



Report to the Chief Officer (Highways & Transportation)

Date: 23 February 2021

Subject: Rothwell & Robin Hood - Walking & Cycling Improvements

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s):	Ardsley & Robin Hood, Middleton and Rothwell
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Connecting Leeds Programme within the overall West Yorkshire Transport Hubs and Connecting Communities work stream. The aim of the project is to create new, or upgrade existing, facilities, to improve the waiting environment and travel information offer as well as enhancing connections between public transport hubs and local communities by improving walking and cycling links.
- The Transport Hub Improvement schemes will also achieve the overarching objectives of providing transport facilities that improve peoples' access to jobs and opportunities, bringing a major economic boost to the City and driving economic growth and value for the City Region. In addition to the overarching objectives, the scheme proposals also contribute to specific objectives that have been developed for the Transport Hubs and Connecting Communities work stream, these being:
 1. To increase patronage on public transport;
 2. To provide attractive, safe and direct pedestrian and cycle routes to public transport interchanges;
 3. To manage bus and rail movements effectively; and
 4. To improve air quality and environmental impacts in the district
- The proposals detailed in this report are aimed at providing more enhanced, inviting, accessible, safe and direct off highway walking and cycling routes along Rothwell Greenway and along the various routes linking from Rothwell Greenway to

neighbouring communities in Robin Hood, Middleton, Belle Isle, Thorpe on the Hill, East Ardsley and Lofthouse as well as a direct link to the Trans Pennine Trail, Rothwell Country Park and the Skelton Lake area to the north, local amenities in Rothwell and links to various local schools, including the Rodillian Academy and Robin Hood Primary schools to the south, all without pedestrians and/or cyclists having to use the busy A road network (A654 and A61) in the area.

- In June 2020 Leeds City Council's Executive Board approved the principle of a project to deliver six individual schemes as part of The Transport Hubs Improvements and Public Transport Access Schemes in Leeds. This project comprises of schemes in Bramley, Harehills, Cottingley, Lincoln Green & Mabgate, Pudsey, Middleton and Rothwell & Robin Hood.
- This report asks the Chief Officer to note the final design of the Rothwell & Robin Hood – Walking and Cycling Improvement scheme and to approve the design and delivery of the works on site.

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

- The Rothwell & Robin Hood scheme will improve cycling and walking connectivity and accessibility between Rothwell via the Rothwell Greenway and surrounding communities in Thorpe on the Hill, Middleton, Belle Isle, East Ardsley and Robin Hood, thus allowing access to the employment, leisure and retail offers, in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision to be a city that is "compassionate and caring with a strong economy, which tackles poverty and reduces inequalities as well as ensuring high quality public services will be partly measured by enhancing and improving the public transport provision, facilities and usage".

3. Resource Implications

- All costs associated with this report have been previously approved by the Council's Executive Board and the West Yorkshire Combined Authority's Project Assurance Team and are entirely funded from the West Yorkshire Combined Authority's Connecting Leeds programme.

Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- i) Note the contents of the report;
- ii) Note and approve the final layout of the Rothwell & Robin Hood – Walking and Cycling Improvement scheme as shown on the attached Drawing Nos TM/00/371/GA/01 to 07;
- iii) Give authority to issue the works to the term contractor and LCC Parks & Countryside department and to construct the scheme as shown.
- iv) Note the required expenditure of £1,719,000, comprising £1,450,000 works costs, £267,000 staff fees and £2,000 legal fees, all being funded from the

Connecting Leeds programme as previously approved by Executive Board and the Combined Authority's Project Assurance Team.

- v) Authorise the City Solicitor to advertise a notice under the provision of Section 90c of the Highways Act 1980 associated with provision of vertical traffic calming as outlined on attached Drawing Nos TM/00/371/GA/01 to 07 and if no valid objections are received, to implement the traffic calming as advertised; and
- vi) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway outlined on attached Drawing Nos TM/00/371/GA/03 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.

