Executive Decision Report

PROPOSED 20MPH ZONE
MERRYDALE SCHOOLS AREA

Decision to be taken by: City Mayor
Decision to be taken on: 15 September 2016
Lead Director: Andrew L Smith

City Mayor
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 Merrydale Infant School and Merrydale Junior School.

2. Recommendations

2.1 The City Mayor is recommended to approve implementation of the Merrydale Schools Area 20mph Zone.

2.2 The City Mayor is recommended to approve advertisement of the 20mph Speed Limit Order.

2.3 The City Mayor is recommended to approve advertisement of the traffic calming required to implement the scheme.

3. Supporting information including options considered:

Background
3.1 The Merrydale Schools Area is in the current programme of 20mph Schemes developed through highways and transport Member workshops as part of the Council’s strategy to reduce accidents and encourage cycling and walking.

Scheme Proposals
3.2 It is proposed to install traffic calming on Hastings Road (between Brighton Road and Overton Road), and to install a 20mph Zone in the area surrounding the two primary schools. Plans showing these proposals are attached (Appendix A - Proposed 20mph Zone Area, and Appendix B - Proposed Traffic Calming).

Consultations
3.3 Appendix C details the outcome of scheme consultations (including a breakdown of responses by street).

3.4 Stage 1 consultations were carried out with the local MP, local ward councillors, emergency services and both the Freight Transport and Road Haulage Associations. Stage 1 consultations also included any affected internal stakeholders (such as the Disabled Persons Access Officer and the Cycling Officer). No objections to the scheme proposals were raised.

3.4 Stage 2 consultations were carried out with local residents and the two local Primary Schools. Of the responses received there was very strong support for the proposed scheme.
**Proposed Project Programme (subject to scheme approval)**

| 3.5 | Approval from City Mayor: September 2016.  
|     | Implementing Traffic Regulation Order: October 2016 to December 2016  
|     | Detailed Design: October 2016 to November 2016  
|     | Cushions Installation: January 2017  
|     | Scheme Completion: January 2017 (subject to TRO approval) |

### 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 Zones.

### 5. Financial, legal and other implications

#### 5.1 Financial implications

5.1.1 The scheme is estimated to cost £27,000. The scheme is funded from the Capital Programme Active Travel and Road Safety immediate starts block.

*Paresh Radia, Finance*

#### 5.2 Legal implications

5.2.1 In order to implement a 20mph scheme the Council will need to comply with the procedure as contained in The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996. This includes a requirement to carry out appropriate consultation as outlined in this briefing.

5.2.2 The Council has the power to install road humps in the City, subject to compliance with the consultation requirements set out under section 90C of the Highways Act 1980 which will need to be followed before the speed cushions are constructed.

*John McIvor- Principal Lawyer- Property and Planning (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. Any positive effects from the 20mph schemes to address congestion will result in lower emissions and improved air quality.

5.3.2 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: N109887C/20mph) shows the proposed 20mph zone scheme.
Appendix B – (Drawing: N109887C/Cushions) shows the proposed traffic calming.
Appendix C – Outcome of Scheme Consultations.

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
N/A