

Executive Decision Report

PROPOSED 20MPH ZONE CALVER HEY ROAD AREA

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

Decision to be taken on: 28 December 2023

Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Beaumont Leys
- Report author: Steve Warrington
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- Report version number: 1 (28th November 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 Calver Hey Road area.

2 Recommendations

- 2.1 The Deputy City Mayor Environment and Transportation is recommended to approve implementation of the proposed 20mph Zone in the Calver Hey Road 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 Calver Hey Road 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.

3.2 Scheme Proposal

- 3.2.1 Appendix A shows the extent of the proposed 20mph zone. Appendix B shows the proposals to install traffic calming on Calver Hey Road and Appendix C shows the proposals to install traffic calming on Great Meadow Road.

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 D. The Stage 1 process also includes consultation with affected internal stakeholders. No objections were received.
- 3.3.2 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 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 – December 2023.

Implementing Speed Limit Order –December 2023 – February 2024

Detailed Design – December 2023 – February 2024

Scheme Installation – February 2024

Scheme Completion – February 2024 (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.

Joseph Abraham-Koranteng, 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.

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 – Proposed 20mph Zone – Calver Hey Road Area – Area Plan
- Appendix B – Proposed 20mph Zone – Calver Hey Road Area - Traffic Calming Plan – Calver Hey Road.
- Appendix C – Proposed 20mph Zone – Calver Hey Road Area – Traffic Calming Plan – Great Meadow Road
- Appendix D – Proposed 20mph Zone – Calver Hey Road Area - Stage 1 Consultations.
- Appendix E – Proposed 20mph Zone – Calver Hey Road Area - Stage 2 Consultations.
- Appendix F – Proposed 20mph Zone – Calver Hey Road 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