1. Purpose of this report

- 1.1 This report requests the Chief Officer (Highways & Transportation) to approve the final design and delivery of the Rothwell & Robin Hood – Walking and Cycling Improvement scheme at a total cost £1,719,000, comprising £1,450,000 works costs, £267,000 staff fees and £2,000 legal fees, all to be funded from the Connecting Leeds programme.

2. Background information

- 2.1 In 2016, the Leeds Transport Conversation took place, where over 8000 people engaged in shaping transport priorities for the city, which subsequently informed the Connecting Leeds programme. The Conversation also highlighted the importance of accessing jobs and services in local areas and of travelling between local neighbourhoods – journeys that are less well served by the main public transport corridors.
- 2.2 The key themes identified in the Leeds Transport Conversation, which the Transport Hubs and Connecting Communities work stream will seek to address are:
 - a) Encourage integrated travel through the use of transport 'hubs' by adding well-lit paths and improved walking facilities and green infrastructure;
 - b) Better information provision at stops and transport hubs e.g. clarity and durability of timetable displays, real time information; and
 - c) The need for better cycle infrastructure to improve connectivity e.g. increased provision of cycle tracks and the promotion of existing routes to increase usage.
- 2.3 The proposals detailed in this report are aimed at providing more enhanced, inviting, accessible, safe and direct off highway walking and cycling routes along Rothwell Greenway and along the various routes linking from Rothwell Greenway to neighbouring communities in Robin Hood, Middleton, Belle Isle, Thorpe on the Hill, East Ardsley and Lofthouse as well as a direct link to the Trans Pennine Trail, Rothwell Country Park and the Skelton Lake area to the north, local amenities in Rothwell and links to various local schools, including the Rodillian Academy and Robin Hood Primary schools to the south, all without pedestrians and/or cyclists having to use the busy A road network (A654 and A61) in the area.

3. Main issues

- 3.1 Rothwell Greenway is identified as a Leeds Nature Area in recognition of its value to the local community. The Greenway links together the Lofthouse, Robin Hood and Rothwell communities, without the need to use the busy A road network (A654 and A61), with safe, grade segregated crossings. Bullough Lane at the northern extent of the Greenway provides a direct link to the Trans Pennine Trail and the Skelton Lake area. The southern extents of the Greenway sees links to various local schools, including the Rodillian Academy and Robin Hood Primary schools.
- 3.2 The Greenway has deteriorated over the years and is indistinct and braided in parts, making it difficult to navigate and follow (see Figure 1). The lack of hard wearing, weatherproof surface means that that it is usable in good and dry weather by walkers or those using an all-terrain cycles but it does not cater for year round 'utility' type journeys such as journeys to local amenities, public transport links or to employment.



Figure 1 – Rothwell Greenway

- 3.3 The various definitive footpaths and bridleways linking the Rothwell Greenway to the neighbouring residential areas and communities have also deteriorated over time (see Figures 2 & 3), making the pedestrian and cycling links difficult and unattractive to use as safe off highway link. The ambition to improve the links between the communities of Rothwell, Lofthouse, East Ardsley, Robin Hood, Thorpe, Middleton and Belle Isle is recognised in Leeds' cycling ambition as part of the *Cycling Starts Here* strategy.



Figure 2 – Middleton & Belle Isle area



Figure 3 – Robin Hood area

3.4 This scheme proposes to make positive changes to the Greenway and five locations along the route and improvements along several definitive footpaths and bridleways running between Rothwell, Lofthouse, East Ardsley, Robin Hood, Thorpe, Middleton and Belle Isle, in order to improve the quality of the walking route and highlight opportunities for cyclists to utilise the various routes. Upgrading the existing facilities in these locations will emphasise the various routes existence and promote their use, therefore encouraging more active and sustainable means of travel.

