

Executive Decision Report

PROPOSED 20MPH ZONE FOLVILLE JUNIOR SCHOOL

Decision to be taken by: City Mayor
Decision to be taken on: 18th December 2015
Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Braunstone Park and Rowley Fields
- Report author: Steve Warrington
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- Report version number: 4 (16th December 2015)

1. Summary

1.1 The purpose of this report is to seek the City Mayor's approval to implement a 20mph zone in the area around Folville Junior School.

2. Recommendations

2.1 The City Mayor is recommended to approve implementation of the proposed 20mph zone in the area around Folville Junior School.

2.2 The City Mayor is recommended to approve advertisement of the 20mph Speed Limit Order and the Traffic Regulation Order required to implement the scheme.

2.3 The City Mayor is recommended to approve advertisement of the proposed speed cushions on Waltham Avenue.

3. Supporting information including options considered:

Background

3.1 The area around Folville Junior School 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.

Scheme Proposal

3.2 Appendix A shows the extent of the proposed 20mph zone. Appendix B shows the proposals to install speed cushions on Waltham Avenue and make the existing school keep clear marking on Folville Rise mandatory.

Consultation

3.3 Appendix C details the outcome of the Stage 1 consultation process with Ward Councillors, the emergency services and Folville Junior School. The Stage 1 process also includes consultation with affected internal stakeholders such as the Disabled Persons Access Officer and the Cycling Officer. From this internal consultation, there was general support for the proposals.

3.4 Appendix D details the outcome of the Stage 2 consultation with affected residents, whilst Appendix E illustrates the responses to Stage 2 consultation street-by-street in tabular form. As can be seen, the overwhelming majority of responses across the proposed 20mph zone area are in favour of the proposals.

Project Funding

3.7 The project is being funded from the Transport Capital Programme (Active Travel and Road Safety – Immediate Starts). The estimated cost of the scheme is £9,000

Proposed Project Programme

3.8 Approval from City Mayor – December 2015.
Implementing Traffic Regulation Order – January – March 2016
Detailed Design – January – March 2016
Road Hump Installation – 4th – 8th April 2016
Scheme Completion – 8th April 2016 (subject to TRO approval)

3.9 The City Mayor is recommended to approve implementation of the proposed 20mph zone in the area around Folville Junior School and advertisement of the speed limit Order, Traffic Regulation Order and speed cushions.

4. Details of Scrutiny

4.1 The Transport and Climate Change Scrutiny Commission considered the effectiveness and value for money of 20mph schemes in Leicester. Scrutiny reported their findings in February 2012 and expressed support for the introduction of 20mph zones across the city and concluded that schools should be prioritised alongside accident cluster sites when implementing 20mph speed zones.

5. Financial, legal and other implications

5.1 Financial implications

5.1.1 The total estimated cost of the proposed scheme for the area around Folville Junior School is £9,000 and is funded from the Active Travel and Road Safety immediate starts from the Transport Capital Programme for 2015/2016.

Paresh Radia, Finance

5.2 Legal implications

5.2.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 give the power to implement Traffic Regulation Orders on roads within the city. Section 84 of the Road Traffic Regulation Act 1984 gives the Council the power to place 20mph Speed Limit Orders on roads within the City. The procedure to be used by the Council in making such Orders is contained in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Section 90A of the The Highways Act 1980 gives the Council the power to install road humps in the City subject to consultation being undertaken as required under section 90C.

Kylie Chapman, Solicitor, Legal Services

5.3 Climate Change and Carbon Reduction implications

5.3.1 Any positive effects from the 20mph schemes to address congestion will result in lower emissions and improved air quality.

Furthermore, the City Cycle Action Plan sets out 20mph zones as a strategic priority to meet its target of doubling every day cycling numbers by 2018, and again by 2024. 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.

Louise Buckley, Senior Environmental Consultant, 37 2293

5.4 Equality Impact Assessment

5.4.1 An Equality Impact Assessment has been carried out. The assessment considered the impact of the scheme to be neutral for the majority of groups, but highlighted a positive impact for disabled and older people and children as these are particularly vulnerable to road traffic accidents.

5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

5.5.1 No other implications

6. Background information and other papers:

1. Are our 20mph speed limits effective and do we need more of them? – A Report of the Transport and Climate Change Commission February 2012.
2. Leicester's Local Transport Plan 2011 to 2025
3. City Mayor and Executive – Public Briefing 14th May 2012.
4. City Mayor and Executive – Public Briefing 12th June 2012.

7. Summary of appendices:

Appendix A – Drawing No. HD/N109888C/L(0)/CO1 showing the proposed 20mph zone scheme.

Appendix B – Drawing No. HD/N109888C/L(0)/CO4 showing the proposed traffic calming on Waltham Avenue.

Appendix C – Stage 1 Consultation.

Appendix D – Stage 2 Consultation.

Appendix E – Summary of Stage 2 Consultation.

8. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

9. Is this a “key decision”?

No

10. If a key decision please explain reason