FAIRFAX ROAD AREA – PROPOSED 20MPH ZONE – OBJECTION TO SCHEME IMPLEMENTATION

Report of the Director of Planning, Development and Transportation

1. Purpose of Report
1.1 To enable the Committee to give their views to the Director of Planning, Development and Transportation to take into account when considering the recommendations set out in Section 3 of this report.

2. Summary
2.1 The proposed Fairfax Road Area 20 mph scheme is part of the current programme of proposed 20mph zones for the City. During advertisement of the proposed 20 mph Order one resident has objected to the scheme. Whilst officers have corresponded with the objector, with the aim of addressing the objectors’ concerns, the objector has not withdrawn their objection.

3. Recommendations
3.1 It is recommended that:

The members of the Committee give their views for the Director of Planning, Development and Transportation to take into account when considering whether or not to overrule the objection to the scheme.

4. Report
4.1 Fairfax Road Area is one of the current programme of 20mph zones for the City. Consultations on proposals have been undertaken and an Executive Decision Report was presented to the City Mayor. The City Mayor has approved implementation of the proposed 20mph zone in the Fairfax Road Area and advertisement of the Speed Limit Order required to implement the scheme. The scheme proposals and consultation responses are provided in the Executive Decision Report included as Appendix A to this report.
4.2 The proposed 20mph Speed Limit Order was advertised on 11th November 2016 with objections to be received no later than 5th December 2016. Details of the objection received and responses to the objection are provided in the following paragraphs.

4.3 Objection Received
The objection is as follows:-

“Having objected to this proposed Order at the consultation stage, I am amazed that it is still proposed to implement it, and must now formally object.

I would stress that I have absolutely no objection to a 20 mph speed limit in principle. My point is that the existing speed humps on most of the roads on the estate, along with the multiple close junctions and on-street parking, already effectively imposes a 20 mph limit. There is therefore absolutely nothing to be gained by trying to formalise it, as it is unlikely to further change driver behaviour and would not make it any more enforceable than it already is. The reason given for the making of the order - that it “will help avoid danger to persons or traffic using the road, or other roads, or to prevent the likelihood of such danger arising” – is therefore wholly spurious.

My understanding is that ROSPA and Department for Transport guidance suggests that 20 mph zones should be self-enforcing, and that designation of a zone should be followed by the installation of speed humps and chicanes, etc. – not the other way round! Also, as you have previously indicated in correspondence, the DOT has advised local authorities to reduce unnecessary signage anyway.

It follows that if, by way of implementation, it is simply intended to install 20 mph speed limit signs, it would be a complete waste of money!

If you feel it to be absolutely necessary to impose a uniform 20 mph limit, it would make more sense simply to install speed humps at the bottom of Lydford Road and at the eastern end of Fairfax Road, which I think are the only roads currently without them and where it is theoretically possible to exceed 20 mph if you are irresponsible enough! However, I understand that there have been no recent accidents on either road, so even that would seem to be a pretty pointless exercise!

More fundamentally, given that the council is still supposed to be strapped for cash, I’m surprised that a scheme like this, of little or no benefit, is seen to be a priority for funding. I can think of many things the money could be better spent on – for example, installing speed humps on Thurncourt Road immediately springs to mind.”

4.4 Officer comments.

The objection suggests that the relevant guidance in implementing the Order has not been followed and that the Order is unnecessary.
The proposed 20mph speed limit for the Fairfax Road Area has been formulated in accordance with Department for Transport Circular 01/2013 ‘Setting Local Speed Limits’, in particular with reference to the following advice:-

“Traffic authorities can, over time, introduce 20mph speed limits or zones on:…residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.”

Public consultation on this scheme found that 82% of respondents supported the proposal to introduce a 20mph zone in the Fairfax Road area. This demonstrates considerable community support to the proposal.

Each traffic accident has an attributed cost in terms of resources, loss of production and human suffering. Road Safety Engineering Schemes can be justified on a value for money basis through an estimated first year rate of return. Research has shown that schemes like that proposed for the Fairfax Road area are likely to reduce accidents by 6%. Using the notional cost saving methodology promoted in the industry, this scheme is likely to pay for itself in less than two years, demonstrating good value for money.

