

**Report of Transport Planner**

**Report to the Chief Officer (Highways and Transportation)**

**Date: 05 May 2020**

**Subject: A65 Kirkstall Road – Cycle Segregation Scheme**

Are specific electoral wards affected? If yes, name(s) of ward(s): Kirkstall & Little London and Woodhouse	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**Summary**

**1. Main issues**

- A65 Kirkstall Road is a main principal route into Leeds providing a direct link for both motorists and cyclists from the north west of Leeds into the City Centre. There are many large industrial, commercial and leisure complexes along the busy route that is made use of by both cyclists and motorists. The particular section covered within this report is between Vesper Road and City Centre.
- The A65 Kirkstall Road has huge potential to grow the number of people cycle along it. It is already one of the busiest cycle commuter routes within the city but it could be improved to provide facilities that support everyday cycling and long term modal shift.
- One of the biggest barriers preventing behaviour change is perceived road safety concerns. The best way to overcome this is through the introduction of segregated cycle provision. Currently, the existing cycle facilities on the A65 Kirkstall Road are largely unsegregated.
- This report proposes the trial of light segregation (bolt down products) to better understand the performance of this type of facility and capture the benefits of a segregated provision at a significantly lower cost than a conventional engineering scheme.
- These measures will also support the present response to the Covid-19 crisis by providing measures that enable people to feel safe enough to do their everyday journeys by bike.

## **Best Council Plan Implications** (click [here](#) for the latest version of the Best Council Plan)

- The Best Council Plan 2019/20 - 2020/21 outlines how Leeds City Council have a positive and distinctive vision for the future of the city. With inclusive growth and health and wellbeing strategies driving the city forward. By offering greater access to a dedicated cycling facility that less confident cyclist feel confident to use will help to deliver the Best Council Plan Priorities as detailed below.
- Sustainable Infrastructure – these changes complement the Leeds Core Cycle Network and encouraging greater and safer cycle use which in turn will help improve resilience in the highway network, reduce congestion, improve air quality and help achieve a reduction in carbon emissions over time.
- By offering this cycling facility the scheme will also support Health and Wellbeing, Child Friendly City and Age Friendly Leeds by supporting opportunities for healthy and physically active lifestyles, enhancing the city for future generations, alongside supporting independence.

## **2. Resource Implications**

- This scheme is included within the 2020/21 annual programme for Transport Strategy, however, delivery of the project has been brought because the scheme does offer safety and transport benefits that help in terms of the Covid 19 response.

## **Recommendations**

The Chief Officer (Highways & Transportation) is requested to;

- a) Note the contents of this report;
- b) Approve the detailed design and implementation of the package of works as detailed in section three of this report.
- c) Give authority to incur expenditure of £75,000, comprising of £60,000 works cost, £12,000 staff fees and £3,000 legal costs, all to be funded from the LTP Transport Policy Capital Programme; and
- d) Give authority for the City Solicitor to promote and implement an experimental traffic regulation where necessary as identified through the detailed design process.

### **1. Purpose of this report**

- 1.1 The purpose of this report is to seek approval for the detailed design and implementation of the A65 Kirkstall Road – Cycling Segregation Scheme. The proposal is to implement a pilot that provides interim light protection and segregation for cyclists to feel safe without the cost of major highways works.

### **2. Background information**

- 2.1 A65 Kirkstall Road is a main principal route into Leeds providing a direct route for both motorists and cyclists from the outskirts of Leeds into the City Centre. There are many large industrial, commercial and leisure complexes along the busy route that is made use of by both cyclists and motorists. The particular section covered within this report is between Vesper Road and Leeds City Centre.

