

Subject: Public Rights of Way Improvements at Breary Marsh, Golden Acre Park.

Date: 19th April 2024

Report of: Chief Officer Climate, Energy and Greenspaces

Report to: Chief Officer Climate, Energy and Green Space

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Approval from the Chief Officer, Climate, Energy and Green Space is sought to inject, with authority to spend a £12,000 contribution from the West Riding Ramblers for the provision of a new bridge on Public Bridleway Leeds No. 9. The total cost of the project is £22,000 and the remaining £10,000 provided from approved City Regional Sustainable Transport Settlement (CRSTS) funding for Public Rights Of Way (PROW).

Recommendations

- a) That the Chief Officer Climate, Energy and Green Space approves the injection and expenditure of £12,000 contribution monies from the West Riding Ramblers for a new bridleway bridge on Public Bridleway Leeds No.9.

What is this report about?

1. The old bridge had become dilapidated and unsafe despite many repairs and had had to be closed; a situation that generated much local interest and enquiries concerning this extremely well used bridleway between the car park and Pauls Pond and further afield too.
2. Following discussions with the West Riding Ramblers a contribution of £12,000 has been offered to part fund the new bridge.
3. Approval from the Chief Officer Climate, Energy and Green Space is sought to inject £12,000 contribution from the West Riding Ramblers into a capital scheme with authority to spend for the practical improvement of Public Bridleway Leeds No. 9. The total cost of the project is £22,000 and the remaining monies £10,000 will be provided from approved CRSTS funding for PROW.

4. The Rights of Way Improvement Plan¹ is a strategic plan for the improvement of the rights of way network in Leeds and states the following in Statements of Action – Path Improvements and signposting PI1, we will take a proactive approach to dealing with path maintenance issues. Statement of Action ML3 states we will seek to secure new funding to make paths more accessible for people with disabilities.
5. Implementation of this scheme will contribute to ensuring that the public rights of way network in Leeds is improved in accordance with the RoWIP. In this connection, the Best Council Plan, West Yorkshire Transport Strategy 2040, Leeds Transport Strategy, Local Transport Plan, Climate Change Plan, Leeds Vision 2030 and the Leeds Health and Wellbeing Strategy all encourage the development and improvement of facilities to promote walking and cycling, active travel, access to green space to improve physical and mental health and reduce pollution and noise.

What impact will this proposal have?

6. The public bridleway bridge has become unsafe and had had to be closed with users having to utilise an adjacent ford, thus causing inconvenience to users of this popular bridleway route.
7. The new bridge is being provided to a better standard, to an appropriate width and with correct sized parapets. This will enhance accessibility and ensure the safe provision of public paths. The scheme will help achieve the Council's aspirations through their improvement and the provision of good quality public rights of way thus benefitting all users.
8. Public Rights of Way are available free at the point of use, and they provide an invaluable resource for local communities for activities that lend themselves to health and wellbeing, as well as being a practical and sustainable off road transportation system that links to the adopted highway network and routes such as cycleways. The Rights of Way network is a key element in the interconnected 'Green Infrastructure' of Leeds and its enhancement can provide 'added value' for local communities and the wider public in providing better access and connectivity.

Does this proposal support the council's three Key Pillars?

Health and Wellbeing

Inclusive Growth

Zero Carbon

9. The proposal supports the health and well-being agenda through encouraging people to walk and cycle where appropriate to do so.
10. It supports local businesses and a stronger economy through making it easier for people to access local shops and facilities.
11. It will also support meeting zero carbon aspirations through encouraging people to use sustainable modes of transport to access shops, facilities and amenities rather than driving by providing better more accessible routes. The proposal aims to support the health and wellbeing of the residents and users of the public rights of way network by providing improved routes and connectivity for recreational and utilitarian purposes.

¹ The Council has published a Rights of Way Improvement Plan, under the provisions of the Countryside and Rights of Way Act 2000. The RoWIP effectively reviewed performance against the Milestones Statement and serves as a management plan. The RoWIP sets out areas for improvement and identifies priorities for action in order to deliver the long term development of the public rights of way network in Leeds. The RoWIP produced two key outputs: Statements of Action and an Action Plan with estimated costs for key service areas and projects.

What consultation and engagement has taken place?

Wards affected: All

Have ward members been consulted? Yes No

12. Ward Councillors in the Adel and Wharfedale ward were aware of the need for a new bridge and have been informed of this installation project.

What are the resource implications?

13. The affected public right of way is maintained by the Council and the funding will realise significant investment into the PROW asset to enhance the quality of this route and help to ensure that it remains fit for purpose and defect free.

14. The project will be managed and delivered by the Public Rights of Way Section. All materials and plant hire will be procured consistent with the city council's financial procedures and the council's standing orders to ensure that the proposal delivers best value.

15. This request for funding injection and authority to spend the contribution that has been made will enable this project to be delivered on a 'match funding basis' with approved CRSTS funding making up the remainder.

16. The table below reflects the headline costs of this project: A detailed breakdown of the item costs is shown below this:

Capital Funding and Cash Flow

Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2023 £000's	FORECAST				
			2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	12.0			12.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	12.0	0.0					0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2023 £000's	FORECAST				
			2023/24 £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	12.0			12.0			
Section 106 / 278	0.0						
Government Grant	0.0						
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Community)	0.0						
Total Funding	12.0	0.0	0.0	12.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	12.0	0.0	0.0	0.0

Revenue Effects

REVENUE EFFECTS	2021/22 £000's	2022/23 SUBSEQUENT YEARS £000'S
EMPLOYEES	0.0	0.0
PREMISES COSTS	0.0	0.0
SUPPLIES & SERVICES	0.0	0.0
EXTERNAL INCOME GENERATED	0.0	0.0

Costs Breakdown

Machinery	£1,500
Materials	£20,000
Labour	£500

Total £22,000

What are the key risks and how are they being managed?

17. Failure to satisfactorily maintain the PROW network could lead to accidents and claims for injury and could cause the Council to be at risk of reputational damage.
18. Climate, Energy and Green Spaces will be responsible for all on-site Health and Safety. The scheme will be managed and delivered in accordance with approved safe methods of working and a full risk assessment and method statement will be undertaken prior to commencement.

What are the legal implications?

19. No Call In period applies as this scheme does not meet the Call In threshold of £500,000 and only affects a public bridleway.
20. All materials and plant for hard material works will be procured in accordance with the Council's financial procedures and the Contract Procedure Rules to ensure that the proposal delivers best value. The same principle will be applied if contractors are required to deliver schemes.
21. The PROW Section carries out the 'highway function' for public rights of way on behalf of the Highway Authority (Leeds City Council) and the funding will help to ensure that the public rights of way network is fit for purpose and compliant with the Council's statutory duties in this regard².

Options, timescales and measuring success.

What other options were considered?

22. The affected public bridleway is maintained by the PROW Section on behalf of the City Council. There is no option other than replace the bridge to enable safe use of the bridleway.

How will success be measured?

23. A better maintained PROW network brings benefits for health and well-being and sustainable transport and could bring subsequent economic benefits to the Leeds and attract tourism.
24. Capacity to monitor path usage and customer satisfaction is limited but the scheme will benefit local users and the wider public thus helping to meet user expectations.

What is the timetable and who will be responsible for implementation?

25. The works commenced in early 2024 and have recently been delivered.

Appendices

- None

Background papers

- None

² Highways Act 1980, sections 41 & 42. To maintain publicly maintainable footpaths, bridleways, restricted byways and byways open to all traffic.