

# Executive Decision Report

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## **PROPOSED 20MPH ZONE STOKES DRIVE AREA**

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

Decision to be taken on: 18 October 2023

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: Beaumont Leys, and Western
- Report author: Steve Warrington
- Author contact details: 0116 454 2867 / [steve.warrington@leicester.gov.uk](mailto:steve.warrington@leicester.gov.uk)
- Report version number: 1 (14<sup>th</sup> August 2023)

### 1 Summary

- 1.1 The purpose of this report is to seek the Deputy City Mayor's approval to implement a 20mph zone in the Stokes Drive area.

### 2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to approve implementation of the proposed 20mph Zone in the Stokes Drive 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

3.1.1 The Stokes Drive 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.

3.1.2 In 2018, a petition containing 161 signatures was received which requested traffic calming measures and a 20mph speed limit. The response to the petition was that "In view of the concerns of the petitioners, a potential 20mph scheme for the Stokes Drive area with traffic calming as appropriate will:-

- be added to the list of proposed 20mph schemes.
- be considered by the City Mayor for the future programme of such schemes."

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#### 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.

#### 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. No objections were received.

3.3.2 Appendix D details the outcome of the Stage 2 consultation with affected residents, whilst Appendix E illustrates the responses to Stage 2 consultation street-by-street in tabular form. 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 £65,000 and is funded from the Transport Improvement Works budget in the Council's capital programme.

### **3.5 Proposed Project Programme**

Approval from Deputy City Mayor Environment and Transportation – September 2023.

Implementing Speed Limit Order –September - December 2023

Detailed Design – September – November 2023

Scheme Installation – November 2023

Scheme Completion – December 2023 (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 £65,000 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 14<sup>th</sup> May 2012.

## **7 Summary of appendices:**

- Appendix A – Proposed 20mph Zone - Stokes Drive area – Area Plan
- Appendix B – Proposed 20mph Zone - Stokes Drive area - Traffic Calming Plan.
- Appendix C – Proposed 20mph Zone - Stokes Drive area - Stage 1 Consultations.

- Appendix D – Proposed 20mph Zone - Stokes Drive area - Stage 2 Consultations.
- Appendix E – Proposed 20mph Zone - Stokes Drive 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