- 2.2 A traffic survey in 2018 showed an average of 315 cyclist inbound over a four hour period.
- 2.3 The A65 Kirkstall Road has had a number of interventions that incorporated cycle provision. The Kirkstall Road Quality Bus Scheme (opened in September 2012) delivered a range of benefits to bus users, cyclists and pedestrians. Cyclists in particular benefited from lengths of 4.5m bus lane, coupled with cycle lanes, between Horsforth and the Inner Ring Road.
- 2.4 A short section of segregated cycle provision was later added in 2017 and was installed on the inbound side of Kirkstall Road between Woodside View and Weaver Street. This change was introduced to address specific road safety concerns that were resulting in recorded injury collisions involving cyclists and turning vehicles.
- 2.5 Prior to the segregated cycle provision being installed in 2017, there were 59 collisions recorded in the previous five years. Of the 59 recorded injury accidents, 56% involved a pedal cyclist or pedestrians. This scheme led to a significant reduction in the number of collisions involving pedal cyclists, however, it success was limited to the specific locations addressed by the scheme.
- 2.6 Over the past five years, there were 87 recorded injury collisions along this length of Kirkstall Road involving pedal cyclists. In addition, there were 22 recorded injury collisions along this length involving pedestrians. Three of the accidents have resulted in fatalities and 13 resulted in serious injury.
- 2.7 More recently, the world is in the middle of a pandemic that has seen changes in terms of travel. During lockdown the UK have been encouraged to stay at home with citizens being allowed out for essentials or 1 hour exercise. This has understandably resulted in huge reductions in terms of traffic volumes and led to more people walking and cycling locally.
- 2.8 Moving forward, as lockdown eases cycling has the potential to play a big role for everyday travel/commuting but this can only be done by providing routes that enable people to feel safe. The proposal in this report addresses this by upgrading one of the key corridors into the city and converting what is largely an unsegregated cycle lane to be fully segregated.
- 2.9 The Leeds Cycle Starts Here Strategy has an ambition to deliver a cycle network of approximately 500 miles to facilitate cycling. This assumes provision of segregated facilities along busy A roads to cater for the needs of all cyclists where the volumes and speeds of traffic pose a significant barrier. The A65, as a busy cycling corridor, forms key part of this ambition.
- 2.10 Delivering a fully segregated scheme along this length using conventional materials would potentially have significant cost implications and would be time consuming to install. By developing an interim scheme using a form of light segregation as shown in Appendix 1 it will provide a higher degree of protection, will enable quick delivery of a segregated route and provide an environment for cyclist to feel safe to carry out every day journeys
- 2.11 Some of the key benefits of using this product is that it allows local authorities to introduce cycle segregation relatively quickly compared to traditional kerbed facilities and that it can be removed and relocated as and when required. Leeds City Council will monitor the impact of the scheme, product performance and the benefits, which might include speed management of general traffic, for future scheme development.

### 3. Main issues

- 3.1 The government are asking people to consider their travel choices, avoid public transport and, where possible, walk or cycle. Enhancing the level of protection for cyclists on this key route will provide conditions that make people feel safe and see this mode of transport as a first choice. The proposed upgrade of existing cycle lanes along the A65 Kirkstall Road and trial of light segregation was part of the annual programme but has been brought forward in order to provide an on highway response to the Covid 19 pandemic.
- 3.2 This proposal on Kirkstall Road A65 seeks to provide better segregated facilities and remove the barrier of road safety. By trialling the introduction of cost effective light segregated cycle infrastructure that enables Leeds City Council to understand how effective it can be and help build a case to improve cycle facilities further when future funding becomes available.
- 3.3 There are world-wide examples (notably Barcelona, New York) where cities have delivered temporary segregation offering cyclists protection from motor traffic. These are often deployed as trial measures before a more substantial scheme is delivered.
- 3.4 Other locations have used this type of facility as a permanent form of segregation such as Newcastle, London, Dublin and Manchester. In 2016 Newcastle introduced their first light segregation scheme and in March 2020 commissioned a report in to the longevity of the Orcas. This report indicates that the whole scheme has had very little decay and only sustained 3% damage.
- 3.5 The current design proposes that light segregation will be introduced where unsegregated cycle lane is present. The cycle lane will be reviewed and converted from an advisory lane to a mandatory lane.
- 3.6 An experimental traffic order will be required to alter the loading restrictions along the length, however, meaningful consultation cannot be undertaken at this time due to the Covid 19 pandemic. It is intended, subject to approval, that the scheme will be introduced on a trial basis under an experimental traffic regulation order, this then effectively becomes the consultation period and allows those directly affected by the scheme to feedback their comments.
- 3.7 This type of segregation pilot will allow cyclists to feel more comfortable and protected when riding alongside general traffic and should help towards creating an environment that allows every day cycling and supports those that are less confident. This is confirmed by feedback from cyclists on a similar type of scheme in Greenwich which found
  - 63% felt safer using the cycle lane with new separator
  - 77% thought the separators an improvement on just having lane markings
  - 74% would like to see more of these separators being used to improve safety and comfort
- 3.8 In turn, this will offer a more favourable alternative to using the footway which is currently used by some less experienced cyclist and young people thus freeing up this space again for pedestrians and improving the pedestrian environment.
- 3.9 The proposed design will accommodate the requirements for highway maintenance and drainage by the provision of a minimum space of 1.5m from the kerb line and similarly gaps between the measures. The durability of the products and robustness to impacts have been assessed and not found to be a problem elsewhere and the

procurement approach will ensure sufficient replacements are available and replacements are on a short delivery timescale from the supplier.