The proposals for this location are to:

- Enhance and widen the existing Rothwell Greenway to provide a continuous 3 metre wide route from Long Thorpe Lane (Rodillian School) to Haigh Road in Rothwell. This will provide, for the majority of its length, a car free and safe environment for residents and school children to travel through Rothwell;
- Provide a hard wearing all year weatherproof surface for the whole of the Greenway route and along sections of the following definitive footpaths and bridleways;

Definitive Footpath MORLEY 72;
Definitive Bridleway ROTHWELL 21;
Definitive Footpath ROTHWELL 14;
Definitive Bridleway ROTHWELL 15;
Definitive Bridleway ROTHWELL 5;
Definitive Bridleway LEEDS 219; and
Definitive Bridleway STANLEY 61

- To improve walking and cycling routes from the existing Rothwell Greenway into Lofthouse, East Ardsley, Thorpe, Robin Hood, Middleton and Belle Isle by providing shared use facilities;
- Introduce raised speed tables to provide a safe informal crossing point at minor roads for both pedestrians and cyclists;
- Review and replace access barriers to deter motorcycle use where appropriate, but provide access for disabled residents as well as adapted and family cycles;
- Re-grade ramped access to the Greenway and other sections of the routes to ensure safe accessibility;
- Provide a shared footway/ cycle provision on Styebank Lane (between Haigh Road and Leeds Road) to facilitate a cycle link from the Rothwell Greenway, over the A639 Leeds Road and beyond towards Rothwell Country Park, Skelton's Lake development, the City Centre, Temple Newsam and Garforth;
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use and promote the routes as suitable off highway links;
- Improve street lighting provision at those locations where the pedestrian and cycling routes into Lofthouse, East Ardsley, Thorpe, Middleton and Belle Isle run under the M1 motorway;
- Resurface The Paddock, a private street that forms part of the Rothwell Greenway route, to ensure a safe and accessible route in both directions; and
- The introduction of ancillary street furniture, such as benches, litter bins, cycle stands as agreed with the Council's Parks & Countryside department

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by providing better quality and safe pedestrian and cycling routes and enhanced wayfinding along Rothwell Greenway and other public footpaths/bridleways linking Rothwell, Lofthouse, Robin Hood, East Ardsley, Thorpe, Middleton and Belle Isle.
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use sustainable and active modes of travel such as walking and cycling
- Provide safer routes between local neighbourhoods and to local employment hubs, local amenities and schools and improve the overall accessibility to various public transport provisions in the localities.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The Executive Member for Climate Change, Transport and Sustainable Development has been consulted and continuously briefed on the overall Transport Hubs Improvements and Public Transport Access Schemes and the six individual schemes and supports the Rothwell and Robin Hood proposals as well as being contributory in the final design of the Rothwell Greenway & Robin Hood scheme.
- 4.1.2 Ward Members for both Ardsley & Robin Hood, Middleton Park and Rothwell wards were consulted and briefed on the Rothwell Greenway and Robin Hood – Walking & Cycling scheme by the West Yorkshire Combined Authority, with engagement, updates and general discussions continuing throughout the detailed design process.
- 4.1.3 The Ardsley and Robin Hood and Middleton Park ward members have endorsed the Rothwell Greenway scheme between Rothwell and Rodillian School and the further links planned between East Ardsley, Thorpe and the Heritage Village, all of which will help connect the local communities and provide safer, accessible routes for both pedestrians and cyclists.
- 4.1.4 An objection was received from Rothwell Ward members towards the Rothwell and Robin Hood scheme indicating that, although the need for upgrades to the Rothwell Greenway are recognised the proposals do not reflect their wider priority for the ward and connectivity into public transport services. In response to the local Ward Member's concerns about future investment and funding they have been advised that reflecting these priorities the Combined Authority has secured funding from Department for Transport's Transforming Cities Fund which included two schemes for public transport infrastructure on the Leeds – Rothwell – Castleford and Leeds – Robin Hood _ Wakefield Corridors respectively. Detailed development of these schemes is now ongoing and officers will work with the Rothwell ward members to focus on the opportunities for funding these projects offer for improvements for connectivity to local public transport services on these corridors through Rothwell.
- 4.1.5 A programme of local consultations with the various local communities, general public and affected properties was undertaken taken between 7th February and the 9th March 2020, which included three public drop-in sessions were also held on the: 24th February 2020 at Rothwell Community Hub, the 25th February 2020 at Old Halfway House, Robin Hood and on the 3rd March 2020 at East Ardsley Community Centre, notices were posted on street in the area, in local bus shelters and on-line consultation through WYCA's YourVoice platform.
- 4.1.6 The results of the public engagement showed that of the 93 representations made, 94% were in favour of the proposals, 2% were neutral/don't know and 4% were against the proposals. Of the 93 representations 88% stated that the proposals would encourage them to either walk or cycle more in the area, 8% stated that the proposals wouldn't encourage them to walk or cycle more and 4% stated they weren't sure. Negative comments received included the money should be better spent improve the quality of the roads, the area needs a segregated cycle route, no one uses the Greenway or the various in the area and the money should be put towards improving the bus services and timings.

