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# **Executive Decision**

## **Proposed 20mph Zone**

### **Mellor Area**

Name of body/Committee/Commission:

Environment and Transport

Decision to be taken by:

Assistant City Mayor, Environment and Transport

Decision to be taken on: 13 May 2026

Lead director/officer: Andrew L Smith

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## Useful information

- Ward(s) affected: Belgrave & Rushey Mead Wards
- Report author: Michael Byrne
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- Report version number: 1 (21<sup>st</sup> April 2026)

### 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 Mellor 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 Mellor 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 Mellor 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 the Ward Councillors, emergency services, and other Statutory consultees. The 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. There were no objections.

4.3.2 Stage 2 consultations have been carried out with affected residents. 772 residents were consulted, and 161 (21%) responded.

Of the residents that responded: -

- 143 (86%) agreed with the proposal to install the 20mph Zone and 22 (13%) did not agree. There were also 2 (1%) who didn't know or had no opinion.
- 124 (74%) were in favour of the proposed traffic calming measures and 40 (24%) were against. There were also 3 (2%) that didn't know or had no opinion. This shows there is also public support for the traffic calming proposals for the area.

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

4.3.4 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 total estimated cost of the proposed scheme is £60,000 and is funded from the Transport Improvement Works budget in the Council's capital programme. There are no revenue implications arising from this report.

*Signed: Kelly Jones, Capital Accountant*

*Dated: 21 April 2026*

### **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.

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.

*Signed: Zoe Iliffe, Property Highways & Planning*

*Dated: 21 April 2026*

### 5.3 Equalities implications

The scheme has been designed to be inclusive, with specific benefits for the most vulnerable road users. It should have a positive impact for disabled and older people and children as these are particularly vulnerable to road traffic collisions. Slower speeds significantly increase the chance of survival in collisions and improve the confidence of older residents and parents of young children when walking in the neighbourhood. People with mobility impairments or visual impairments benefit from a calmer traffic environment, making it easier to cross roads. Reduced speeds allow for more reaction time for both drivers and pedestrians.

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: 21 April 2026*

### 5.4 Climate Emergency implications

Any positive effects from the 20mph scheme coupled with traffic calming measures will result in lower emissions and improved air quality. Lower spacing between calming measures such as speed cushions is required to avoid over-acceleration of motorists that would lead to increased emissions from erratic acceleration/deceleration. Correct implementation of such measures will result in a NET improvement in air quality and reduction in unwanted emissions.

Furthermore, the City Cycle Action Plan sets out 20mph zones as a strategic priority to meet its target of doubling every day cycling numbers. 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: 21 April 2026*

### 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 - Mellor
- Appendix B - Proposed Traffic Calming - Mellor
- Appendix C - Mellor - Stage 1 Consultations
- Appendix D - Mellor - Stage 2 Consultations
- Appendix E - Mellor - 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