

Executive Decision Report

PROPOSED 20MPH ZONE BRAUNSTONE COMMUNITY PRIMARY SCHOOL

Decision to be taken by: City Mayor

Decision to be taken on: 22 June 2023

Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Braunstone Park and Rowley Fields
- Report author: Steve Warrington
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- Report version number: 4 (20th February 2023)

1 Summary

- 1.1 The purpose of this report is to seek the City Mayor's approval to implement a 20mph zone in the area around Braunstone Community Primary School.

2 Recommendations

- 2.1 The City Mayor is recommended to approve implementation of the proposed 20mph Zone around Braunstone Community Primary School.
- 2.2 The City Mayor 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

- 3.1.1 The area around Braunstone Community Primary School 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 Traffic surveys were carried out in the area during March 2021 to help ascertain the need for traffic calming to help reduce vehicular speeds to below enforcement thresholds for a 20mph speed limit.
- 3.2.2 Initial proposals were drawn up based upon advice for *Neighbourhood Residential Streets* contained within the *Leicester Street Design Guide*. The proposals includes the following:-
- Kerb-to-kerb road humps and formal crossing points on Cort Crescent to help pedestrians crossing to and from Braunstone Community Primary School and residential areas to pedestrian routes across Braunstone Park and The Grove Community Hub.
 - Speed cushions on Cort Crescent to constrain mean speeds to below 24mph. The speed cushion width of 1.9m was proposed to comply with the recommendations in Local Transport Note 1/07 and research shows a 3mph greater reduction in average speeds compared to 1.7m wide cushions.

- Speed cushions on Woodshawe Rise to constrain mean speeds to below 24mph.

3.2.3 A *Healthy Streets Check* has been carried out on the Cort Crescent and Woodshawe Rise proposals. The proposals deliver a significant improvement as indicated through the Healthy Streets assessment

3.2.4 Appendix A shows the extent of the proposed 20mph zone. Appendices B and C show the proposals to install traffic calming in the area.

3.3 Consultations

3.3.1 Initial proposals for the 20mph zone and associated traffic calming were sent to the Deputy City Mayor, Transport, Clean Air and Climate Emergency on 22nd October 2021 requesting authority to commence Stage 1 consultations. The Deputy City Mayor approved the scheme to take to stage one consultation.

3.3.2 Stage 1 consultations were carried out in November 2021 with Ward Councillors, the emergency services, Braunstone Community Primary School and other Statutory consultees. Ward Councillors have not objected to the proposals. The results of this consultation are shown on Appendix D. The Stage 1 process also includes consultation with affected internal stakeholders. No objections were received and on 11th January 2022 the City Mayor approved the consultation on these proposals with local residents.

3.3.3 Stage 2 public consultation took place on the proposals took place during March 2022. Appendix E details the outcome of the Stage 2 consultation with affected residents, whilst Appendix F illustrates the responses to Stage 2 consultation street-by-street in tabular form. The vast majority of responses across the proposed 20mph zone area are in favour of the proposed scheme with 91% agreeing with the 20mph speed limit and 86% of local residents agreeing with the traffic calming proposals.

3.3.4 Subsequently in August 2022, the Active Travel Team Leader raised concerns about proposed traffic islands and the potential to create unnecessary pinch points for cyclists and other two-wheelers. These features have now been removed from the proposals.

3.4 Project Funding

3.4.1 The total estimated cost of the proposed scheme is £80,000 and will be funded from the Transport Improvement Works budget in the Council's capital programme.

3.5 Proposed Project Programme

Approval from City Mayor – March 2023.

Implementing Speed Limit Order – March 2023 – scheme completion

Detailed Design – March 2023 – scheme completion

Scheme Installation – Not yet programmed

Scheme Completion – Not yet programmed (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 £80,000 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

- 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.

- 5.2.2 Sections 90A – 90FA of the Highways Act 1980 gives the Council the power to install road humps in the City. The consultation requirements set out under section 90C of the Highways Act 1980 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 – Braunstone Community 20mph Zone
- Appendix B – Braunstone Community 20mph Zone – Cort Crescent Traffic Calming.
- Appendix C – Braunstone Community 20mph Zone – Woodshawe Rise Traffic Calming.
- Appendix D – Braunstone Community 20mph Zone - Stage 1 Consultations.
- Appendix E – Braunstone Community 20mph Zone - Stage 2 Consultations.
- Appendix F – Braunstone Community 20mph Zone - 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