not impact adversely on disability groups. Any change in traffic movement is equal to all road users. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the Disability protected characteristic.</p>
Disability Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Sex

Impact Sex:	Yes
Sex Groups Impacted:	["Male", "Female", "Non-binary"]
Sex Impact Details:	<p>In Birmingham, there are 51.1% females (584,496) and 48.9% males (560,423). It is expected that the perceived and actual levels of safety experienced by both males and females will be improved as a result of the delivery of the Average Speed Enforcement scheme. Pedestrian environments within local neighbourhoods that align with Healthy Streets standards should lead to greater street confidence, a greater ability to exercise and travel safely and increased natural surveillance. According to national statistics, young male car drivers particularly those aged 17 to 24 are 4 times as likely to be killed or seriously injured compared with all car drivers aged 25 or over. This heightened risk is often attributed to a combination of factors, including less driving experience, a tendency towards risk-taking behaviour, and potential physiological differences in brain development. The implementation of the ASE scheme is expected to reduce collision rates for all drivers, particularly the vulnerable young male drivers, who are more likely to be involved in RTCs. The Personal and Road Safety (PARS) Tracking Study undertaken by TfWM in 2022, identified that residents tended to agree that people drive too quickly and favoured stricter enforcement of speed limits in their local areas. It is also recognised that speed reduction may indirectly increase footfall within the local area which is expected to deliver increased natural surveillance, creating a safer environment for all residents and visitors. This change is likely to significantly benefit the levels of accessibility experienced by women and girls due to improved, safer access to key services and facilities at all times of the day and night. In a study by TfWM (2022), whilst 87% of women noted that they feel safe walking during peak times, only 70% felt the same during off-peak times. A study undertaken by Sustrans entitled Birmingham Bike Life 2017 identified that women in Birmingham are less represented than men in cycling and perceived unsafety adversely affects them, attributable in part to women generally having a more risk averse attitude to mixing with traffic. Therefore, although cyclists may still have to mix with traffic, the level of perceived unsafety should be reduced due to an expected decrease in dangerous driving habits. This proposal does not impact adversely on any sex category. Any change in traffic movement is equal to all road users. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the Sex protected characteristic.</p>
Sex Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	Yes
Gender Reassignment Impact Details:	According to the ONS 2021 Census, from the 1,144,919 population in Birmingham, 0.1% (1,327) identified as being trans-woman, and 0.2% (1,405) identified as being trans-man. Whereas on a national scale, from England's population of 56,490,048, 0.1% (45,684) identified as being trans-woman, and 0.1% (46,513) identified as being trans-man. This proposal is expected to indirectly increase footfall across the city which would deliver increased natural surveillance, improving perceptions of, and actual personal safety at all times of the day and creating a safer environment for all residents and visitors. This change could be beneficial to those undergoing gender reassignment who can be at higher risk of discrimination, hate crime and personal safety issues. This proposal does not impact adversely on people undergoing gender reassignment. Any change in traffic movement is equal to all road users. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the Gender Reassignment protected characteristic.
Gender Reassignment Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	No
Marriage and Civil Partnership Groups Impacted:	
Marriage and Civil Partnership Impact Details:	Only 40% of Birmingham's resident population are married or in a civil partnership, which partly reflects the relative youth of the city's population. This proposal does not impact adversely on whether people are married or in a civil partnership. Any change in traffic movement is equal to all road users. It is considered that the Average Speed Enforcement scheme will result in No Impact upon the Marriage and Civil Partnership protected characteristic.
Marriage and Civil Partnership Impact Mitigation:	

## Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	Yes
Pregnancy and Maternity Impact Details:	Approximately 14,000 babies are born in Birmingham each year. As such, Birmingham has a large resident population of persons with this protected characteristic. The Average Speed Enforcement scheme will reduce road speeds, which in turn will result in less air pollution. Research shows that pregnancy and early childhood are critical times for the formation and maturation of bodily systems. Factors that can adversely affect human development include air pollution and can have both immediate and long-lasting effects such as low birth weight and premature birth. The positive implications for air quality will further reduce local air pollution and the effects it has on pregnant women and their new-

	born children. This proposal does not impact adversely on women who are pregnant. Any change in traffic movement is equal to all road users. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the Pregnancy and Maternity protected characteristic. Yes
Pregnancy and Maternity Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	Yes
Ethnicity and Race Groups Impacted:	
Ethnicity and Race Impact Details:	Birmingham is a multi-ethnic city with 48.6% of Birmingham's population identifying as White, 31.0% as Asian, 11.0% as Black, 4.8% as Mixed or Multiple Ethnic Groups and 4.5% as other ethnicities. The ASE scheme will indirectly help provide an enhanced environment for all road users, regardless of race. In addition, creating roads where driver behaviour will become more predictable is expected to improve the perception of safety for all. It is expected that benefits will be significant for ethnic minorities falling under levels of deprivation. A study by 'Agilysis' out of 100,000 annual pedestrian casualties in the UK, 62% were deprived and an ethnic minority whilst 20% were white and not deprived. This means that ethnic minority pedestrians from deprived communities are over three times more likely to be injured on Britain's roads than White non-deprived pedestrians. It is considered that the Average Speed Enforcement scheme will result in a Net Positive Impact upon the ethnicity and race protected characteristic.
Ethnicity and Race Impact Mitigation:	N/A – No negative impact. The impacts described above are potential positive impacts.

