

# Executive Decision Report

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## **PROPOSED 20MPH ZONE THURNBY LODGE SCHOOL AREA**

Decision taken by: City Mayor  
Decision taken on: 18 November 2019  
Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Thurncourt
- Report author: Steve Warrington
- Author contact details: 0116 454 2867 / [steve.warrington@leicester.gov.uk](mailto:steve.warrington@leicester.gov.uk)
- Report version number: 1 (7<sup>th</sup> October 2019)

### 1 Summary

- 1.1 The purpose of this report is to seek the City Mayor's approval to implement a 20mph zone in the area around Thurnby Lodge School.

### 2 Recommendations

- 2.1 The City Mayor is recommended to approve implementation of the proposed 20mph Zone around Thurnby Lodge School.
- 2.2 The City Mayor is recommended to approve advertisement of the 20mph Speed Limit Order required to implement the scheme.

### 3 Supporting information including options considered:

#### 3.1 Background

- 3.1.1 The area around Thurnby Lodge School forms part of the current programme of 20mph zones and is part of the Council's strategy to reduce accidents and encourage cycling and walking.

#### 3.2 Scheme Proposal

- 3.2.1 Appendix A shows the extent of the proposed 20mph zone. Appendix B shows the proposals to install traffic calming in the area which were consulted upon. Appendix F shows the revised traffic calming proposals following public consultation.

#### 3.3 Consultations

- 3.3.1 Appendix C details the outcome of the Stage 1 consultation process with Ward Councillors, the emergency services, the Freight Transport Association and the Road Haulage Association. The Stage 1 process also includes consultation with affected internal stakeholders such as Waste Management and the Cycling Officer. From this internal consultation, there was support for the proposals.
- 3.3.2 Appendix D details the outcome of the Stage 2 consultation with affected residents, whilst Appendix E illustrates the responses to Stage 2 consultation street-by-street in tabular form. The majority of responses across the proposed 20mph zone area are in favour of the proposed scheme.

### **3.4 Project Funding**

- 3.4.1 The scheme is estimated to cost £64,000 and will be funded from the Transport Improvement Works Programme 2019/2020.

### **3.5 Proposed Project Programme**

Approval from City Mayor – November 2019.  
Implementing Speed Limit Order – December 2019 – March 2020  
Detailed Design – December 2019 – February 2020  
Scheme Installation – March 2020  
Scheme Completion – March 2020 (subject to traffic order approval).

## **4 Details of Scrutiny**

- 4.1 The former Transport and Climate Change Scrutiny Commission considered the effectiveness and value for money of 20mph schemes in Leicester. Scrutiny reported their findings in February 2012 and expressed support for the introduction of 20mph zones across the city and concluded that schools should be prioritised alongside accident cluster sites when implementing 20mph speed zones.

Ward Members have been engaged in developing the current 20mph programme.

## **5 Financial, legal and other implications**

### **5.1 Financial implications**

- 5.1.1 The scheme is estimated to cost £64,000 and will be funded from the Transport Improvement Works Programme 2019/2020.

*Paresh Radia, Finance*

### **5.2 Legal implications**

- 5.2.1 The council as highways authority has powers to implement speed limit orders on the roads. The procedure and the statutory consultation requirements to be followed by the council in making such an order are contained in regulations. Officers may seek advice on this procedure if required.

Sections 90A – 90FA of the Highways Act 1980 gives the Council the power to install road humps in the City. The consultation requirements set out under section 90C of the Highways Act 1980 will need to be followed before the speed cushions are constructed.

*John McIvor, Principal Lawyer, Legal Services*

### 5.3 Climate Change and Carbon Reduction implications

- 5.3.1 Any positive effects from the 20mph schemes to address congestion will result in lower emissions and improved air quality.
- 5.3.2 Furthermore, the City Cycle Action Plan sets out 20mph zones as a strategic priority to meet its target of doubling every day cycling numbers by 2024. If 20mph zones and traffic calming in the city are successful in reducing congestion and improving road safety, this may have a positive impact on people's travel choices, leading to substantial numbers of current car trips changing to cycling and walking trips.

*Aidan Davis, Sustainability Officer, Ext 37 2284*

### 5.4 Equality Impact Assessment

- 5.4.1 An Equality Impact Assessment has been carried out. The assessment considered the impact of the scheme to be neutral for the majority of groups, but highlighted a positive impact for disabled and older people and children as these are particularly vulnerable to road traffic accidents.

### 5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

- 5.5.1 No other implications

## **6 Background information and other papers:**

- Are our 20mph speed limits effective and do we need more of them? – A Report of the Transport and Climate Change Commission February 2012.
- Leicester's Local Transport Plan 2011 to 2025
- City Mayor and Executive – Public Briefing 14<sup>th</sup> May 2012.
- City Mayor and Executive – Public Briefing 12<sup>th</sup> June 2012.

## **7 Summary of appendices:**

- Appendix A – Thurnby Lodge School Area – Proposed 20mph Zone
- Appendix B – Thurnby Lodge School Area - Proposed Traffic Calming.
- Appendix C – Thurnby Lodge School Area - Stage 1 Consultations.
- Appendix D – Thurnby Lodge School Area - Stage 2 Consultations.
- Appendix E – Thurnby Lodge School Area - Stage 2 Consultations – Street by Street.
- Appendix F – Thurnby Lodge School Area – Proposed Traffic Calming (Revised).

**8** Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?  
No

**9** Is this a “key decision”?  
No

**10** If a key decision please explain reason  
N/A