

Report to the Chief Officer (Highways and Transportation)

Date: 9th May 2017

Subject: Design and Cost Report for Public Rights of Way – Leeds Footpath No. 60 (off Church Lane, Adel) School Link

Capital Scheme Number : 32683

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Adel and Wharfedale	<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
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 relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- 1 The Best Council Plan 2015-2020 outlines how Leeds will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. Providing an improved footpath will contribute to the 2015-2020 Best Council Plan’s aims of reducing health inequalities through healthier lifestyles.
- 2 Public Rights of Way within Parks and Countryside wish to prioritise a length of footpath between Church Lane, Adel and Long Causeway (via Bedquilts Recreation Ground) which is in a very poor state of repair. If improved, a range of benefits to pedestrians, pushchair users and wheelchair users wishing to access both the playing fields and the primary school beyond would be realised.
- 3 This report provides details of the maintenance and legal status of the path. This report requests approval to carry out construction and promotion of the improvement to the footpath from the allocation of funding.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) note the identified maintenance responsibilities;

- iii) approve a £19,864 funding contribution towards the improvement of a public footpath as shown on Drawing number LD.634.02; and
- iv) give authority to incur expenditure of £19,864 to be funded from the LTP Transport Policy Capital Programme.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval for the implementation of improvements to the footpath as shown on drawing number LD.634.02 in Appendix 1.

2 Background information

- 2.1 Public Rights of Way comprising footpaths, Restricted Byways and Byways Open to All Traffic arose out of an historic network of local routes within and between places used by people on foot, horse-back or in horse drawn carriages. These routes were required to be recorded on a Definitive Map of Public Rights of Way by the National Parks and Access to the Countryside Act, 1949. They are maintainable at public expense by the Local Highway Authority.
- 2.2 Footpaths form a right of way for pedestrians, including pushchair, wheelchair or mobility scooter users. In Leeds definitive public footpaths are maintained by the Public Rights of Way section, based in Parks and Countryside, via an annual maintenance budget. The required minimum standard of maintenance for public footpaths is that they are in a reasonable condition for their expected use.
- 2.3 The proposed scheme has been prioritised from its list by Public Rights of Way to be implemented as part of the Leeds Public Rights of Way Improvement Plan that is supported by the West Yorkshire Local Transport Plan. This particular rights of way improvement scheme was selected on the basis that it best satisfied the Local Transport Plan's objectives to improve connectivity, develop a low carbon, sustainable transport system and enhance quality of life.
- 2.4 The path to be improved is Leeds Public Footpath number 60 which runs eastwards from Church Lane, Adel. Section 1 utilises a shared driveway (which is not in registered ownership) while Section 2 forms a route along the northern fringe of Bedquilts Recreation Ground to Long Causeway.
- 2.5 The path is very well used by local people to access Bedquilts Recreation Ground but also by parents and children to walk to St. John the Baptist Primary School on Long Causeway. It is this latter use that resulted in this route previously being identified as a 'Safe Route to School' and funding being approved to have Section 2 surfaced in tarmac to a 2 metre width.

3 Main issues

- 3.1 Section 1 of footpath is to be re-constructed as shown in Appendix A, Drawing LD.634.02. and consists of the shared use driveway (which is not in registered ownership) off Church Lane, Adel.