### 3.10 Programme.

3.10.1 It is anticipated, subject to product availability, that the scheme could be introduced within the next six weeks.

## **4. Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 Consultation with Ward Members has taken place. This scheme covers two wards and all ward members have confirmed in writing their support for the scheme. The Executive Member for Climate Change, Transport and Sustainable Transport and the Lead Member for Active Travel and Sustainable Transport both fully support the proposal.

4.1.2 Consultation with residents and businesses has not taken place due to the Covid 19 pandemic. Feedback from those directly affected will be received through the promotion of an experimental traffic regulation order (ETRO). Effectively the live trial becomes the consultation period allowing the trial to commence and feedback to take place during the 18 month period of the experimental order; alterations can be made where they're considered appropriate.

4.1.3 The scheme has been presented to the Leeds Cycle Consultation Forum Sub Group who were supportive of the proposal. They welcomed the introduction and trial of light segregation and expect this to be a big improvement on the current arrangement. They also requested that consideration could be given to widening the existing cycle lane from 1.5m to 2m where possible; this is being considered as part of the detailed design.

4.1.4 The motorcyclists group MAG have indicated objection to aspects of the design on the basis of their perceptions that they will offer a trip hazard with the potential glancing impact and view this as disproportionate for a small group of road users. These concerns are mitigated through inclusion of a "wand" pillar to highlight the presence of the equipment the scheme will also be active monitored post implementation.

4.1.5 WYCA and Emergency Services will be consulted during detailed design.

### **4.2 Equality and diversity / cohesion and integration**

4.2.1 An Equality, Diversity, Cohesion and Integration Report can be found in Appendix 2.

### **4.3 Council policies and the Best Council Plan**

4.3.1 The Best Council Plan 2019/20 - 2020/21 outlines Leeds City Council's positive and distinctive vision for the future of the city that is inclusive and healthy. By extending the provision of a dedicated cycling facility the scheme will help to deliver the Best Council Plan Priorities as detailed below.

4.3.2 By offering this cycling facility the scheme will support Health and Wellbeing, Child Friendly City and Age Friendly Leeds by extending opportunities for healthy and physically active lifestyles, enhancing the city for future generations, alongside supporting independence and increasing safety of vulnerable road users.

- 4.3.3 This scheme also aligns its self to the Leeds Transport Strategy (Interim December 2016) in helping to develop quality environments for walking and cycling, and providing transport infrastructure which links areas of social deprivation to jobs and opportunities of a prosperous city centre.
- 4.3.4 By providing a light segregation pilot the scheme will help deliver the aspirational cycle network for the district, within the Cycling Starts Here Strategy and help towards the strategies main objective of “More People Cycling More Often”.
- 4.3.5 The scheme also reflects the aims of regional and national strategies. The West Yorkshire Transport Strategy seeks to increase active travel and improve the transport network for vulnerable road users. This includes the ambitions target of tripling the number of cycling journeys.
- 4.3.6 In 2017 the Government published its first *Cycling and Walking Investment Strategy* (The Strategy). The Strategy sets out the Government’s ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. The Strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies. The Strategy’s objectives, by 2020, are to:
- increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made
  - increase walking activity, where walking activity is measured as the total number of walking stages per person
  - reduce the rate of cyclists killed or seriously injured on England’s roads, measured as the number of fatalities and serious injuries per billion miles cycled
  - increase the percentage of children aged 5 to 10 that usually walk to school

#### **Climate Emergency**

- 4.3.7 This scheme supports the climate emergency by assisting people to reduce their own carbon footprint by enabling journeys to be undertaken by cycling and walking. This will help reduce congestion, in particular single occupancy car journeys, which will help reduce road and vehicular pollutants and noise as well as CO<sub>2</sub> emissions.
- 4.3.8 The product being considered is a sustainable product which accounts for part of the 40 tonnes of recycled material using a unique low energy manufacturing process. At the end of its life the rubber modules can themselves be recycled and used in many different ways. This makes it both a transferable asset and a ‘future proof’ product for a global market. As traffic management requirements change the products can be repositioned. This might happen if the volume of cyclists increase and the cycle lane needs to be wider or moved to another road, as part of an expanding network.

