

Leicester  
City Council

**WARDS AFFECTED:  
KNIGHTON**

**Report for consideration by the  
Planning and Development Control Committee**

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**MORLAND AVENUE AREA – PROPOSED 20MPH SPEED LIMIT – OBJECTION TO  
SCHEME IMPLEMENTATION**

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**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 Morland Avenue Area 20mph scheme is part of the current programme of proposed 20mph speed limits for the City. During advertisement of the notice of intention of the proposed speed limit under Sections 84(1) and 84 (2) of the Road Traffic Regulation Act 1984, one resident has objected to the scheme. Whilst officers have corresponded with the objector with the aim of addressing the objectors' concerns, the objector wishes to continue with 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 objections to the scheme.

**4. Report**

- 4.1 Morland Avenue Area is one of the current 20mph speed limits programmed 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 speed limit in the Morland Avenue Area and advertisement of the Speed Limit Order required before the scheme can be implemented. 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 20<sup>th</sup> September 2019 with objections to be received no later than 14th October 2019. 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: -

*The Council states in its Statement of Reasons for undertaking this action:*

**“LEICESTER CITY COUNCIL  
THE LEICESTER (20 MPH SPEED LIMIT) (MORLAND AVENUE AREA)  
ORDER 2019**

**Statement of reasons for proposing to reduce the speed limit from 30mph to 20mph in the Morland Avenue Area of Leicester**

for avoiding danger to persons or other traffic using the road or other roads for preventing the likelihood of such danger arising”

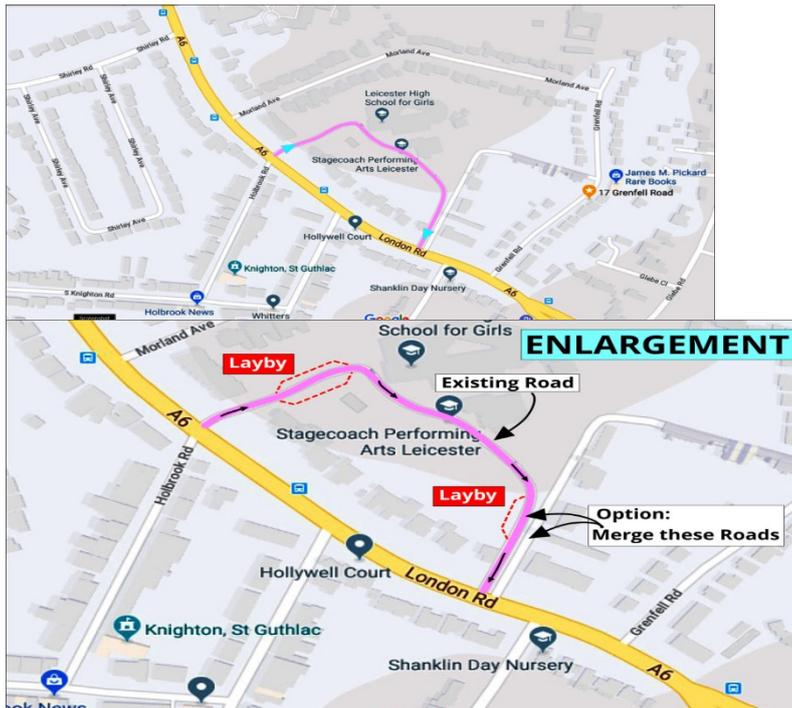
*I note here that Grenfell Road, while not specifically mentioned in the Statement of Reasons, is included nevertheless.*

*I feel that this is a superfluous proposal and write to you to raise my objection to this order on the following grounds:*

1. *Road safety: History of accidents purportedly caused by over-speeding cars on these roads in the last 10 years is **nil**. If my assertion is incorrect, I would love to hear from you with evidence to the contrary.*
2. *Our taxpayer money is being wasted on superfluous project based on groundless reasons. The taxes we pay the council are hard earned and are entrusted to the Council to spend wisely where there is a real and substantive need only.*
3. *Changing the speed limit to 20mph would in principle create the potential for someone to inadvertently exceed your new speed limit, thus putting them at risk of breaking the law and incurring penalties.*
4. *It is not inconceivable that the Council, having started this action today, would wish to enforce it in the future. This can take many forms from traffic obstacle placements in its many forms (you call this traffic calming measures) to, as a worse case scenario, traffic enforcement cameras and/or police speed traps. These are not measures that we would welcome on our road.*
5. *I put it to you that the issue you are really trying to address is the increased volume of traffic caused by parents who pick their children up from the Leicester High School for Girls located on London Road. I have to make it very clear here that there is no actual schools on Grenfell and Moreland roads, and no risk to children. It is merely the extra*

volume of traffic, parking and passing through the road, in the early morning to drop students and later to pick them up that is the issue and that is what is actually bothering people. Reducing the speed limit to 20mph will do nothing to solve this issue. You will be using the wrong instrument to address the wrong problem.

