

Report to the Chief Officer (Highways and Transportation)

Date: 18 July 2017

Subject: Middleton Bike Park – Proposed Toucan / Informal Crossings

Capital Scheme Number:

Are specific electoral wards affected? If 'yes', name(s) of ward(s): Middleton Park	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity or cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-in?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If 'yes', access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Following the closure of Middleton Park Golf Club, a report was approved by the Executive Board in March 2017 to re-develop the site into an urban bike park with several trails to cater for a wide range of cyclists.
2. As part of the works a number of cycle infrastructure improvements around the vicinity of the site are being undertaken by Parks & Countryside. These include a new shared use footway/cycleway on the north-eastern side of Ring Road Beeston Park, which will connect Town Street to the bike park and continue through to the entrance opposite Bodmin Road.
3. This report seeks approval to introduce Highway improvements in the form of a Toucan Crossing near the junction of Ring Road Beeston Park and Bodmin Road, and introduce an informal crossing and shared use footway/cycleway in front of 19-27 Helston Green through to the new footway on the north-east side of Ring Road Beeston Park.

Best City Ambition

4. The Best Council Plan 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads. This report proposes a scheme that will contribute to this objective and improve road safety

which is also a priority within the West Yorkshire Local Transport Plan. It will also increase interest in cycling, leading to a reduction in carbon emissions by making it easier for cyclists to access this facility.

1. Recommendations

1.1 The Chief Officer (Highways and Transportation) is requested to:

- i) authorise the detailed design and subsequent implementation of a scheme to introduce a toucan crossing, an informal crossing, and a shared use footway/cycleway on Ring Road Beeston Park as shown on the attached drawing TM-23-2863-01-01;
- ii) give authority to display a notice on site under the provision of Section 23 of the Roads Traffic Regulations Act 1984 in order to inform the public of the proposed toucan crossing; and
- iii) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians.

2. Purpose of this report

2.1 The purpose of this report is;

- I. to seek approval for the detailed design and implementation of a Toucan Crossing near the junction of Ring Road Beeston Park and Bodmin Road, and introduce an informal crossing and shared use footway / cycleway in front of 19-27 Helston Green to the new footway on the north-east side of Ring Road Beeston Park; and

3. Background information

3.1 In September 2014, Executive Board supported the closure of Middleton Park Golf Course, which is located within Middleton Park. Following the closure of the golf course it was agreed that cycling facilities could be introduced within the park.

3.2 A further report was approved by Executive Board in March 2017 to approve works to develop the site into an Urban Bike Park with several trails to suit different levels of cyclists. One element of this works was to introduce a shared use footway on the north-eastern side of Ring Road Beeston Park from Town Street, into the bike park, and back onto the highway opposite Bodmin Road.

3.2 There is an existing segregated cycle facility on Ring Road Beeston Park between its junction with Park Wood Road and Bodmin Road, however there are no formal facilities to get across the road to the proposed bike park.

3.3 There is an existing footway on Helston Green which is not currently wide enough to accommodate cyclists and pedestrians, however it does get used by cyclists to get from Helton Road to Ring Road Beeston Park.

3.4 A condition of the planning agreement for the bike park is to improve connectivity to the site by introducing cycle infrastructure that links existing features to the bike park.

4. Main issues

4.1 Design Proposals/Scheme Description

4.1.1 In order to improve access from the existing cycleway to the Middleton Urban Bike Park, it is proposed to introduce a Toucan Crossing north of the junction of Ring Road Beeston Park and Bodmin Road.

4.1.2 It is proposed to widen the footpath in front of 19-27 Helston Green to allow shared use by cyclists and pedestrians. This will lead to a new informal crossing point to connect with the footway currently being constructed by Parks & Countryside.

4.1.4 The total estimated cost of the required highway works is £68,000 works costs and £17,000 staff fee costs all to be funded by British Cycling and Parks & Countryside's Capital Programme.

5.0 Programme

5.1 It is anticipated that the proposal will be commenced within the 2017 / 2018 financial year.

6. Corporate considerations

6.1 Consultation and engagement

6.1.1 Ward Members: The Middleton Park Councillors were consulted by e-mail on 8 June 2017 with a further email sent on 21 June 2017. No adverse comments were received.

6.1.2 Emergency Services and West Yorkshire Combined Authority were consulted via email on 8 June 2017 and no adverse comments were received from the blue light services. West Yorkshire Combined Authority replied with no objections as the buses were not affected.

6.1.3 Residents: All directly affected residents will be consulted as part of the detailed design process.

6.1.4 A safety audit was requested on 6 June 2017. Any issues that are raised will be considered as part of the detailed design. Any unresolved issues will be reported to highways board.

6.2 Equality and diversity, cohesion and integration

6.2.1 The implementation of the crossings and footway/cycleway on Ring Road Beeston Park will provide positive impacts for all users, especially those with mobility issues, young and old people by;

- Providing a safe place to cross a busy road, specifically less experienced cyclists who do not feel as comfortable on roads.
- The informal crossing point and footway link will provide a wider footway to allow cyclists to pass vulnerable road users safely.
- The scheme provides a formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.

