

# Executive Decision Report

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## **MELTON ROAD PROPOSED 30MPH SPEED LIMIT**

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

Decision to be taken on: 18 May 2022

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Rushey Mead
- Report author: Steve Warrington
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- Report version number: 5 (14<sup>th</sup> April 2022)

### 1 Summary

- 1.1 The purpose of this report is to seek the Deputy City Mayor Environment and Transportation's approval to reduce the existing speed limit from 40mph to 30mph on part of Melton Road.

### 2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to approve
- a) -a reduction in the existing speed limit from 40mph to 30mph on part of Melton Road.
  - b) advertisement of the Speed Limit Order required to implement the scheme

### 3 Supporting information including options considered:

#### 3.1 Background and Proposals

- 3.1.1 As part of the Transforming Cities Fund, Leicester City Council is proposing to introduce a new outbound bus lane between Sandringham Avenue and Troon Way on Melton Road. It is also proposing to extend the existing outbound bus lane to cover the length between Troon Way and Glencoe Avenue. The bus lanes would be enforced by camera. In order to aid management of the bus lane and improve road safety, the scheme includes proposals to extend the existing 30mph speed limit from its current location to the north west of Lanesborough Road outbound to a point around 60m north west of Oakland Avenue and inbound to a point 160m north west of Hardy's Avenue.

- 3.1.2 Drawing No. HD/N116464C/L(0)/30mph (Appendix A) illustrates the proposals

#### 3.2 Consultations

- 3.2.1 Appendix B details the outcome of the Stage 1 consultations carried out with Ward Councillors and the emergency services. There have been no objections to the proposals.
- 3.2.2 Stage 1 consultations also included interested parties within Leicester City Council who were supportive.

3.2.3 As the scheme is a reduction to the existing 40mph speed limit to 30mph, it is not proposed to undertake a public consultation with residents.

### **3.3 Project Funding**

3.3.1 The proposal will necessitate statutory advertisement of notices and amendments to existing traffic signs. It is estimated the work will cost £3,200 and will be funded from the Connecting Leicester Transforming Cities Fund budget in the Council's capital programme.

### **3.4 Proposed Project Programme**

Assuming no statutory objections to the proposals, it is anticipated that the Order will come into force on Sunday 23<sup>rd</sup> October 2022.

## **4 Details of Scrutiny**

4.1 None.

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

### **5.1 Financial implications**

5.1.1 The total estimated cost of the proposed scheme is £3,200 and will be funded from the Connecting Leicester Transforming Cities Fund budget in the Council's capital programme.

*Marc Clawson, Capital Accountant*

### **5.2 Legal implications**

5.2.1 The council has the power to implement Speed Limit Orders on roads within the city. The procedure to be used by the Council in making such orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. 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. Officer may seek advice on this procedure if required.

*Bina Tailor, Legal Officer, Legal Services*

### **5.3 Climate Change and Carbon Reduction implications**

5.3.1 Any positive effects from the traffic calming measures to address congestion could result in lower emissions and improved air quality. If traffic calming and other measures such as 30mph zones 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 2884*

5.4 Equality Impact Assessment

5.4.1 None undertaken due to the minor nature of the proposals.

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:**

None

**7 Summary of appendices:**

- Appendix A – Drawing No. HD/N116464C/L(0)/30mph
- Appendix B – Stage 1 Consultation

**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