6. The students pick-up and drop-off area is confined to the very end of Moreland Avenue and to a lesser degree, Grenfell Road, not the body of the road itself.
7. May I suggest that the real solution is to ask the school to create a suitable drive-through pick-up and drop-off zone inside their grounds for parents to drop and pick the students thus relieving the pressure of extra traffic on Grenfell Road. I am attaching a map that shows that this is a feasible proposition. Please note the road marked in pink and other markings.



8. I am advised by an estate agent that the value of properties on the road might be adversely impacted if such a measure was implemented as it changes the characteristics of the road.

In conclusion, and for all the reasons mentioned above, I ask you to cancel this proposal which serves no purpose except waste taxpayers money.

4.4 Officer comments on each of the above points (1-8) are included below. Note – the item numbers correspond with the initial points raised.

1. Accidents are a random and rare event and in the last ten years we have no record of a personal injury accident on Morland Avenue or Grenfell Road. (The nearest accident to the area occurred at the junction of Morland Avenue and London Road in 2018). That does not mean an accident on Morland Avenue or Grenfell Road could not happen. The presence of children being dropped off and collected from school as well as other pedestrians using the streets increases the possibility. Our speed data recorded over seven days showed average speeds on Morland Avenue of 22.4mph and Grenfell Road of 21.8mph. These are already low enough to be appropriate for a 20mph speed limit

without the need for traffic calming. This is based on advice from the Department for Transport (DfT) Circular 106 which states 20mph speed limits are only suitable in areas where vehicle speeds are already low (the Department would suggest where mean speeds are 24mph or below), or where additional traffic calming measures are planned as part of the strategy. Installing a 20mph speed limit without traffic calming has been shown to reduce average speeds by around 1mph. Research shows that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by around 6%. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds. Hence the likelihood and severity of a future accident is reduced.

- 2 The inclusion of Morland Avenue and Grenfell Road into the council's 20mph programme originated from a request from a resident. The council programme to introduce 20mph zones and speed limits is in line with advice from the DfT, Circular 01-2013 as follows:

*"Traffic authorities are asked to:*

*keep their speed limits under review with changing circumstances;*

*consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.*

*Traffic authorities can introduce 20mph speed limits and zones in*

*"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".*

The existing average speed levels on Morland Avenue and Grenfell Road are suitable for a 20mph speed limit. The public consultation showed overwhelming support for a 20mph speed limit (79% of those who responded in favour).

- 3 The 20mph speed limit would be clearly and legally signed in accordance with the Traffic Signs Regulations and General Directions 2016 and so would be no different to any other change in speed limit.

- 4 DfT circular 01-2013 gives the following advice:

*"Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed".*

All the emergency services, including the police have been consulted about the proposed scheme. No objections have been raised. There are no proposals to introduce traffic enforcement cameras on Morland Avenue and Grenfell Road where average speeds are already appropriate for a 20mph speed limit.

- 5 Issues with the volume of school traffic associated with the Leicester High School for Girls is outside the remit of the proposed 20mph speed limit. Comments about school parking received as part of the public consultation have been noted for potential future workstreams specifically aligned with school run parking issues. The issues will be noted for future consideration alongside other school sites in the city. The risk to children being

dropped off or collected from school on Morland Avenue / Grenfell Road has been dealt with under point 1.

- 6 This is outside the remit of the proposed 20mph speed limit. However, comments received as part of the public consultation about illegal parking have been forwarded to the traffic enforcement team. As a result, they have agreed to increase the number of visits by Traffic Enforcement Officers to prevent illegal parking on the double yellow lines at the junction of Morland Avenue with London Road. Requests for the double yellow lines to be extended on Grenfell Road at the junction with London Road have also been passed on to the appropriate team. The process to extend the double yellow lines is now underway.
- 7 This is outside the remit for the 20mph speed limit change. This is a proposal which should be directed to the school. The roads indicated on the map are not highway.
- 8 No evidence has been found that introducing a 20mph speed limit would adversely affect property prices.

- 4.5 In view of the above, officers recommend that the objections do not constitute a reason to defer implementation of the scheme.

## **5 Financial Implications**

- 5.1 The total estimated cost of the proposed scheme is £4,000 and is funded from the Transport Improvement Works Programme 2019/20.

*Paresh Radia, Finance*

## **6. Legal Implications**

- 6.1 The council as the highway 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.

As an objection has been received, the Council is under a duty to consider the objection in accordance with its general obligations to act reasonably in its consideration, to consider all relevant information and disregard any irrelevant information, and to provide full reasons supporting its conclusion and decision.

*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.

**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 29<sup>th</sup> January 2020 (\* delete as appropriate)

**Signed**.....

**Dated** .....

**Andrew L Smith,  
Director Planning, Development and Transportation**

**9. Report Author**

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