- 3.2 The current surface of Section 1 is a 3 metre wide crushed and rolled limestone track with adjacent private property entrance driveways. The surface is potted and breaking up due to wear and tear, mainly from private motor vehicles, and water erosion. This results in a very uneven surface for path users and residents alike, with water being held in large puddles during periods of wet weather, which will contribute to further damage.
- 3.3 This section of the public footpath was not originally resurfaced in tarmac due to concerns expressed at the time by local residents regarding drainage issues and not wanting to change the character of the Conservation Area. The existing crushed stone surface was therefore only top-dressed with finer grade Limestone to improve it for walkers, and pushchair/wheelchair users.
- 3.4 Unfortunately, it has become clear that regular permitted use by motor vehicles causes the crushed stone surface to badly erode, which neither the residents nor the Public Rights of Way section are able to repair on a regular enough basis to keep it in a reasonable state of repair. Following discussions with the residents over many years it has been agreed that a longer term, more durable surface is now required here.
- 3.5 However, as there is no positive drainage system in place, a sustainable drainage solution is required. Flexi-Pave has been identified as a suitable application which would allow for surfacing to be applied in a sympathetic manner, but also provide water permeability.
- 3.6 The construction method will involve scraping off the top layer of crushed limestone, removing this from site and replacing it with clean base stone. The construction firm will then apply the proprietary surface (Flexi-Pave) to a 3m width, with additional links to adjacent driveways plus a small turning area being jointly funded by the residents of the adjacent houses. Drawing LD.634.02 shows the area to be resurfaced in Flexi-pave.
- 3.7 The work on the footpath is to be carried out by KBI UK. They have a proven track record of working on public rights of way and cycle routes all over the country. Successful projects in Leeds are located in Garforth and Middleton Park. Parks and Countryside have obtained the quotations and will undertake procurement. Highways and Transportation Procurement have been previously consulted and are satisfied with the process.
- 3.8 The public footpath elements here will be maintained by the Public Rights of Way section of Parks and Countryside with the adjacent private driveway links being the responsibility of the adjacent private property owners.

4.0 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Local residents and resident group were consulted by letter and questionnaire on 27th January 2017. The questionnaire given is shown in Appendix B. The outcomes have been favourable.

4.1.2 Members of the Leeds Local Action Forum (LAF) were consulted by email on 25 January 2017 where support was received.

4.1.3 The three ward members were consulted by letter on 25 January 2016 and have communicated their support.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An equality, diversity, cohesion and integration screening has been carried out on the proposals and confirmed that an impact assessment was not required. Report attached as Appendix C.

4.2.2 The new, improved surface will have a positive impact on wheelchair users, users of push chairs, and pedestrians. It will help provide safe, traffic-free access to a nearby primary school, plus access to local services for vulnerable users.

4.2.3 Potential conflicts between vehicle users and pedestrians will be reduced by improving the quality of the surface and increasing the practical path width.

4.3 Council policies and City Priorities

4.3.1 This scheme meets the following 'Statements of Action' contained within the Leeds Rights of Way Improvement Plan (ROWIP):-

PI7 We will seek additional resources for major path improvement projects.

PI13 We will seek to improve path surfaces and drainage.....

ML3 We will seek to secure new funding to make paths more accessible for people with disabilities.

ML5 We will assist the 'Safe Routes to School' initiative where appropriate.

PW3 We will seek to work in partnership with other services within the council to achieve holistic benefits for the path network, its users and the environment.

Furthermore, the scheme is consistent with the detailed aims and proposals of LTP3 specifically:

- Proposal 22: 'Define, develop and manage networks and facilities to encourage cycling and walking' which includes support for delivery of the Rights of Way Improvement Plan
- Implementation Priority: 'Investment in low carbon modes of travel'.

The proposals are in line with the Leeds Vision 2030 which sets out plans for 'increased investment in other forms of transport, such as walking and cycling routes, to meet everyone's needs'.

By improving access to schools and recreation facilities, this scheme also fulfils Child Friendly Leeds' objectives.

4.4 Resources and value for money

4.4.1 The total estimated works cost of this Public Rights Of Way scheme is £33,304. These costs will be split funded as follows :

- Highways Transport Policy capital scheme: £19,864 (this includes a £510 cost re a Temporary TRO to close the path to the public while works are taking place). This will be fully funded from the LTP Transport Policy Capital Programme (Government Grant). This fund was identified in the West Yorkshire Local Transport Plan Three re Public Rights of Way improvements.
- Local residents contribution: £13,440 (to be paid direct to the Parks and Countryside sub contractor by the local residents).

4.4.2 Additionally Parks and Countryside will absorb a further £2,000 for design and supervision costs within their revenue accounts.

