
Executive Decision

Proposed 20mph Speed Limit

Gipsy Lane Local Safety Scheme

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

Decision to be taken on: 4 February 2026

Lead director/officer: Andrew L Smith

Useful information

- Ward(s) affected: Troon Ward
- Report author: Michael Byrne
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- Report version number: 1 (17/12/2025)

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 Gipsy Lane.

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 Gipsy Lane.
- 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

The Gipsy Lane scheme forms part of the Council's strategy to reduce accidents and encourage cycling and walking.

4.2 Scheme Proposal

Appendix A shows the proposed 20mph Speed Limit plan.
Appendix B shows the proposed traffic calming.

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 C. The Stage 1 process also includes consultation with affected internal stakeholders. No objections were received.

4.3.2 Stage 2 consultations have been carried out with affected residents. 59 residents were consulted, and 8 (14%) responded.

7 (88%) were in favour of the 20mph Speed Limit reduction and 1 (12%) was against.

5 (63%) were in favour of the traffic calming and 2 (25%) were against. 1 individual (12%) had no opinion on the traffic calming.

Appendix D details the outcome of the Stage 2 consultation with affected residents

4.3.3 Appendix E illustrates these responses split by street in tabular form.

4.3.4 The majority of responses are in favour of the proposed scheme.

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

5.1 Financial implications

The total estimated cost of the proposed 20mph scheme is £210,000 and is funded by the Transport Improvement Works budget in the Council's capital programme. There are no revenue implications arising from this report.

Signed: *Ammarah Mota, Capital Accountant*

Dated: 17/12/2025

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 Illiffe, Property Highways & Planning*

Dated: 17/12/2025

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: 17/12/2025

5.4 Climate Emergency implications

Any 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. 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.

Phil Ball, Sustainability Officer

Dated: 17/12/2025

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 – Gipsy Lane Local Safety Scheme.
- Appendix B - Proposed Traffic Calming - Gipsy Lane Local Safety Scheme V2.
- Appendix C - Proposed 20mph Speed Limit - Gipsy Lane Local Safety Scheme – Stage 1 Consultations.
- Appendix D - Proposed 20mph Speed Limit - Gipsy Lane Local Safety Scheme – Stage 2 Consultations.
- Appendix E - Proposed 20mph Speed Limit - Gipsy Lane Local Safety Scheme – Stage 2 Consultations – Street by Street.

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