

Executive Decision Report

PROPOSED 20MPH ZONE GLEBELANDS

Decision to be taken by: City Mayor
Decision to be taken on: 13 December 2021
Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Beaumont Leys
- Report author: Steve Warrington
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- Report version number: 1 (29th November 2021)

1 Summary

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

2 Recommendations

- 2.1 The City Mayor is recommended to approve implementation of the proposed 20mph Zone in Glebelands.
- 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 Glebelands area 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. No additional traffic calming measures are currently proposed.

3.3 Consultations

- 3.3.1 Stage 1 consultations have been carried out with Ward Councillors, the emergency services, and other Statutory consultees. Ward Councillors have not objected to the proposals. The results of this consultation are shown on Appendix B. The Stage 1 process also includes consultation with affected internal stakeholders such as Waste Management and the Cycling Officer. No objections were received.
- 3.3.2 Appendix C details the outcome of the Stage 2 consultation with affected residents, whilst Appendix D 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 total estimated cost of the proposed scheme is £6,000 and is to be funded from the Transport Improvement Works budget in the Council's approved capital programme.

3.5 Proposed Project Programme

Approval from City Mayor – December 2021.

Implementing Speed Limit Order – December 2021 – February 2022

Detailed Design – January 2022

Scheme Installation – February 2022

Scheme Completion – February 2022 (subject to traffic order approval).

4 Details of Scrutiny

- 4.1 The 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 total estimated cost of the proposed scheme is £6,000 and is to be funded from the Transport Improvement Works budget in the Council's approved capital programme..

Ben Matthews, Senior Capital Accountant

5.2 Legal implications

- 5.2.1 The council as highways authority has powers to implement speed limit orders on the roads, in accordance with the provisions of the Road Traffic Regulation Act 1984 and associated regulations. The procedure and the statutory consultation requirements to be followed by the council in making such an order are contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Officers may seek advice on this procedure if required.

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 14th May 2012.

7 Summary of appendices:

- Appendix A – Glebelands – Proposed 20mph Zone
- Appendix B – Glebelands – Stage 1 Consultations
- Appendix C – Glebelands - Stage 2 Consultations.
- Appendix D – Glebelands - Stage 2 Consultations – Street by Street.

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