- 4.1.7 West Yorkshire Combined Authority, Emergency Services and the bus operators have been consulted on the Rothwell and Robin Hood – Walking & Cycling scheme. Officers have continued to engage and work closely with colleagues from the combined authority to finalise the scheme details. No adverse comments were received from any other party in response to this consultation.
- 4.1.8 Third Party land owners (The Paddock) were consulted on the Rothwell and Robin Hood – Walking & Cycling scheme and in particular the works pertaining to The Paddock. All parties are supportive of the proposals for The Paddock and have agreed to works being carried out on their respective land.
- 4.1.9 Feedback from internal and external stakeholders has been reviewed by the project team and the individual scheme design has been shaped to accommodate the comments received wherever possible.
- Parks & Countryside were specifically consulted and continue to provide guidance with regards Rothwell Greenway and the works on the other routes in the area.
- 4.1.10 Cycle Consultation Forum have been engaged through its sub-group, which had the opportunity to see the proposals, to comment and engage with designers. The forum were supportive of the proposals and asked for additional measures for cyclists to be included, which have subsequently been included.
- 4.1.11 Stage 1 & 2 Road Safety Audits have been carried out on the scheme proposals, with the feedback being reviewed by the project team and amendments being made to address the recommendations made.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The project contained within this report contributes to a number of corporate policies and targets aiming to improve equality and diversity, including the Inclusive Growth strategy, by promoting equality of access and opportunity, thus allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, all in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision.
- 4.2.2 Accessible and safe public transport facilities and improved pedestrian routes open up opportunities to people with disabilities, older people and young people. Upgraded facilities create a safer environment for pedestrians and cyclists, and also have a strong impact in increasing the perceived level of safety for new, less confident, young, older or disabled cyclists by ensuring suitable level of provision to meet their needs. Reducing the reliance on private car use will help contribute to an overall improvement in air quality and environmental impacts in the district by more people using sustainable and active modes of travel such as walking and cycling.
- 4.2.3 Removing some of the barriers of motorised traffic and improving off highway links and enabling more active travel has the potential to improve community integration through offering opportunities to mix and interact.
- 4.2.4 An Equality, Diversity, Cohesion and Integration Screening has been undertaken and is attached as an Appendix.

Positive Impacts

- Provision of wider and resurfaced footpaths will provide a uniform surface which will benefit all pedestrian users, but especially those with mobility issues, blind and partially sighted people, parents with prams and older people.
- Greater independence and choice for children travelling to school using more sustainable modes of travel and making it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Introduction of accessible formal and informal crossing facilities with associated tactile paving; additional crossing points will be provided through the use of flat top traffic calming features and indicated with tactile paving.
- Improve quality of life for the local community by providing more accessible, safer and direct walking and cycling routes away from motor vehicle dominated routes.
- Improved lighting along various routes will improve the environment for all road users but especially women, those with mobility issues and those who are partially sighted.
- Providing widened footways which will benefit pedestrians and cyclists and improve access to public transport provision and existing cycling infrastructure.
- Providing an uncluttered environment which will benefit those with mobility issues.

