

EXECUTIVE DECISION REPORT

PROPOSED 20MPH ZONE – BRADING ROAD AREA
STAGE 2 CONSULTATIONS

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

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

D.2 775 letters, plans and response forms were delivered to all properties within the proposed 20mph Zone for the Brading Road Area. 191 replies were received which represents a 25% response rate.

163 (86%) were in favour of the 20mph speed limit and 27 (14%) were against. There was also 1 Don't know response.

This shows considerable public support for the introduction of the 20mph speed limit.

144 (76%) were in favour of the proposed traffic calming measures and 41 (21%) were against. There were also 4 (2%) 'Don't know' responses and 2 (1%) left blank. This shows there is also public support for the traffic calming proposals for the area.

D.3 No 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** Four residents expressed concerns with speeds and parking issues on Barton Road especially with the opening of the new school.

The speed survey undertaken on Barton Road shows that average vehicle speeds are currently 20mph. National guidance states that additional traffic calming is only required where average speeds are 24mph or above, therefore no further measures are proposed at this stage. However, speeds will be monitored once the new school is open, and feedback from residents will also be taken into account. Any parking concerns that arise will be managed by the Parking Enforcement Team, who will follow up and take appropriate action where necessary.

- D.6** Three residents' concerns are how the 20mph zone will be enforced and three residents suggesting it will be ineffective without cameras or police presence.

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** Four residents' state that they would prefer full road humps over speed cushions as they feel they are ineffective, particularly for large vehicles and can cause problems with parking, car damage.

Full road humps are not used in this scheme as they can delay emergency service vehicles and larger vehicles such as buses. Speed cushions are designed to reduce speeds effectively while still allowing wider emergency vehicles to pass through with minimal disruption. When driven over at a sensible speed, speed cushions do not cause damage to vehicles. In addition, parking should not be an issue, as the design of the scheme has been developed to ensure that parking and access are maintained.

D.8 Nine residents have requested traffic calming measures to be installed on Colwell Road and three residents on Barton Road.

Recent speed surveys on Colwell Road and Barton Road have shown average vehicle speeds to be below 24mph. On this basis, we do not consider additional traffic calming measures to be necessary at this time.