

Executive Decision Report

YORKSHIRE ROAD AREA PROPOSED 20MPH SPEED LIMIT

Decision to be taken by: Deputy City Mayor Environment
and Transportation

Decision to be taken on: 10 May 2022

Lead director: Andrew L Smith



City Mayor

Useful information

- Wards affected: Belgrave; Rushey Mead
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- Report version number: v1

1 Summary

- 1.1 The purpose of this report is to seek the Deputy City Mayor Environment's and Transportation approval to implement a 20mph speed limit in the Yorkshire Road Area.

2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to:
- a. approve implementation of the proposed 20mph speed limit in the Yorkshire Road Area
 - b. approve advertisement of the 20mph Speed Limit Order required to implement the scheme.

3 Supporting information:

3.1 Background

The Yorkshire Road Area is included in the current programme of 20mph Zones for Leicester and is part of the Council's strategy to reduce accidents and encourage cycling and walking.

3.2 Scheme Proposal

Appendix A shows the proposed 20mph speed limit area. There are no proposals to install any further traffic calming features. Speed surveys in the area showed average speeds are already suitable for a 20mph speed limit. The recorded average speeds for roads in the area were as follows: -

Yorkshire Road 20.6mph
Sutton Avenue 21.5mph
Canon Street 20.1mph
Shetland Road 19.4mph
Purley Road 19mph
Watson Road 18.2mph

3.3 Consultations

- 3.3.1 Stage 1 consultations have been carried out with Belgrave and Rushey Mead Ward Councillors, Emergency Services, Freight Transport and Road Haulage Associations. Stage 1 consultations also included various internal stakeholders. There was general support for the scheme. Appendix B provides more detail about the Stage 1 consultation results.
- 3.3.2 The signs only design has been reviewed in respect of Leicester Street Design Guide (first edition) and the wider highway programme. The Yorkshire Road 20mph scheme area was also proposed as part as part of the wider Belgrave Safer Streets, Healthy Neighbourhoods Scheme. However, it was decided not to progress with that scheme at the current time.
- 3.3.3 Stage 2 consultations have been carried out with frontage properties. Of the 924 properties consulted 184 (20%) responded, of which 167 (87%) are in favour of the proposed 20mph speed limit. This included 17 replies via e consultation. Appendix C provides more detail about the Stage 2 consultation results whilst Appendix D provides a street-by-street breakdown of responses.

3.4 Proposed Project Programme

Approval from City Mayor:	February 2022
Traffic Regulation Order process:	March / April 2022
Scheme Completion:	April/ May 2022 (subject to Traffic Order approval)

4 Details of Scrutiny

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

The total estimated cost of the proposed scheme is £10,000 and will be funded from the Transport Improvement Works budget in the Council's Capital Programme.

Marc Clawson, Capital Accountant, Finance

5.2 Legal implications

The council as the highway 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

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.
- City Mayor and Executive – Public Briefing 12th June 2012.

7 Summary of appendices:

Appendix A – Proposed 20mph speed limit – Yorkshire Road Area

Appendix B – Yorkshire Road Area – Stage 1 Consultation results

Appendix C – Yorkshire Road Area – Stage 2 Consultation results

Appendix D – Yorkshire Road Area – Stage 2 Consultation 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