Negative Impacts

- Traffic calming features will have an impact on drivers with some believing they damage vehicles and cause delays in journey times.
- Increases future maintenance costs, particularly for raised features e.g. road humps, road markings and the hardened Rothwell Greenway

4.3 Council policies and the Best Council Plan

4.3.1 The proposals detailed in this report contribute to the cross cutting priorities of the Best Council Plan 2018/19 – 2020/21 including:

- **21st Century Infrastructure** – Improving transport connections, safety, reliability and affordability. Improving air quality, reducing noise and emissions.
- **Health & Wellbeing** – Reducing health inequalities and improving the health of the poorest the fastest. Supporting healthy, physically active lifestyles.
- **Inclusive Growth** – Supporting growth and investment, helping everyone benefit from the economy to their full potential.
- **Safe, Strong Communities** – Being responsive to local needs, building thriving, resilient communities.
- **Child-Friendly City** – Helping young people into adulthood, to develop life skills and be ready for work.

4.3.2 The proposals also contribute to the 2020 Connecting Leeds Transport Strategy:

- **Prosperous Leeds** – a transport system for Leeds that facilitates a prosperous, sustainable economy
- **Liveable Leeds** – support new opportunities for skills development and new and better jobs.
- **Healthy Leeds** – a transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and the reduction of air pollution, noise and carbon emissions.

4.3.3 The proposals complement the transport objectives of the West Yorkshire Transport Strategy 2040:

- **People and Place** – put people first to create a strong sense of place – increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

4.3.5 Policies of the West Yorkshire Transport Strategy 2040 include:

- 11** We will provide infrastructure on and off-road of the highest possible quality to provide safer and better journeys for cyclists, building on the step-change achieved by our City Connect programme including the Cycle Superhighway and canal towpath improvements.
- 28** We will provide strategic and local networks of high quality walking and cycling routes that are safe and convenient to use and provide access to town centres, local services and the wider public transport network, with enhanced cycle parking provision for joined up 'door to door' journeys

Climate Emergency

4.3.6 Transport is a major source of CO₂ emissions that contribute to climate change. Private cars emit around 130g of CO₂ per km in the UK, and travel around 8500 miles per year on average (13,600km). This represents an average annual emission of 1.8 tonnes of CO₂ per car.

4.3.7 A recent study has found that walking and cycling can replace around 41% of short car journeys. This would equate to an additional 5% reduction in total carbon emissions from cars across the city.

4.3.8 The proposals contained in this report therefore contribute to the Leeds target of net zero carbon emissions by 2030 by improving facilities for walking and cycling and encouraging these transport choices as an alternative to short (and longer) car journeys.

4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement this scheme is £1,719,000, comprising £1,450,000 works costs, £267,000 staff fees and £2,000 legal fees, all being funded from the from the Connecting Leeds programme.

4.4.2 The detailed design and project management of the scheme delivery rests with Leeds City Council and will be carried out by the Traffic Engineering section, with the funding provided by the Combined Authority.

4.4.3 The scheme will be delivered under a combination of the Leeds City Council Term Contract, awarded through a competitive tender process and through Leeds City Council's Parks & Countryside department with construction of the scheme programmed to start in March 2021 with completion expected in July 2021.

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

4.5.1 Advertisement of a Section 90C notices will take place in accordance with statutory procedures and any objections received, will be properly considered for each respective scheme as per the normal reporting process.

4.5.2 The works are within a mixture of adopted highway and designated footpaths and bridleways and consequently can be delivered under the powers of Leeds City Council as the highway authority for Leeds and through the Council's Parks & Countryside department. Where resurfacing works are to be undertaken on The Paddock (third party land), agreements and support for the works from those lands owners has been received.