## Protected Characteristic – Religion

Impact Religion:	No
Religion Groups Impacted:	
Religion Impact Details:	In Birmingham, 34.0% of residents identify as Christian, 29.9% as Muslim, 24.1% have no religion, 2.9% are Sikh, 1.9% are Hindu, 0.4% are Buddhist, 0.1% are Jewish and the remaining 6.7% are other religions. The city is known for its ethnic diversity. Some of the largest religious institutions in the West Midlands are located in Birmingham (e.g. Birmingham Central Mosque). Access to them will become safer due to improved road safety and potentially quicker. It is also recognised that different religious institutions may generate different traffic patterns depending on the religion or belief. Importantly, delivery of the Average Speed Enforcement is not expected to adversely impact upon people part of religions / beliefs who may have different (e.g. more regular prayer times) traffic patterns to others. It is considered that the Average Speed Enforcement scheme will result in a Net Neutral Impact upon the Religion or Belief protected characteristic.

Religion Impact Mitigation:	
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## Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	No
Sexual Orientation Groups Impacted:	
Sexual Orientation Impact Details:	<p>Public Health England (PHE) estimates that between 2% and 5% of the national population identify with a non-heterosexual sexual orientation. GP survey data also shows that young adults are more likely to identify with non-heterosexual identities than older age groups. Although there has been NHS guidance on collecting data on sexual orientation there is very little Birmingham data on the health of this group. Based on the various available reports, the LGBTQIA+ population of Birmingham is estimated to be approximately 45,000 adults. This does not however include practising homosexual men who continue to see themselves as heterosexual whilst having sexual contact with other men. Members of the LGBTQIA+ community are disproportionately more likely to be subject to personal security issues, discrimination and hate crime. The Average Speed Enforcement scheme may indirectly increase footfall and natural surveillance within local neighbourhoods across the city, as well as improving access by public transport and active travel. On the other hand, it is anticipated that roads will become safer and more efficient to be driven on by those who may not feel comfortable travelling outside in the public realm. It is considered that the Average Speed Enforcement scheme will result in a Net Neutral Impact upon the Sexual Orientation protected characteristic.</p>
Sexual Orientation Impact Mitigation:	

## Protected Characteristic – Care Experience

Impact Care Experience:	No
Care Experience Impact Details:	<p>The Average Speed Enforcement scheme will have no impact on whether one is a care experienced person or care leaver. Everyone will benefit from lower vehicle speeds and safer roads. It is considered that the Average Speed Enforcement scheme will result in No Impact upon the Care Experience protected characteristic.</p>
Care Experience Impact Mitigation:	

## Other

Any other risks or impacts:	N/A
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# Full Assessment Summary

<p>Full Assessment Summary:</p>	<p>The results from the ASE pilot project at 8 locations in Birmingham and Solihull showed that the installation of ASE cameras has improved road safety at all sites where ASE was implemented, by reducing vehicle speeds, reducing Road Traffic Collisions (RTCs) and reduced the severity of RTCs. It is therefore expected that similar results or even better, will be achieved in the new ASE proposed locations. The scheme is therefore expected to have positive impacts on all protected characteristics, except for marriage and civil partnerships, religion, sexual orientation and care experience, which will have neutral or no impact. Before and After monitoring will take place of speed and volume of traffic, Road Traffic Collisions and Air Quality Assessments at the new proposed ASE sites, in order to analyse the impact of the scheme in these locations and surrounding areas. Supporting measures will also be placed where necessary to improve driver behaviours in the first place whilst ensuring that the driver is encouraged to comply with any TROs that are introduced. If the scheme is successful, it is likely that more sites will be added to the network.</p>
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## Monitoring

<p>Monitoring Details:</p>	<p>Monitoring of the number and severity of Road Traffic Collisions (RTCs) together with the speed and volume of traffic will ensure that the impact of the scheme is monitored for any adverse impacts and monitor the mitigation measures. SPEED AND VOLUME OF TRAFFIC 'Before' and 'after' speed surveys will be undertaken on a selected sample of roads, that represent different road types and environments, such as a single carriageway with residential frontage, a single carriageway with no residential frontage, rural location, dual carriageway. This data will provide evidence to measure the effectiveness of the scheme proposals in terms of change to the speed of vehicles and volume of traffic on the roads. ROAD TRAFFIC COLLISIONS (RTCS) RTC data over a three-year period will be reviewed for the year-by-year RTC numbers and their severity. Post scheme implementation will compare the data over a similar period to capture any impacts that the scheme has delivered in the changes to RTCs along a sample selection of the roads. AIR QUALITY IMPACT ASSESSMENT Following an air quality screening pro-forma assessment that was carried out by BCC, this concluded that the scheme requires a proportionate Air Quality Impact Assessment in line with DMRB guidance and BCC guidance. The Air Quality Impact Assessment will include: mapping the Potential Impacts, identifying the likely effects of the interventions on driving characteristics, identifying the likely effects of the interventions on emissions and concentrations. The output will be a report that summarises the relevant air quality policy and an assessment of the proposals against that policy. The Air Quality Impact Assessment will be a one-off exercise.</p>
<p>Monitoring Officer Email:</p>	<p>Clive.Thompson@birmingham.gov.uk</p>

