
Executive Decision

Proposed 20mph Zone

Herrick Primary School Area

Decision to be taken by:

Assistant City Mayor, Environment and Transport

Decision to be taken on: 19 May 2026

Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: Rushey Mead Ward
- Report author: Graham Seaton
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- Report version number: 2 (6th May 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 Herrick Primary School 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 Herrick Primary School Area.
- 2.2 The Assistant City Mayor for Environment and Transportation is recommended to approve advertisement of the 20mph Speed Limit Order and traffic calming 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 Herrick Primary School 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 is a plan showing the proposed 20mph Zone.
Appendix B is a plan showing the proposed Traffic Calming.

4.3 Consultations

4.3.1 Stage 1 consultations have been carried out with the Ward Councillors, emergency services, and other Statutory consultees. The Stage 1 process also included consultation with affected internal stakeholders. The results of this consultation are shown on Appendix C. No objections to the proposals were made.

4.3.2 Stage 2 consultations have been carried out with affected residents. 853 residents were consulted and 136 (16%) responded. Of the residents that responded: -

- 94 (69%) agreed with the proposed 20mph Speed Limit and 40 (29%) did not agree. There was also 2 (1%) that didn't know or had no opinion.
- 87 (64%) agreed with the proposed traffic calming and 43 (32%) did not agree. There was also 6 (4%) that didn't know or had no opinion.

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

4.3.4 Appendix E shows the 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 £110,000 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: 30/04/2026

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: 06/05/2026

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: 22/04/2026

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: 23/04/2026

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 - Herrick Primary School Area - Proposed 20mph Zone.pdf
- Appendix B - Herrick Primary School Area - Proposed Traffic Calming.pdf
- Appendix C - Herrick Primary School Area - Stage 1 Consultations.pdf
- Appendix D - Herrick Primary School Area - Stage 2 Consultations (summary).pdf
- Appendix E - Herrick Primary School Area - Stage 2 Consultations (split by street).pdf

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