Executive Decision Report

PROPOSED 20MPH ZONE & TRAFFIC CALMING
MOWMACRE HILL AREA

Decision to be taken by: Deputy City Mayor
Decision to be taken on: 25 March 2015
Lead director: Andrew L Smith
1. Summary

1.1 The purpose of this report is to seek the City Mayor’s approval to implement a 20mph scheme in the Mowmacre Hill Area in Abbey Ward.

2. Recommendations

2.1 The Deputy City Mayor is recommended to approve implementation of the proposed 20mph zone in the Mowmacre Hill Area.

2.2 The Deputy City Mayor is recommended to approve advertisement of the Traffic Regulation Orders and Traffic Calming proposals required to implement the scheme.

3. Supporting information including options considered:

Background

3.1 The Mowmacre Hill Area forms part of the current programme of 20mph zones for the city which was subject to an Executive Decision approving the programme on the 12th June 2012 and is part of the Council’s strategy to reduce accidents and encourage cycling and walking.

Scheme Proposal

3.2 A scheme proposal was prepared by officers for a 20mph zone in Mowmacre Hill Area. Appendix A shows the extent of the proposed 20mph zone and Appendix B shows the primary traffic calming on Holderness Road and Border Drive. Traffic calming is also proposed on Belgrave Boulevard to deter traffic from using it as an alternative when the Holderness Road and Border Drive area is traffic calmed.

3.3 It is also proposed to make the existing School Keep Clear markings around Mowmacre Hill Primary School mandatory. This will make it possible to carry out enforcement should vehicles stop on these markings.

Consultation

3.4 Appendix C details the outcome of the Stage 1 consultation process with the local MP, Ward Councillors, and the emergency services. The Stage 1 process also includes consultation with affected internal stakeholders such as the Disabled Persons Access, Public Transport and Cycling Officers. From this internal consultation, there was general support for the proposals.

3.5 Appendix D details the outcome of the Stage 2 consultation with affected residents.
whilst Appendix E illustrates the responses to Stage 2 consultation in a ‘street-by-street’ tabular format. From the Stage 2 consultation, there has been a fair response rate (14%) and an overwhelming majority of responses (86%), are in favour of the 20mph zone proposal. There was slightly less of a majority (75%) in favour of the proposed traffic calming features.

Project Funding
3.6 The project is being funded from the Transport Capital Programme (Active Travel and Road Safety – Immediate Starts).

3.7 The estimated cost of the scheme is £48,000

Proposed Project Programme
3.8 Approval from City Mayor – March 2015
   Advertising & implementing Traffic Regulation Orders (TRO): April to Sept 2015
   Advertising speed cushions: April to July 2015
   Detailed design – May to June 2015
   Speed cushions and 20mph sign installations – August 2015
   Scheme completion – September 2015 (subject to TRO approval)

3.9 The City Mayor is recommended to approve implementation of the proposed 20mph zone in the Mowmacre Hill Area and advertisement of the Traffic Regulation Orders (20mph and mandatory School Keep Clear markings) and Traffic Calming proposals required to implement the scheme.

4. Details of Scrutiny

4.1 The policy on 20mph zones has previously been scrutinised during the preparation of the current Local Transport Plan.

4.2 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 Mowmacre Hill Area is £48,000 and is funded from the Active Travel and Road Safety immediate starts from the Transport Capital Programme.

Pares Radia, Finance

5.2 Legal implications
5.2.1 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 an Order is contained in The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Section 90A of 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.

Hannah Price, Solicitor Legal Services

5.3 Climate Change and Carbon Reduction implications

5.3.1 Carbon emissions can be minimised by designing schemes and selecting traffic calming measures to ‘smooth out’ the flow of traffic and discourage unnecessary acceleration and braking.

5.3.2 There is the potential to reduce carbon emissions in the medium to longer term if 20mph zones succeed in changing perceptions of safety, leading to substantial numbers of current car trips changing to cycling and walking trips.

Carol Brass, Environment Team

5.4 Equality Impact Assessment

5.4.1 An Equality Impact Assessment was carried out in December 2012. 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/N105847C/L (0)/CO1 showing the proposed 20mph zone scheme
Appendix B – Drawing No. HD/N105847C/L(0)/CO2 showing the proposed traffic calming proposals
Appendix C – Stage 1 Consultation Responses
Appendix D – Stage 2 Consultation Responses
Appendix E – Detailed Statistical Summary of Stage 2 Consultation Responses

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"?
No

10. If a key decision please explain reason
Not applicable