
Executive Decision

Proposed 20mph Speed Limit Armlove Road

Decision to be taken by:
Assistant City Mayor, Environment and Transport

Decision to be taken on: 11 August 2025

Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: Saffron Ward
- Report author: Steve Warrington
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- Report version number: 2 (18/06/2025)

1. Summary

- 1.1 The purpose of this report is to seek the Assistant City Mayor's approval to implement a 20mph Speed Limit on Armlove Road.

2. Recommended actions/decision

- 2.1 The Assistant City Mayor for Environment and Transportation is recommended to approve implementation of the proposed 20mph Speed Limit on Armlove Road.
- 2.2 The Assistant City Mayor for Environment and Transportation is recommended to approve advertisement of the 20mph Speed Limit Order required to implement the scheme.

3. Scrutiny / stakeholder engagement

- 3.1 The Economic Development, Transport, and Climate Emergency Scrutiny Commission considered the policy regarding implementation of 20mph zones in Leicester. Scrutiny reported their findings in January 2024.

Key points included:

- The bespoke method adopted by the Council was seen as preferable to having a default 20mph speed limit. This approach allowed for consultation, improvements and traffic-calming.
- The commitment of achieving 20mph coverage of 80% of suitable streets was supported but recommended aiming for 100% of appropriate residential streets, and it was suggested that these should include post-completion feedback and the air quality data in these areas should be monitored.
- It should be ensured that schemes were self-enforcing and looked at older 20mph streets to see if the traffic calming measures needed to be modernised.

4. Background and options with supporting evidence

4.1 Background

Residential properties to the rear of Lineker Road are being constructed by Bravo Build. Access to the properties is being provided by a new road called Armlove Road which is yet to be opened. The layout has been designed to enable designation as a 20mph speed limit. The road will fall within an existing 20mph zone so no additional signs will be required. It is now proposed to make a speed limit Order funded by developer monies. As the new road will be within an existing

20mph zone and no residents are yet in residence, it is not proposed to undertake a public consultation as would ordinarily be carried out on a new scheme.

4.2 Scheme Proposal

Appendix A shows the proposed 20mph Speed Limit plan.

4.3 Consultations

4.3.1 Stage 1 consultations have been carried out with Ward Councillors, the emergency services, and other Statutory consultees. Ward Councillors have not objected to the proposals. The results of this consultation are shown on Appendix B. The Stage 1 process also includes consultation with affected internal stakeholders. No objections were received.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

The total estimated cost of the proposed 20mph scheme is £4,000 for staff time and statutory notices, which will be fully funded and paid directly by the developer, Bravo Build. There are no revenue implications arising from this report.

Signed: *Stuart McAvoy – Head of Finance*

Dated: 18th June 2025

5.2 Legal implications

The Council as highways 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. Officers may seek advice on this procedure if required.

Signed: *Zoe Iliffe, Property Highways & Planning*

Dated: 12th June 2025

5.3 Equalities implications

The impact of the scheme is considered to be neutral for the majority of groups, however it should have a positive impact for disabled and older people and children as these are particularly vulnerable to road traffic collisions.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Signed: *Sukhi Biring, Equalities Officer*

Dated: 11th June.2025

5.4 Climate Emergency implications

Any positive effects from the 20mph limit on the new road in terms of addressing congestion and promoting active travel could contribute to reducing carbon emissions as well as improving air quality.

Signed: Duncan Bell, *Change Manager*

Dated: 01.05.2025

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

No other implications.

6. Background information and other papers:

- Are our 20mph speed limits effective and do we need more of them? – A Report of the Transport and Climate Change Commission February 2012
- Leicester's Local Transport Plan 2011 to 2025
- City Mayor and Executive – Public Briefing 14th May 2012
- 20mph zones Informal Scrutiny – Economic Development, Transport, and Climate Emergency Scrutiny Commission – 31st January 2024

7. Summary of appendices:

- Appendix A - Proposed 20mph Speed Limit – Armlove Road - Plan.
- Appendix B - Proposed 20mph Speed Limit - Armlove Road – Stage 1 Consultations.

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”? If so, why?

No