The purpose of the proposed Order is to regularise traffic use and increase the safety of road users. As such the prior existence of road humps in the area is considered irrelevant.

4.5 In view of the above, officers recommend that the objection does not constitute a reason to defer implementation of the scheme.

5 Financial Implications
5.1 The total estimated cost of the proposed scheme is £11,000 and is funded from the Active Travel and Road Safety immediate starts from the Transport Capital Programme for 2016/2017.

Paresh Radia, Finance

6. Legal Implications
6.1 The council has the power to implement 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.

John McIvor, Principal Lawyer, Legal Services

7. Powers of the Director
7.1 Under the constitution of Leicester City Council, delegated powers have been given to the Director of Planning, Development and Transportation to approve Traffic
Orders having considered any objections that have been received and taken due regard of comments made by the Planning and Development Control Committee. The legislation that confers authority on Leicester City Council to make these amendments is covered by the 1984 Road Traffic Regulation Act and the Local Authorities’ Traffic Orders (Procedures) (England and Wales) Regulations 1996.

8. Decision of the Director of Planning, Development and Transportation

8.1 Approval is given / not given* to the making of the Order as set out in Section 4.2 having given due regard to the comments made the Planning and Development Control Committee held on TBC 2017 (* delete as appropriate)

Signed…………………………………………………Dated ……………………………………………

Andrew L Smith,
Director Planning, Development and Transportation

9. Report Author

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Executive Decision Report

PROPOSED 20MPH ZONE
FAIRFAX ROAD AREA

Decision to be taken by: City Mayor
Decision to be taken on: 18th October 2016
Lead director: Andrew L Smith
Useful information
- Ward(s) affected: Troon and Rushey Mead
- Report author: Steve Warrington
- Author contact details: 0116 454 2867 / steve.warrington@leicester.gov.uk
- Report version number: 3 (11\textsuperscript{th} October 2016)

1. Summary

1.1 The purpose of this report is to seek the City Mayor's approval to implement a 20mph zone in the Fairfax Road area.

2. Recommendations

2.1 The City Mayor is recommended to approve:

1. implementation of the proposed 20mph zone in the Fairfax Road area.
2. advertisement of the 20mph Speed Limit Order required to implement the scheme.

3. Supporting information including options considered:

Background

3.1 The Fairfax Road 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.

Scheme Proposal

3.2 A scheme proposal was drawn up by officers for a 20mph zone for the area. This is shown as Appendix A. A Stage 1 consultation on these proposals was carried out in June 2016 with Ward Councillors, the emergency services and internal stakeholders.

Consultation

3.4 Appendix B details the outcome of the Stage 1 consultation on the scheme with Ward Councillors, the emergency services, the Freight Transport Association and the Road Haulage Association. No objections were received. The Stage 1 consultation 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 support for the proposals. Appendix C details the outcome of the Stage 2 consultation with affected residents, whilst Appendix D 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 proposed scheme.
Project Funding

3.5 The project is being funded from the Transport Capital Programme (Active Travel and Road Safety – Immediate Starts). The estimated cost of the scheme is £11,000

Proposed Project Programme

3.6 Approval decision from City Mayor – October 2016.
Implementing Speed Limit Order – November 2016 – January 2017
Detailed Design – October – December 2016
Scheme Installation – February 2017
Scheme Completion – February 2017 (subject to TO approval)

3.7 The City Mayor is recommended to approve implementation of the proposed 20mph zone in the Fairfax Road area and advertisement of the speed limit order

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. Ward members have been engaged in developing the current 20mph programme.

5. Financial, legal and other implications

5.1 Financial implications

5.1.1 The total estimated cost of the proposed scheme is £11,000 and is funded from the Active Travel and Road Safety immediate starts from the Transport Capital Programme for 2016/2017.

Paresh Radia, Finance

5.2 Legal implications

5.2.1 The council has the power to implement 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.

John McIvor, Principal Lawyer, Legal Services

5.3 Climate Change and Carbon Reduction implications

5.3.1 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.

*Duncan Bell, Senior Environmental Consultant*

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/N111190C/L(0)/CO1 showing the proposed 20mph zone scheme.
Appendix B – Stage 1 Consultation.
Appendix C – Stage 2 Consultation.
Appendix D – 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