

Executive Decision Report

PROPOSED 20MPH ZONE AINSDALE ROAD AREA

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

Decision to be taken on: 16 May 2022

Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Western
- Report author: Lorraine Abbott
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- Report version number: 2 (1st March 2022)

1 Summary

- 1.1 The purpose of this report is to seek the approval of the Deputy City Mayor Environment and Transportation to implement a 20mph zone in the Ainsdale Road area.

2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to approve implementation of the proposed 20mph Zone in the Ainsdale Road Area.
- 2.2 The Deputy City Mayor Environment and Transportation is recommended to approve the advertisement of the 20mph Speed Limit Order and traffic calming features required to implement the scheme.

3 Supporting information including options considered:

3.1 Background

- 3.1.1 The Ainsdale Road 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. Appendix B shows the proposals to install traffic calming in the area.

Traffic surveys were carried out in the area in March 2021. The surveys showed that the average speeds were already below the threshold for a 20mph speed limit.

A signs only 20mph speed limit could be installed in the area without any traffic calming features, however a proposal has been drawn up based upon advice for Street Design Principles contained with the Leicester Street Design Guide and is shown as Appendix B.

The proposal is to install a full width road hump with a tactile paving crossing point on Kingswood Avenue, close to the junction with Hinckley Road. The road hump would act as an entrance feature to the 20mph zone and improve road safety for pedestrians as a raised entry treatment. The junction is opposite

Dovelands Primary School and is close to the Pelican crossing on Hinckley Road and an outbound bus stop. Kingswood Avenue is a popular road to drop off/collect pupils for the school, and so is busy at school times. The road hump would be wide enough to accommodate a potential off road cycle track for any future schemes at the request of the cycling officer.

There have been two personal injury accidents in the area the past five years. One involved a car turning right into Kingswood Avenue from Hinckley Road hitting an inbound adult footway cyclist. A road hump would help to contain traffic speed from traffic turning into Kingswood Avenue from Hinckley Road. The second accident involved an adult pedestrian crossing Kingswood Avenue (exact location unknown) with a hit and run driver.

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 C. 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 D details the outcome of the Stage 2 consultation with affected residents, whilst Appendix E shows the responses to Stage 2 consultation street-by-street. 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 £25,000 and is funded from the Transport Improvement Works budget in the Council's capital programme.

3.5 Proposed Project Programme

Approval from City Mayor – March 2022.

Implementing Speed Limit Order – Summer /Autumn 2022

Detailed Design – April 2022 – August 2022

Scheme Installation – Summer /Autumn 2022

Scheme Completion – Summer /Autumn 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 £25,000 and is funded from the Transport Improvement Works budget in the Council's capital programme.

Marc Clawson, 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.

Sections 90A – 90FA of the Highways Act 1980 (as amended) gives the Council the power to install road humps in the City, subject to compliance with Section 90 of the Act. The provision of installation is subject to consultations requirements set out under section 90C of the Highways Act 1980 and will need to be followed before the speed cushions are constructed.

Bina Tailor, Legal Officer, 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 – Ainsdale Road Area – Proposed 20mph Zone
- Appendix B – Ainsdale Road Area - Proposed Traffic Calming.
- Appendix C – Ainsdale Road Area - Stage 1 Consultations.
- Appendix D – Ainsdale Road Area - Stage 2 Consultations.
- Appendix E – Ainsdale Road Area - 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