

**EXECUTIVE DECISION REPORT****PROPOSED 20MPH ZONE – ASTILL LODGE ROAD AREA**  
**STAGE 2 CONSULTATIONS**

- D.1** The outcomes from the Stage 2 Consultation, together with responses as appropriate, are shown below.

<b><u>STAGE 2 CONSULTATIONS</u></b>	
<b>Frontages</b>	
Residents	See Paragraphs D.2 – D.8

- D.2** 1813 letters, plans and response forms were delivered to all properties within the proposed 20mph Zone for the Astill Lodge Road Area. 312 replies were received which represents a 17% response rate.  
217 (70%) were in favour of the 20mph speed limit and 87 (28%) were against. There were also 7 (2%) Don't know responses and 1 (0%) response left blank. This shows considerable public support for the introduction of the 20mph speed limit.  
169 (54%) were in favour of the proposed traffic calming measures and 116 (37%) were against. There were also 11 (4%) 'Don't know' responses and 15 (5%) left blank. This shows there is also public support for the traffic calming proposals for the area.
- D.3** One response from outside the consultation area was received through consultation on the City Council's website.  
A detailed breakdown of responses is shown as Appendix E.
- D.4** Several associated issues have been raised through the consultation process. Where these have been raised by three or more respondents, the issues are summarised below:-
- D.5 Opposition to Speed Cushions:**  
Eight residents specifically objected to the use of speed cushions, raising

concerns about vehicle damage, particularly to smaller cars. There is also a view that larger vehicles, such as 4x4s, are less affected by the cushions, which could limit their overall effectiveness in reducing speed.

Speed cushions are designed and installed in accordance with national safety standards, and when driven over at the appropriate speed, they should not cause any damage to vehicles. Their purpose is to encourage lower driving speeds, which in turn improves safety for all road users.

While it is true that larger vehicles such as 4x4s may be less affected due to their wider axle span, the overall design still achieves a general reduction in traffic speed across the board. The effectiveness of the scheme will be monitored following implementation, and any necessary adjustments can be considered as part of that process.

### **D.6 Lack of Enforcement and Impact Doubts:**

Nine residents expressed concerns that the proposed 20mph zone will lack enforcement, allowing reckless drivers and e-bike users to continue speeding.

20mph speed limits in Leicester are designed so that general compliance will be achieved without an excessive reliance on enforcement. The police will enforce 20mph speed limits and are guided by the principles of proportionality, targeting action, consistency and transparency contained within ACPO speed enforcement policy guidelines. The Chief Constable will use discretion when to enforce the speed limit and how that enforcement might take place.

### **D.7 Alternative Priorities and Spending:**

Fourteen residents believe the funding would be better allocated to addressing more pressing issues, such as repairing potholes and resurfacing roads.

Maintaining the overall condition of the roads is important for both safety and comfort. However, the funding allocated for this particular scheme is specifically designated for road safety improvements and cannot be redirected for general maintenance purposes. The aim of this scheme is to address long-standing

concerns about vehicle speeds and road safety, particularly in areas used by pedestrians, schoolchildren, and vulnerable road users. Comments about road condition and maintenance have been noted and will be passed on to the relevant teams for consideration as part of future works planning.

### **D.8 Parking and Visibility Issues:**

Eleven responses raised concerns about dangerous and inconsiderate parking, especially around the schools on Heatherbrook Road and Astill Lodge Road, as well as near local shops and the football ground, where it is widely viewed as a serious safety hazard.

Leicester City Council's Parking Enforcement endeavours to make the service it provides to be that of a high standard. Dangerous and inconsiderate parking will be passed on to the Parking Enforcement Team.