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# **Executive Decision**

## **Proposed 20mph Zone**

### **Heacham Drive 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: 23 July 2026

Lead director/officer: Andrew L Smith

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| 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 the 24 <sup>th</sup> April 2026.                                                                                                                                                                                                                                                                                                                         |
| Media considerations:<br>Is a press release required?<br>Will this be proactive or reactive?                                                                                                            | Press team to consider                                                                                                                                                                                                                                                                                                                                                                                      |
| Please include details of other relevant meetings/briefings as part of decision/consultation process:<br>This should include details of discussions with relevant stakeholders and/or ward councillors. | <p>The Abbey Ward Councillors were consulted on the 20<sup>th</sup> August 2025. No concerns were raised.</p> <p>The Beaumont Leys Ward Councillors were consulted on the 20<sup>th</sup> August 2025. Cllr Orton and Cllr Rae Bhatia commented that too many speed cushions had been proposed. As a result, two sets of speed cushions in the Beaumont Leys Ward have been removed from the proposals.</p> |

## Useful information

- Ward(s) affected: Abbey Ward & Beaumont Leys Ward
- Report author: Graham Seaton
- Author contact details: (0116) 454 2868 / [Graham.Seaton@leicester.gov.uk](mailto:Graham.Seaton@leicester.gov.uk)
- Report version number: 2 (16<sup>th</sup> June 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 Heacham Drive 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 Heacham Drive 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 Heacham Drive 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.

4.3.2 Beaumont Leys Ward Councillors, Cllr Orton and Cllr Rae Bhatia, requested that the two sets of speed cushions on Heacham Drive between Calver Hey Road and Great Meadow Road were removed from the proposal but were happy with the set nearest to Calver Hey Road. The two sets of proposed speed cushions have been removed as requested because there are already two mini-roundabouts and three chicanes on this part of Heacham Drive.

4.3.3 Cllr Orton and Cllr Rae Bhatia also requested that four sets of proposed speed cushions were removed on the length of Heacham Drive in the Abbey Ward. These speed cushions are considered necessary to achieve speeds appropriate for a 20mph speed limit, and no objections to the speed cushions have been received from the Abbey Ward Cllrs. These speed cushions are therefore still proposed.

4.3.4 The police had no objections to the original proposal and have no objection to the revised proposal but would like speed compliance monitoring following installation of the scheme.

4.3.5 Stage 2 consultations (using the revised proposal) have been carried out with affected residents.

578 residents were consulted and 84 (15%) responded.

Of the residents that responded: -

- 70 (83%) agreed with the proposed 20mph Speed Limit and 13 (15%) did not agree. There was also 1 (1%) that didn't know or had no opinion.
- 60 (71%) agreed with the proposed traffic calming and 21 (25%) did not agree. There was also 3 (4%) that didn't know or had no opinion.

Appendix D provides more details of the Stage 2 consultation with affected residents. 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 £50,000 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: 08/06/2026*

## 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: 16/06/2026*

## 5.3 Equalities implications

The scheme has been designed to be inclusive and is expected to benefit vulnerable road users, particularly disabled people, older residents and children as they are at greater risk of being involved in traffic collisions. Lower traffic speeds improve road safety, increase survival rates and create a calmer environment for walking and crossing roads. This is especially beneficial for people with mobility or visual impairments. Reduced speeds allow for more reaction time for both drivers and pedestrians. The scheme should be promoted in an accessible way to ensure it can be understood by all residents.

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: 10/06/2026*

## 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: 08/06/2026*

- 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 - Heacham Drive Area - Proposed 20mph Zone.pdf
- Appendix B - Heacham Drive Area - Proposed Traffic Calming.pdf
- Appendix C - Heacham Drive Area - Stage 1 Consultations.pdf
- Appendix D - Heacham Drive Area - Stage 2 Consultations (summary).pdf
- Appendix E - Heacham Drive 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