#### **4.4 Resources, procurement and value for money**

- 4.4.1 Officers have looked at a number of products from various suppliers however this product meets the safety requirements for all users that we feel are paramount to this type of light segregated scheme, whilst taking into account the requirements of disabled users.
- 4.4.2 The scheme has been identified as part of the 2020-21 annual programme and is fully funded from the Integrated Local Transport Plan Capital Programme. The scheme is being developed and implemented as soon as reasonably possible as it

will provide benefits that help contribute to the Covid 19 response and future transport challenges.

#### 4.4.3 Capital funding and cash flow.

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	60.0				60.0		
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	12.0				12.0		
OTHER COSTS (7)	3.0				3.0		
<b>TOTALS</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>75.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
Government Grant - TP LTP	75.0				75.0		
Total Funding	75.0	0.0	0.0	0.0	75.0	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Parent scheme number : 99609

Title : Transport Policy annual Capital Programme ( LTP Government grant funded )

#### 4.5 Legal implications, access to information, and call-in

4.5.1 The scheme is eligible for call in.

4.5.2 No information contained within the report to be deemed confidential under the Councils Access to information Rules.

#### 4.6 Risk management

4.6.1 There is no risk, over and above those expected when working in the public highway, generated by the proposals contained within this report. Safe working practices will be in place during installation to ensure social distancing takes place.

4.6.2 If the scheme is not approved there is a risk cycle related collision may continue along this length of road and at side-road junctions, and that the needs of novice cyclists will continue not to be met.

- 4.6.3 If the scheme is not approved it may have a detrimental effect to the safety of the Leeds Liverpool Canal towpath users, should cycling still continue to increase, due to people not feeling safe using the A65 to access the City Centre and destinations along its length.

## **5 Conclusions**

- 5.1 The purpose of this report is to seek approval for the detailed design and implementation of a trial along the A65 Kirkstall Road to introduce a light segregated cycle facilities without the cost of major highways works.
- 5.2 This proposal will provide a safe environment that will encourage everyday cycling and allow Leeds City Council, where appropriate, to rapidly expand the cycle network, ensure the viability of more permanent schemes and identify potential issues before committing resources to extensive capital schemes. This allows us to prioritise investment where 'live testing' of light segregation measures has demonstrated the effectiveness and support for a particular scheme.

## **6 Recommendations**

- 6.1 The Chief Officer (Highways & Transportation) is requested to;
- a) Note the contents of this report;
  - b) Approve the detailed design, consultation and implementation of the package of works as detailed in section three of this report;
  - c) Give authority to incur expenditure of £75,000, comprising of £60,000 works cost, £12,000 staff fees and £3,000 legal costs, all to be funded from the LTP Transport Policy Capital Programme; and
  - d) Give authority for the city solicitor to promote an experimental traffic regulation where necessary as identified through the detailed design process.

## **7 Background documents<sup>1</sup>**

- 7.1 None.

## **8 Appendices**

- 8.1 Example of light segregation in-situ.
- 8.2 EDCI Screening

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<sup>1</sup> 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.

Appendix 1 – Example of light segregation in-situ



## Appendix 2 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.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person: Vicki Franks</b>	<b>Contact number:</b>

<b>1. Title:</b>
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify:</b>
<b>Cycle safety scheme</b>

<b>2. Please provide a brief description of what you are screening</b>
<p><b>A pilot scheme to introduce a temporary form of segregating cyclists from motorised traffic with wand Orcas.</b></p> <p>Kirkstall Road A65 – Cycle Safety Improvement Scheme seeks to address the road safety issues experienced by cyclists by introducing segregated cycle infrastructure and build a case to improve cycle facilities further when funding becomes available. The scheme proposes to utilise 1m wand Orcas, following pilots in Newcastle, London, Dublin, Edinburgh and Manchester. It incorporates a 1 metre Orca with a 1m high reflective wand. This product provides clear protected segregation and because of the presence of the wand it minimises the possibility of it becoming a trip hazard for blind and partially sighted pedestrians.</p>

### 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"><li>• Eliminating unlawful discrimination, victimisation and harassment</li><li>• Advancing equality of opportunity</li><li>• Fostering good relations</li></ul>	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**.

### 4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **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)

A full EDCI assessment for the provision of cycling infrastructure is available. This screening therefore focuses specifically on light segregation as a method of providing cycling infrastructure.

The proposals affect a section of the A65 Kirkstall Road. The section of Kirkstall Road has few residential properties and its main function is that of a main distributor road, carrying large amounts of traffic. However, if successful, this type of provision may be rolled out more widely across the city. Therefore the screening is focusing on the impacts of the type of feature introduced, and overall impacts of segregated provision for cyclists, rather than impacts on a specific location and a specific community.