4.5.3 This report is not eligible for Call-In.

4.6 Risk management

4.6.1 The proposals detailed in this report are aimed at providing more enhanced, inviting, accessible, safe and direct off highway walking and cycling routes along Rothwell Greenway and along the various routes linking from Rothwell Greenway to neighbouring communities in Robin Hood, Middleton, Belle Isle, Thorpe on the Hill, East Ardsley and Lofthouse as well as a direct link to the Trans Pennine Trail, Rothwell Country Park and the Skelton Lake area to the north, local amenities in Rothwell and links to various local schools, including the Rodillian Academy and Robin Hood Primary schools to the south, all without pedestrians and/or cyclists having to use the busy A road network (A654 and A61) in the area.

4.6.1 If the works are not carried out the unsafe and unattractive pedestrian and cycling routes along Rothwell Greenway and along various off highway routes in the locality would not serve to encourage people to use more sustainable modes of travel and thus carbon emissions won't be reduced in the locality.

5. Conclusions

5.1 The proposals contained within this report contribute to a number of corporate policies and targets such as, improving the Inclusive Growth strategy, promoting equality of access and opportunity and allowing access to employment, leisure and retail offers from some of the most deprived parts of the city, providing improved pedestrian and cycling routes, improving community cohesion and the overall improvement in air quality and environmental impacts in the district.

5.2 The unmade Rothwell Greenway and the lack of safe and attractive walking or cycling links between Rothwell and neighbouring communities, amenities and leisure areas has been identified as a specific barrier in the Leeds Transport Conversation and these fully funded proposals will address such an issue.

- 5.3 The provision of improved walking and cycling routes will also contribute to the Council's target for reduced carbon emissions by encouraging these transport choices as an alternative to short (and longer) car journeys and the mini

6 Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- i) Note the contents of the report;
- ii) Note and approve the final layout of the Rothwell & Robin Hood – Walking and Cycling Improvement scheme as shown on the attached Drawing Nos TM/00/371/GA/01 to 07;
- iii) Give authority to issue the works to the term contractor and LCC Parks & Countryside department and to construct the scheme as shown.
- iv) Note the required expenditure of £1,719,000, comprising £1,450,000 works costs, £267,000 staff fees and £2,000 legal fees, all being funded from the Connecting Leeds programme as previously approved by Executive Board and the Combined Authority's Project Assurance Team.
- v) Authorise the City Solicitor to advertise a notice under the provision of Section 90c of the Highways Act 1980 associated with provision of traffic calming as outlined on attached Drawing Nos TM/00/371/GA/01 to 07 and if no valid objections are received, to implement the traffic calming as advertised; and
- vi) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway outlined on attached Drawing Nos TM/00/371/GA/03 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.

7 Background documents¹

- 7.3 N/A

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.

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 Development	Service area: Highways
Lead person: Nick Borrás	Contact number: (0113) 37 87 497

1. Title: **Rothwell & Robin Hood – Walking & Cycling Improvements**

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Transport Hubs and Connecting Communities work stream within the Connecting Leeds Programme. This package of works will improve connectivity between Leeds Communities, the City Centre and key destinations by delivering upgrades to existing transport hubs, by creating new or upgrade existing facilities to improve the waiting environment and travel information offer as well as enhancing connections within and between other public transport hubs and communities by improving specific local walking and cycling links.

The Rothwell and Robin Hood – Walking & Cycling Improvement proposals include;

- Enhance and widen the existing Rothwell Greenway to provide a continuous 3 metre wide route from Long Thorpe Lane (Rodillian School) to Haigh Road in Rothwell. This will provide, for the majority of its length, a car free and safe environment for residents and school children to travel through Rothwell;

