
Rally Park Access Improvements

EDTCE Scrutiny

Date of meeting: 18 October 2023

Lead director/officer: Daniel Pearman

Useful information

- Ward(s) affected: All Wards
- Report author: Daniel Pearman
- Author contact details: Daniel.pearman@leicester.gov.uk
- Report version number: 01

1. Purpose of Report

- 1.1 To provide the Commission with initial details on the proposed Rally Park access improvement project.

2. Summary

- 2.1 The EDTCE Scrutiny Commission will receive a presentation outlining the current plans for additional cycle facilities across Rally Park, making use of funds allocated by central government and Active Travel England via round 4 of the Active Travel Fund

3. Detailed Report

- 3.1 The City Council, alongside other authorities, were invited to bid for funding under the 4th round of the Active Travel fund in January 2023.
- 3.2 The identification and selection of Rally Park was led by data collection from existing count sites – which showed strong demand for the current shared use paths – alongside future school and development sites in the vicinity that would benefit from improved walking, wheeling, and cycling links.
- 3.3 Proximity to the Five Ways junction improvements, particularly the extended cycle route along Fosse Road North, additionally suggested a great deal of benefit from improving access to and connections across the park.
- 3.4 The terms of the fund required schemes be buildable, have a material impact in local walking, wheeling, and cycling trips and would noticeably increase participation amongst underrepresented groups.
- 3.5 Overall quality of Rally Park as a thoroughfare was found to be poor, with paths requiring maintenance and there being ongoing concerns with crime and anti-social behaviour. Accessibility and utility was also noted as an issue for certain groups with visual or mobility impairments.
- 3.6 Improvements to the park have long been desired by the parks service, but a lack of available funding has constrained plans. There is an opportunity to deliver improved quality of greenspace via this fund.
- 3.7 The City Council were successful in bidding for the fund, and were awarded £1.8m in capital monies to deliver segregated cycle tracks, new paths, access improvements, entrance improvements, and better amenities through the park.
- 3.8 Detailed design is now underway and further consultation will take place – the scheme must commence in the 2024 calendar year.

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

4.1 Financial

The budget for Rally Park is £1.8m all funded by the Active Travel Fund 4 Grant.

Richard Hawkins, Accountant

4.2 Legal

Traffic Regulation Orders are introduced under the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996.

In determining the restrictions to be recommended, Officers must have regard to the requirements under Section 122 of the 1984 Act to ensure the convenient, safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway.

In determining the restrictions to be recommended, Officers must have taken due regard of the Councils' duty under Section 16 of the Traffic Management Act 2004 for securing the expeditious movement of traffic on the authority's road network and in carrying out necessary public consultation under the 1984 Act and 1996 Regulations.

4.3 Equalities

When making decisions, the Council must comply with the public sector equality duty (PSED) (Equality Act 2010) by paying due regard, when carrying out their functions, to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

Protected characteristics under the public sector equality duty are age, disability, gender re-assignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, sex and sexual orientation.

Equality considerations need to be taken into account as the project develops with particular emphasis on accessibility issues.

Sukhi Biring, Equalities Officer

4.4 Climate Emergency

Transport is responsible for around 25% of carbon emissions in Leicester, and has grown as a proportion of the city's emissions over recent years. The city council declared a Climate Emergency in 2019 and has set an ambition to achieve net zero carbon emissions by 2030, with transport one of the key sectors to tackle. Enabling and encouraging active travel options such as cycling through the provision of infrastructure is expected to have a positive impact in encouraging wider use of sustainable travel options in the city. Consideration should also be given to options to minimise emissions from the installation of the facilities proposed.

Aidan Davis, Sustainability Officer

4.5 Other

No other implications for this report

