
Executive Decision

Proposed 20mph Zone

Braunstone East

Name of body/Committee/Commission:

Environment and Transport

Decision to be taken by:

Assistant City Mayor, Environment and Transport

Decision to be taken on: 23 July 2026

Lead director/officer: Andrew L Smith

If this is a key decision has it appeared on the published forward plan	Not a key decision.
Anticipated date for decision (if required)	23 July 2026
Date of relevant scrutiny commission – please detail name of commission(s)	Economic Development, Transport, and Climate Emergency Scrutiny Commission – January 2024
Date of paperwork entering public domain (note: if considered by scrutiny, this will be the scrutiny agenda publication date)	Stage 2 Consultations (with the public) started on 26 th June 2026.
Media considerations: Is a press release required? Will this be proactive or reactive?	Press team to consider
Please include details of other relevant meetings/briefings as part of decision/consultation process: This should include details of discussions with relevant stakeholders and/or ward councillors.	The Braunstone Park & Rowley Fields Councillors were consulted on 21st May 2026. Some further requests to the scheme were made as appended. City Transport Director, Planning Development & Transportation (Dan Pearman) gave approval on 11th February 2026 to carry out Stage 1 consultations, and if no concerns are raised to also undertake stage 2 consultations (with the public).

Useful information

- Ward(s) affected: Braunstone Park & Rowley Fields Ward
- Report author: Michael Byrne
- Author contact details: (0116) 454 6914 / Michael.byrne@leicester.gov.uk
- Report version number: 1 (22nd July 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 Braunstone East.

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 Braunstone East.
- 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

Braunstone East 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 1/2 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. 1580 residents were consulted, and 179 (11%) responded.
- Of the residents that responded: -
- 131 (77%) were in favour of the 20mph Speed Limit and 46 (26%) were against. 2 (1%) were either unsure or had no opinion on the speed reduction. 122 (68%) were in favour of the traffic calming and 54 (30%) were against. 3 (2%) were either unsure or had no opinion on the traffic calming. This shows considerable public support for the introduction of the traffic calming.
- 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 £150,000 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: 22/07/2026

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: 22/07/2026

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: 22/07/2026

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: 22/07/2026

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 – Braunstone East
- Appendix B1 - Proposed Traffic Calming – Braunstone East
- Appendix B2 - Proposed Traffic Calming – Braunstone East
- Appendix C - Stage 1 Consultations - Braunstone East
- Appendix D - Stage 2 Consultations - Braunstone East
- Appendix E - Proposed 20mph Speed Zone - Street-by-Street - Braunstone East

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