Not all forms of segregation are problem-free – for example the deployment of light segregation with limited height may result in trip hazard to pedestrians crossing the carriageway and serious injury to motorcyclists who hit the feature. In selecting the type of segregation suggested for the trial the designers have considered the experiences of different user groups with the different forms of segregation available. The 1m wand Orcas have been chosen for their detectable features which minimise the risk of collision or of tripping and falling.

Providing this type of segregation will allow cyclists to feel more comfortable and protected when running alongside general traffic and should help create an environment that allows every day cycling and supports less confident users, including children and older people and users of adapted bikes.

This location will allow for testing and monitoring of any impacts of the scheme prior to its wider deployment. Feedback from user groups will be sought and the temporary nature of the features means they can be easily removed should problems become apparent. The provision of temporary segregation will also test the potential impacts before a more permanent scheme is introduced.

- **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)

It is anticipated that the proposals will have positive impacts on the following protected characteristics:

**Women** are currently underrepresented as cyclists in the UK, unlike in other European countries that have a comprehensive network of cycling infrastructure. Women are

more likely to be cautious cyclists, less willing to take the primary position in the lane of traffic, more likely to ride close to the kerb line and therefore more at risk from close passes and conflicts with left turning vehicles. The continuation of segregated facilities is likely to benefit this protected characteristic by creating a safer environment, especially on this busy commuting corridor.

Closing the gap between segregated cycle facilities on Kirkstall Road ending at Haddon Road and the start of the Wellington Street City Connect scheme will benefit **children**, who are currently either unable to travel by bike, or do so using the footway.

**Disabled people** have expressed concerns over mixing with cyclists, be it on shared use facilities or where crossing the road. In the past representations were made, including by local campaigners from the National Federation for the Blind, for a form of delineating cycle lanes that is detectable to blind and partially sighted people. These scheme will provide this form of strong delineation and detectability.

Provision of safe, segregated cycle infrastructure on City Connect routes has shown a 50% decrease in cyclists using the adjacent footway. Removing cyclists from the facility used by pedestrians will have direct beneficial effect on disabled people (particularly deaf, blind and partially sighted people less able to detect cyclists, but also those with a mobility impairment/ cognitive impairment who may be less able to react appropriately to an approaching cyclists) and **older people**. Those groups have expressed concerns over mixing with cyclists, including loss of confidence and anxiety.

As a non-weight bearing exercise, cycling can benefit **older people** if the negative effects of traffic are minimised. The Cycle BOOM, a 2016 national study into cycling among older people, identified issues around slower reaction time and the ability to look over the shoulder while keeping balance were putting older cyclists at risk from vehicles. The need to stop-start and dismount also presented difficulties for this user group due to the effort required to regain momentum.

It showed that older cyclists either avoided busy roads or had learned to cope with the dominance of the car and the paucity of cycle infrastructure by performing unconventional manoeuvres such as dismounting at junctions or riding (carefully) along pavements in order to negotiate what they regarded as risky places. Although shared use facilities were preferable to using the unsegregated carriageway, many riders still related a level of uncertainty and anxiety in such places due to sharing the space with what they perceived as 'less predictable' forms of pedestrian activity, particularly young children and dog walkers. Many of the findings would be also applicable to **disabled** cyclists, especially those using adapted bikes.

Therefore the key recommendation of the study was to provide dedicated cycling infrastructure separated from motor traffic and pedestrians on or close to all main roads and arterial routes into towns and cities as a way of enabling older people to use cycling as a mobility aid and a form of transport.

The wand orcas will have an additional benefit of preventing vehicle encroachment, meaning vehicles will be physically unable to mount the pavement and cyclists will not be forced to use the footway if the cycle lane is obstructed by parked cars. This will also benefit older people, disabled people and people with children.

Potential negative impacts are limited to:

Perceived added difficulty when crossing the road/ trip hazard – this has been alleviated by the choice of the form of segregation. The orcas are detectable to touch and the wand gives them a high profile. Reflective features add to the visibility, including at night. With the additional presence of formal, signalised pedestrian crossings there is no differential negative impact expected on older people or disabled people.

- **Actions**

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

**The aim of the pilot scheme will be to obtain feedback on the usability of the new infrastructure. The Access and Useability Group, which has representatives with different forms of disability as well as older people, will be specifically invited to visit the scheme and feed back. Feedback from cyclists will be sought through the Cycling Consultation Forum.**

**The scheme is intended as a live trial. Should any issues be identified through the lifetime of the project the Wand Orcas will be repositioned or removed.**

**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)	

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>

**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

<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	