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# **Executive Decision**

## **Proposed 20mph Zone**

### **Brading Road Area**

Decision to be taken by:  
Assistant City Mayor, Environment and Transport

Decision to be taken on: 27 November 2025

Lead director/officer: Andrew L Smith

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## Useful information

- Ward(s) affected: Fosse Ward
- Report author: Steve Warrington
- Author contact details: 0116 454 62914 / [michael.byrne@leicester.gov.uk](mailto:michael.byrne@leicester.gov.uk)
- Report version number: 1 (27<sup>th</sup> August 2025)

### 1. Summary

- 1.1 The purpose of this report is to seek the Assistant City Mayor's approval to implement a 20mph Zone in the Brading Road Area.

### 2. Recommended actions/decision

- 2.1 The Assistant City Mayor for Environment and Transportation is recommended to approve implementation of the proposed 20mph Zone in the Brading Road Area.
- 2.2 The Assistant City Mayor for Environment and Transportation is recommended to approve advertisement of the 20mph Speed Limit Order required to implement the scheme.

### 3. Scrutiny / stakeholder engagement

- 3.1 The Economic Development, Transport, and Climate Emergency Scrutiny Commission considered the policy regarding implementation of 20mph zones in Leicester. Scrutiny reported their findings in January 2024.

Key points included:

- The bespoke method adopted by the Council was seen as preferable to having a default 20mph speed limit. This approach allowed for consultation, improvements, and traffic-calming.
- The commitment of achieving 20mph coverage of 80% of suitable streets was supported but recommended aiming for 100% of appropriate residential streets, and it was suggested that these should include post-completion feedback and the air quality data in these areas should be monitored.
- It should be ensured that schemes were self-enforcing and looked at older 20mph streets to see if the traffic calming measures needed to be modernised.

### 4. Background and options with supporting evidence

#### 4.1 Background

The Brading 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.

## 4.2 Scheme Proposal

Appendix A shows the proposed 20mph Zone plan.  
Appendix B shows the proposed Traffic Calming plan.

## 4.3 Consultations

4.3.1 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 Stage 1 process also includes consultation with affected internal stakeholders. There were no objections.

The results of this consultation are shown on Appendix C.

4.3.2 Stage 2 consultations have been carried out with affected residents. 775 residents were consulted, and 191 (25%) responded. Of the residents that responded 163 (86%) agreed with the proposal to install the 20mph Zone and 27 (14%) did not agree. There were also 1 no opinion.

144 (76%) were in favour of the proposed traffic calming measures and 41 (21%) were against. There were also 4 (2%) with no opinion and 2 (1%) left blank.

Appendix D details the outcome of the Stage 2 consultation with affected residents.

4.3.3 Appendix E illustrates these responses split by street in tabular form.

## 5. Financial, legal, equalities, climate emergency and other implications

### 5.1 Financial implications

The proposed scheme has an estimated cost of £25,000, to be funded from the Transport Improvement Works budget within the Council's capital programme. This report has no associated revenue implications.

Signed: Ammarah Mota, *Capital Accountant*

Dated: 18.11.2025

### 5.2 Legal implications

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.

Signed: *Zoe Iliffe, Property Highways & Planning*

Dated: 01.09.2025

### 5.3 Equalities implications

The impact of the scheme is considered to be neutral for the majority of groups, however it should have a positive impact for disabled and older people and children as these are particularly vulnerable to road traffic collisions.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Signed: *Sukhi Biring, Equalities Officer*

Dated: 28.08.2025

### 5.4 Climate Emergency implications

Any positive effects from the 20mph schemes to address congestion will result in lower emissions and improved air quality.

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.

Signed: Phil Ball, Sustainability Officer

Dated: 01.09.2025

### 5.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

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
- 20mph zones Informal Scrutiny – Economic Development, Transport, and Climate Emergency Scrutiny Commission – 31st January 2024

**7. Summary of appendices:**

- Appendix A - Proposed 20mph Zone – Brading Road Area - Plan.
- Appendix B - Proposed 20mph Zone – Brading Road Area – Traffic Calming Plan.
- Appendix C - Brading Road Area – Stage 1 Consultations.
- Appendix D - Brading Road Area – Stage 2 Consultations.
- Appendix E - Brading Road Area – Stage 2 Consultations – Street by Street

**8. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?**

No

**9. Is this a “key decision”? If so, why?**

No