4.4.3 Capital Funding and Cash Flow.

Funding Approval :	Capital Section Reference Number :-		TBA				
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH 2017	FORECAST				
	£000's	£000's	2017/18	2018/19	2019/20	2020/21	2021 on
			£000's	£000's	£000's	£000's	£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						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL	TO MARCH 2017	FORECAST				
	£000's	£000's	2017/18	2018/19	2019/20	2020/21	2021 on
			£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	19.9		19.9				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	19.9	0.0	19.9	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2017	FORECAST				
	£000's	£000's	2017/18	2018/19	2019/20	2020/21	2021 on
			£000's	£000's	£000's	£000's	£000's
Government Grant	19.9		19.9				
Total Funding	19.9	0.0	19.9	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The Chief Officer (Highways and Transportation) has been delegated by the authority to approve the recommendations contained within this report as identified in the Constitution, Part 3, Section 3E.
- 4.5.2 The proposals contained within this report are estimated to cost less than £100,000 and will not have a significant effect on communities living or working in the area. The decision is therefore not Key or Major and is therefore not eligible for Call-In.

4.6 Risk Management

- 4.6.1 If the scheme is not progressed: numbers walking to school and other destinations will not increase, or increase as fast, as would occur with the scheme completed. Aspirations and policies for health, road safety, congestion, pollutant reduction, greenhouse gas reductions will all be unsatisfied.
- 4.6.2 If the work is not carried out, the scale of repair work required will increase as will the overall costs.
- 4.6.3 If the total net cost of the scheme exceeds £33,304 The Public Rights of Way team in Parks & Countryside will meet any additional costs.

5.0 Conclusions

- 5.1 The proposed scheme aims to improve access to shops, education and workplaces on foot and to increase active leisure opportunities. The scheme will lead to improvements to sustainability and health, with reduced levels of congestion and air pollution. Local residents will also benefit from the improved surface and drainage.

6.0 Recommendations

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

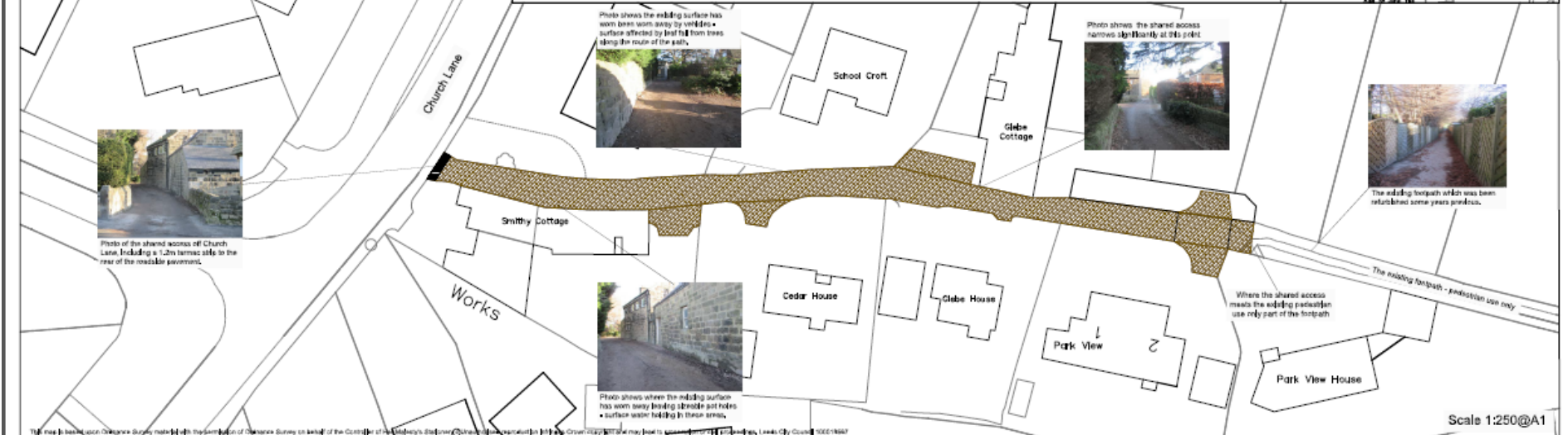
- i) note the contents of this report;
- ii) note the identified maintenance responsibilities;
- iii) approve a £19,864 funding contribution towards the improvement of a Public Footpath as shown on drawing number LD.634.02; and
- iv) give authority to incur expenditure of £19,864 to be funded from the LTP Transport Policy Capital Programme.

