

BIRMINGHAM PLAN 2031

Statement on Matter I by West Midlands CPRE

: & (BD 37-45)

- 8) Should policy TP41 include specific proposals to limit the size of goods delivery vehicles in some areas?
- 7. WM CPRE supports control of the size and permitted times of goods delivery vehicles where it impacts on the amenity of residents.
- 8. WM CPRE also has concerns about Para 9.38 in relation to Policy TP41. The canal network is one of the most important environmental and tourism assets of the West Midlands conurbation (as well as the wider region) and while we agree there may be some small scale freight opportunities on canals, these will never be as important as their tourism role.
- 9. Any policy in relation to freight on canals should acknowledge their primary role as leisure and environmental assets and should limit freight activity to a level and type consistent with that role.
- 10) Is policy TP43 justified in seeking to introduce 20mph speed limits across the network?
- 10. WM CPRE strongly supports this policy. We have campaigned for lower speed limits in villages and residential areas and supported campaigns, such as 20s Plenty. The evidence from the introduction of such speed limits elsewhere appears positive. 20 mph roads remain very safe, with accidents remaining at very low levels, despite the rapid increase in the number of such roads.
- 13) Are these policies effectively drafted to achieve their intended purpose and do they provide a clear indication of how a decision-maker should react to a development proposal?
- 11. No. The Metro policy should include reference Metro to links to the Black Country and the use of canals for freight should be secondary to their environmental and tourism role.