

# Executive Decision Report

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## **WATERSIDE PROPOSED 20MPH ZONE**

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

Decision to be taken on: 30 May 2022

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Abbey
- Report author: Steve Warrington
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- Report version number: 2 (10<sup>th</sup> May 2022)

### 1 Summary

- 1.1 The purpose of this report is to seek the Deputy City Mayor Environment and Transportation's approval to introduce a 20mph Zone in the Waterside Area.

### 2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to approve implementation of a 20mph Zone for the Waterside Area.
- 2.2 The Deputy City Mayor Environment and Transportation 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 and proposal

- 3.1.1 The Waterside area is currently undergoing residential construction. It is proposed to extend the existing 20mph speed limit to cover the new roads being built as part of the development. This will reduce traffic speeds and improve the safety thereby encouraging cycling and walking.
- 3.1.2 Appendix A shows the extent of the proposed 20mph Zone.

#### 3.2 Consultations

- 3.2.1 Stage 1 consultations have been carried out with Ward Councillors, the emergency services, and other statutory consultees. There have been no objections to the proposals. The results of this consultation are shown on Appendix B.
- 3.2.2 As the scheme is proposed for new and existing roads in a development area it is not proposed to undertake a public consultation as would ordinarily be carried out on a 20mph scheme with residential frontage development.

#### 3.3 Project Funding

- 3.3.1 The total estimated cost of the proposed 20mph scheme is £7,000 and will be funded by the developer, Keepmoat Homes.

### **3.4 Proposed Project Programme**

Approval from City Mayor:	May 2022
Implementing Traffic Order:	June – July 2022
Scheme Completion:	August 2022

## **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 20mph scheme is £7,000 and will be funded by the developer, Keepmoat Homes.

*Marc Clawson, Capital Accountant, Finance*

### **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.

*Beena Mistry, 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 14<sup>th</sup> May 2012.

**7 Summary of appendices:**

- Appendix A – Drawing No. HD/N114945P/L(0)/20mph – Proposed 20mph Speed Limit – Waterside
- 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