7.0 Background Papers

- 7.1 None.

Appendix A

Leeds Public Footpath No. 60 Drawing No. LD.634.02



**Leeds Footpath No.60 Church Lane, Adel
Proposed re-surfacing works**

KEY
 Area to be resurfaced with 'Flex-Pave' (Including additional links to private properties)

Revision number	Date	Description
1	25/01/2017	Added notes and Key
2	25/01/2017	Amended notes and Key

Environment and Housing
 Parks & Countryside
 7th Floor West
 Meriton House
 110 Meriton Centre
 Leeds
 LS2 8DT

Leeds
 CITY COUNCIL

Project:
 Leeds Footpath No.60 Church Lane, Adel

Title:
 Proposed re-surfacing works

Drawn:
 CAJ

Scale:
 As Shown

Date:
 05.12.16

Checked:
 RB

Drawing Number:
 LD_634_02

Revision:
 2

"You are not permitted to copy, suit, disseminate or sell any of this data to third parties at any time"

Appendix B

Questionnaire

Public footpath - Church Lane to Long Causeway/St. John's the Baptist Primary School at Adel

Questionnaire Survey

Introduction

Leeds City Council is proposing to improve the existing footpath between Church Lane and Long Causeway, via Bedquiltys Recreation Ground by re-surfacing the top layer of the existing crushed stone path between the houses off Church Lane in 'Flexi-pave.' In order to obtain funding from the West Yorkshire Local Transport Plan for this work, we need to know how you use the path now and for what purposes; as well as what you think of the proposal and any other ideas you might have here.

Q1. Do you currently use this footpath?

Yes No

Q2. If so, do you use this path for any of the following purposes? (Tick more than one if appropriate)

- (a) Walk to the School or recreation ground.
- (b) Walk to shops or work in the area.
- (c) Walk for exercise/recreation
- (d) Use the route with a pushchair or wheelchair/mobility aid.
- (e) Other (please specify)

.....
.....

Q3. If you do not currently use this path, would you consider using it if the surface was improved?

Yes No

Other

comments.....

.....

Q.4 Do you have any other suggestions for the improvement of this particular path?

.....
.....
.....
.....
.....
.....

Please return in the self-addressed envelope included with this letter and survey. **Thank you.**

Appendix C

Equality, Diversity, Cohesion and Integration Screening

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.

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 Development	Service area: Highways and Transportation
Lead person: Vicki Franks	Contact number: 37 87519

1. Title: Public Rights of Way – Leeds Footpath No. 60 (Church Lane, Adel)		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input checked="" type="checkbox"/> Service / Function	<input type="checkbox"/> Other
If other, please specify		

2. Please provide a brief description of what you are screening
Proposals to improve the surface of part of an existing Public Footpath.
Proposals include widening and resurfacing in a more durable material.

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**.

4. Considering the impact on equality, diversity, cohesion and integration
<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>Consultation has taken place with</p> <ul style="list-style-type: none"> • Local residents • Leeds Local Access Forum • Ward members

- Local Primary School

- **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)

Conditions for wheelchair users, users of push chairs and pedestrians will be improved.

Taking the above into account the proposals will have the following impacts:

Positive

- This new facilities will have a positive impact on wheelchair users, users of push chairs and pedestrians and help provide safe access to more jobs and services for them.
- No objection has been received from the above stakeholders.

Negative

- Potential conflict between residents vehicles and pedestrians will be reduced by the increased width and better surface conditions.

- **Actions**

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

N/A

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:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

6. Governance, ownership and approval

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

Name	Job title	Date
Gwyn Owen	Projects Manager (Transport Projects)	

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	07/01/2016
Date sent to Equality Team	07/01/2016
Date published (To be completed by the Equality Team)	