- Provide a hard wearing all year weatherproof surface for the whole of the Greenway route and along sections of the various definitive footpaths and bridleways;
- To improve pedestrian and cycling routes from the existing Rothwell Greenway into Lofthouse, East Ardsley, Thorpe, Robin Hood, Middleton and Belle Isle;
- Introduce raised speed tables to provide a safe informal crossing point at minor roads for both pedestrians and cyclists;
- Review and replace access barriers to deter motorcycle use where appropriate, but provide access for disabled residents as well as adapted and family cycles;
- Re-grade ramped access to the Greenway and other sections of the routes to ensure safe accessibility;
- Provide a shared footway/ cycle provision on Styebank Lane (between Haigh Road and Leeds Road) to facilitate a cycle link from the Rothwell Greenway, over the A639 Leeds Road and beyond towards Rothwell Country Park, Skelton's Lake development, the City Centre, Temple Newsam and Garforth;
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use and promote the routes as suitable off highway links;
- Improve street lighting provision at those locations where the pedestrian and cycling routes into Lofthouse, East Ardsley, Thorpe, Middleton and Belle Isle run under the M1 motorway;
- Resurface The Paddock, a private street that forms part of the Rothwell Greenway route, to ensure a safe and accessible route in both directions; and
- The introduction of ancillary street furniture, such as benches, litter bins, cycle stands as agreed with the Council's Parks & Countryside department

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by providing better quality and safe pedestrian and cycling routes and enhanced wayfinding along Rothwell Greenway and other public footpaths/bridleways linking Rothwell, Lofthouse, Robin Hood, East Ardsley, Thorpe, Middleton and Belle Isle.
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use sustainable and active modes of travel such as walking and cycling
- Provide safer routes between local neighbourhoods and to local employment hubs, local amenities and schools and improve the overall accessibility to various public transport provisions in the localities.

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

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 all 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)

Consultation has taken place with Ward Members, Emergency Services and various other stakeholders throughout the design process

Stakeholder consultation has taken place directly via a series of briefing and public engagement sessions, posters on the highway, on social media platforms and various advertisement notices during the detailed design stage.

The public engagement ran from 7th February 2020 till the 9th March, with online advertisement and consultation via WYCA website.

Three public drop-in sessions were also held on the: 24th February 2020 at Rothwell Community Hub, the 25th February 2020 at Old Halfway House, Robin Hood and on the 3rd March 2020 at East Ardsley Community Centre

All comments received from every aspect of consultation and engagement were duly considered prior to scheme implementation.

- **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 2018 Health Needs Assessment for the area recommended an increase in the number of quality spaces for communities to come together as one of the top priorities. These proposals will help achieve this.

Positive Impacts

- Provision of wider and resurfaced footpaths will provide a uniform surface which will benefit all pedestrian users, but especially those with mobility issues, blind and partially sighted people, parents with prams and older people.
- Greater independence and choice for children travelling to school using more sustainable modes of travel and making it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Introduction of accessible formal and informal crossing facilities with associated tactile paving; additional crossing points will be provided through the use of flat top traffic calming features and indicated with tactile paving.
- Improve quality of life for the local community by providing more accessible, safer and direct walking and cycling routes away from motor vehicle dominated routes.
- Improved lighting along various routes will improve the environment for all road users but especially women, those with mobility issues and those who are partially sighted.
- Providing widened footways which will benefit pedestrians and cyclists and improve access to public transport provision and existing cycling infrastructure.
- Providing an uncluttered environment which will benefit those with mobility issues.

Negative Impacts

- Traffic calming features will have an impact on drivers with some believing they damage vehicles and cause delays in journey times.

- Increases future maintenance costs, particularly for raised features e.g. road humps, road markings.

- **Actions**

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

- The traffic calming will be designed and introduced to current standards and guidance
- The effects of any change in the highway network will be monitored following completion and if changes are deemed necessary then these will be considered.

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:	3 February 2021
Date to complete your impact assessment	3 February 2021
Lead person for your impact assessment (Include name and job title)	Nick Borrás, Principal Engineer

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	3 February 2021
Date screening completed		3 February 2021

7. Publishing

Though **all** key decisions are required to give due regard to equality the council **only** publishes those related to **Executive Board, Full Council, Key Delegated Decisions** or a **Significant Operational Decision**.

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: