

Executive Decision Report

Blackbird Road/Parker Drive Pedestrian/Cycle Crossing Improvements

Decision to be taken by: City Mayor

Decision to be taken on: 11 April 2025

Lead director: Andrew L Smith



City Mayor

Useful information

- Ward(s) affected: Abbey
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- Report version number: V2

1. Summary

The purpose of this report is to seek approval from the City Mayor to progress the design and construction of the S.106 funded pedestrian/cycle crossing improvements to the Blackbird Road/Parker Drive junction, and to add the allocated S.106 funding of £296,264 to the Council's capital programme.

2. Recommendations

The City Mayor is recommended to:

- I. approve progressing the design of the scheme and construction, subject to consultation with stakeholders, as detailed in the report.
- II. approve the addition of the allocated S.106 funding of £296,264 to the Council's capital programme.

3. Supporting information including options considered:

- 3.1.1. As part of the residential development on the former Blackbird Playing Fields, a S.106 contribution of £296,264 was secured towards highway improvements at the Blackbird Road/Parker Drive signal junction and at Parker Drive to provide/upgrade pedestrian and cycle crossing facilities.
- 3.1.2. The scope of the scheme is to introduce controlled crossing facilities at the junction providing a connection between Blackbird Road, Parker Drive and the existing/new residential area at Somerset Avenue. It also provides a connection to Transforming Cities Fund schemes on Blackbird Road and Somerset Avenue. The proposed crossings aim to improve safety, providing high quality pedestrian and cycle crossings thereby improving connectivity and creating an area conducive to safe active travel.
- 3.1.3. The objectives of the project are to:
 - a) Improved pedestrian/crossing facilities at the Blackbird Road/Parker Drive junction.
 - b) Future proof for any additional improvements should further funding become available.
- 3.2. Consultation**
 - 3.2.1. Stakeholder consultation will be carried out as part of the scheme design. The concept design has been prepared in consultation with and endorsed by active travel representatives.
 - 3.2.2. Further public and stakeholder engagement is built into the programme within the design phase and is planned to take place in April 2025. This is likely to include a press release, local letter drop and presentations to key stakeholder groups as requested.

3.3. Scheme design – see Appendix 1

- 3.3.1. The current plans will be subject to further preliminary design and then detailed amendment as the construction level plans are prepared.
- 3.3.2. Parallel crossings have been proposed on the west side of Blackbird Road and across the left slip from Blackbird Road to Parker Drive.
- 3.3.3. The proposals also retain the informal crossing area on the east side of Blackbird Road.
- 3.3.4. The design also future proofs the introduction of any future improved crossings across Parker Drive and the left slip road from Parker Drive to Blackbird Road.

3.4. Project Funding and Value for Money

- 3.4.1. The estimated total project cost is £296,264 and is totally funded by the S.106 contribution.

3.5. Project Programme

- 3.5.1. The indicative outline programme is as below:

Preliminary Design	Complete
Detailed Design	March
Engagement	April 2025
Construction	May 2025 to September 2025

- 3.5.2. Construction of the scheme is planned to begin in May 2025, subject to detailed traffic management considerations, and considering other planned works in the city.

4. Details of Scrutiny

The funding was received as part of a S.106 contribution linked to an approved planning application.

5. Financial, legal and other implications

5.1 Financial implications

The S.106 funding has been received by the authority and is in a holding account (20269B322301.).

I am happy to support the development of these works.

Darren Stell, Capital Accountant
25 February 2025

5.2 Legal implications

When considering highway designs, officers should have due regard to the requirements under Section 122 of the Road Traffic Regulation Act 1984 to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway.

Officers will need to be satisfied that for avoiding danger to persons or other traffic using the road, it is requisite that subsection 3(1) of the Act shall not apply. In determining the recommendations, officers should have regard to the requirements of Section 16 of the Traffic Management Act 2004 to ensure the safe and expeditious

movement of traffic.

The design may require the introduction of Traffic Regulation Orders under the 1984 Act. In introducing these, the Council should comply with the provisions of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (Procedure Regulations 1996). Officers should have regard to the results of the statutory consultation requirements undertaken in considering approval of any proposed Order.

Zoe Iliffe, Principal Lawyer (Property Highways & Planning)
3 March 2025

5.3 Climate Change and Carbon Reduction implications

By improving facilities for safe and convenient walking and cycling journeys in this area of the city, the proposals in this report will support the aim of increasing the role of these zero/low carbon travel modes and hence of reducing carbon emissions from transport. Carbon emissions should also be considered as part of any construction works carried out, including the use of low carbon and sustainable materials, and setting a target for the recycling of construction waste.

Duncan Bell, Change Manager (Climate Emergency). Ext. 37 2249.
7 March 2025

5.4 Equalities Implications

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 discrimination, advance equality of opportunity and foster good relations between people who share a 'protected characteristic' and those who do not.

Decision makers need to be clear about any equalities implications of the proposed changes. In order to consider the likely impact on those likely to be affected by the recommendation and their protected characteristics.

Protected groups under the Equality Act are age, disability, gender re-assignment, pregnancy/maternity, race, religion or belief, sex and sexual orientation.

As with any changes to infrastructure and the layout of the city/ road networks, it is important to adhere to inclusive design principles to avoid any potential for unintended negative impacts for some users, particularly where there are changes to pedestrian crossings, footpaths and kerbs. These issues must be considered in the decisions that are made in planning for the changes.

To ensure that equality impacts of the proposal are taken into account it is recommended that an equalities impact assessment is conducted and iterations of this should continue to be active throughout the process. The Equality Impact Assessment process should continue to be used as a tool to aid consideration around whether we are meeting the aims of the Public Sector Equality.

Provided that accessibility is a key consideration in the planning process, it is likely that the proposal should achieve the objectives set out in this report and will have a positive impact across all protected characteristics.

It is important that any consultation/engagement going forward including community

engagement needs to be accessible, fair and proportionate.

Surinder Singh, Equalities Officer

4 March 2025

5.5 Other Implications:

None.

6. Background information and other papers:

5.6 Summary of appendices:

Appendix 1 – Preliminary scheme design

7. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?

No

8. Is this a “key decision”?

No

9. If a key decision, please explain reason.

N/A