The scheme proposals may have provided negative impacts on road users by;

- The introduction of formal pedestrian facilities will add to the waiting time for motor vehicles, leading to stationary traffic. However, this will be minimal and traffic will generally be able to continue un-impeded.
- We are aware that concerns have been raised in the past to shared cycle facilities however these are mitigated through the introduction of signing and tactile paving in accordance with guidance.

6.3 Council policies and the Best Council Plan

6.3.1 The proposals contained in the report have no implications for the council constitution.

6.3.2 Environmental Policy; the proposals contained in this report are in accordance with Aims 6 and 7 of the Policy in that the proposals will aid to “reduce the impact of traffic in the city by changes to the road system” and “develop a safe, healthy local environment which provides the best quality of life for Leeds residents.

6.4 Resources and value for money

6.4.1 **Full scheme estimate:** The total estimated cost of the required highway works is £68,000 works costs and £17,000 staff fee costs all to be funded by British Cycling and Parks & Countryside’s Capital Programme.

7 Legal implications, access to information and call-in

7.1 There are no specific Legal implications included within this report, nor is any information contained within the report to be deemed confidential.

7.2 The scheme is in the annual programme and will be completed in the 2017-2018 financial year.

8.0 Risk management

8.1 There is no risk, over and above those expected when working in the public highway, generated by the proposals contained within this report.

9.0 Conclusions

9.1 It is considered appropriate to introduce these crossing facilities on Ring Road Beeston Park in order to aid access for cyclists to the bike park across a very busy road.

10.0 Recommendations

10.1 The Chief Officer (Highways and Transportation) is requested to:

- i) authorise the detailed design and subsequent implementation of a scheme to introduce a toucan crossing, an informal crossing, and a shared use footway/cycleway on Ring Road Beeston Park as shown on the attached drawing TM-23-2863-01-01;
- ii) give authority to display a notice on site under the provision of Section 23 of the Roads Traffic Regulations Act 1984 in order to inform the public of the proposed toucan crossing;
- iii) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians

11.0 Background documents¹

11.1 None.

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.
Middleton Bike Park – Proposed Toucan and Informal Crossings.

Appendix 1

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Services	Service area: Traffic Management
Lead person: James Chadwick	Contact number: 3787499

1. Title: Middleton Bike Park – Proposed Toucan / Informal crossings

Is this a:

Strategy / Policy

 Service / Function

 Other

If other, please specify: Highway Improvement Scheme to address accident pattern and accommodate increased traffic volume associated with new development.

2. Please provide a brief description of what you are screening

The Screening focuses on the proposals to introduce formal and informal crossings on Ring Road Beeston Park in the Middleton Park ward. The crossings will aid cyclists movements across to the new Urban Bike Park.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment,

residential location or family background and education or skills levels).		
Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p> <p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> • How have you considered equality, diversity, cohesion and integration? (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected) <p>Due to the nature of the works the proposals will benefit the locality by providing formal pedestrian facilities across the busy Ring Road Beeston Park.</p> <p>Consultation has been undertaken with local Councillors, emergency services, West Yorkshire Combined Authority and the Cycling officer for Leeds to make them aware of the proposals in terms of improving general road safety and aiding crossing movements for pedestrians and cyclists. Local residents will be consulted as part of the detailed design process.</p> <p>Various comments, suggestions and issues have been raised, all of which have been taken into account, addressed and where feasible included in the scheme proposals.</p> <p>Additional consultation / engagement will take place prior to the works being carries out by means of a Section 23 notice for the pedestrian crossing, and residential consultation</p>

regarding the shared footway.

- **Key findings (think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

The implementation of the crossings and footway/cycleway on Ring Road Beeston Park will provide positive impacts for all users, especially those with mobility issues, young and old people by;

- Providing a safe place to cross a busy road, specifically less experienced cyclists who do not feel as comfortable on roads.
- The informal crossing point and footway link will provide a wider footway to allow cyclists to pass vulnerable road users safely.
- The scheme provides a formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.

The scheme proposals may have provide negative impacts on road users by;

- The introduction of formal pedestrian facilities will add to the waiting time for motor vehicles, leading to stationary traffic. However, this will be minimal and traffic will generally be able to continue un-impeded.
- We are aware that concerns have been raised in the past to shared cycle facilities however these are mitigated through the introduction of signing and tactile paving in accordance with guidance.

- **Actions (think about** how you will promote positive impact and remove/ reduce negative impact)

Support from local Ward Members, residents and cycling officers has helped maintain a positive impact on the on the local community and the various road users of the area. The crossings will aid cyclists gaining access to the Urban Bike Park which should have a positive impact on the number of cyclists in the area.

There is no way to negate the negative impact of stationary vehicles, however the timings of the crossing will keep this to a minimum.

5. If you are *not* already considering the impact on equality, diversity, cohesion and integration you *will need to carry out an impact assessment*.

Date to scope and plan your impact assessment:

Date to complete your impact assessment

Lead person for your impact assessment
(Include name and job title)

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	June 2017

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	June 2017
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	