

Executive Decision Report

A6 ABBEY LANE/ST MARGARET'S WAY AND BLACKBIRD ROAD

PROPOSED 30MPH SPEED LIMIT

Decision to be taken by: Deputy City Mayor Transport,
Clean Air and Climate Emergency

Decision to be taken on: 19 January 2023

Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Abbey, and Fosse
- Report author: Steve Warrington
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- Report version number: 6 (5th December 2022)

1 Summary

- 1.1 The purpose of this report is to seek the Deputy City Mayor's approval to reduce the existing speed limit from 40mph to 30mph on the roads specified in paragraph 2.1a below.

2 Recommendations

- 2.1 The Deputy City Mayor Transport, Clean Air and Climate Emergency is recommended to approve
- a) a reduction in the existing speed limit from 40mph to 30mph on the following roads:-
 - Abbey Lane from its junction with Blackbird Road and Abbey Park Road to a point approximately 80m north of Thurcaston Road.
 - Blackbird Road from its junction with Bradgate Street to its junction with Abbey Lane and St Margaret's Way
 - St Margaret's Way from its junction with Blackbird Road and Abbey Park Road to a point in line with the southern side of Friday Street.
 - 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 improve the A6 St Margaret's Way/Abbey Lane Road corridor along with Blackbird Road. The key elements of the proposals for this corridor are:
- Improvement to the pedestrian and cyclist facilities along the A6 including the widening of footways to provide joint use footway/cycleways and the improvement of existing crossing facilities to provide Toucan crossing facilities at some of the existing crossing points.
 - Improvements to public transport facilities along the A6 by the introduction of dedicated bus lanes (northbound and southbound).
 - Re-configuration of major junctions to improve capacity.
 - Introduction of a 'red route' for the full length of the A6 corridor.
- 3.1.2 Drawing No. HD/N115465C/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 The proposal was included in a recent press release and letter to residents and businesses. No objections have been received.

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 £3,000 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, the Order will be implemented to coincide with the proposed bus lanes and red route which is expected to be in Summer 2023. Note: these will be the subject of a separate consultation exercise.

4 Details of Scrutiny

- 4.1 The Economic Development, Transport and Climate Emergency Scrutiny Commission have considered the Connecting Leicester Transforming Cities Fund scheme for the A6 St Margaret's Way/Abbey Lane Road corridor.

5 Financial, legal and other implications

5.1 Financial implications

- 5.1.1 The total estimated cost of the proposed scheme is £3,000 and will be funded from the Connecting Leicester budget in the Council's capital programme.

Marc Clawson, Senior 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/N115465C/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