



**WALK IT. RIDE IT.**

Burmantofts, Harehills  
and Richmond  
Hill Active Travel  
Social Prescribing  
Masterplan



Ideas for how we could make walking,  
wheeling and cycling safe and enjoyable



**ARUP**

# Introduction

As part of the pilot, a comprehensive Active Travel Masterplan was created that sets out a range of ideas for improving the environmental and built environment conditions for walking, wheeling and cycling in the Burmantofts, Harehills and Richmond Hill (BHR) Primary Care Network area. The ideas for improvements have been proposed by Arup following desktop and geospatial analysis, site audits, engagement with various departments within Leeds City Council, and local community groups and stakeholders. This document provides a summary of the larger study.

As well as these targeted proposals, as part of the pilot there is a complementary measures document which provides best practice and recommendations for general green infrastructure, clutter removal, placemaking, lighting, wayfinding and seating.

The pilot will also see the planning of urban trails across BHR – themed, signed routes to bring fun and interest to everyday journeys, co-designed with communities.

## What is Social Prescribing?

Social prescribing

Sometimes referred to as community referral – is a means of enabling GPs, nurses and other health and care professionals to refer people to a range of local, non-clinical services. This pilot, run by the UK Department for Transport (DfT), is focused on active travel social prescribing, a form of social prescribing where community members are linked to active travel as a pathway to better health and wellbeing.

Active travel

Also referred to as active mobility - is the movement of people or goods through non-motorised means based around human physical activity. This is primarily split into walking, wheeling, and cycling.

To walk, wheel or cycle, the environment needs to be supportive, in terms of physical infrastructure and safety, as well as interesting, attractive and inclusive. For some individuals and groups, active travel may be completely unfamiliar, and therefore providing options to walk, wheel and cycle in safe and/or group environments is also part of the pilot.

## The 3 Pillars

The BHR Active Travel Masterplan is based on three pillars:

### BHR Active Travel Masterplan

#### Everyday journeys by active modes

Making routes between neighbourhoods and regular stops (schools, GPs, city centre) safe, direct and attractive, so that daily trips can be made by active and sustainable modes of transport.

#### Group or individual activities in parks and greenspace

Making best use of local parks and greenspace as locations for group or individuals walks, wheels and rides, including 'learn to ride' sessions.

#### Complementary improvements

Making improvements to wayfinding, safety, cleanliness and rest locations to further enhance active travel routes.

# The Primary Care Network

The ideas for active travel improvements to support social prescribing are closely related to the underlying social, economic, physical and demographic factors of Burmantofts, Harehills and Richmond Hill.

## Dense

Population density in Burmantofts, Harehills and Richmond Hill is significantly higher than the Leeds average. This is relevant when considering access to greenspace, the number of benches, extent of playgrounds and other facilities required.

	People per hectare
Burmantofts and Richmond Hill	54
Harehills	up to 139
Leeds average	14

## Ethnically diverse

The PCN area has a higher percentage of ethnically diverse residents than many other areas in Leeds. There are over 50 community languages spoken, with Romanian, Urdu, Tigrinya, Arabic and Czech the most commonly spoken. This is particularly relevant when designing wayfinding and signage across the PCN.

## Low levels of car ownership

Low levels of car ownership mean that households are more reliant on public transport and active travel. This makes it even more critical that bus stops are accessible and that short journeys can be walked, wheeled or cycled. Low levels of car ownership means that there is often intra-household competition for car use. If short, local journeys like those to school, GPs and greenspaces can be made by active modes, this means the household car is more available for longer-distance trips to education and employment centres that can increase household income. Car ownership levels in the PCN are far lower than the national average. Across Great Britain, **22%** of households do not have access to a car, compared with **47%** in Harehills, and **52%** in Burmantofts and Richmond Hill.



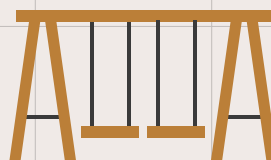
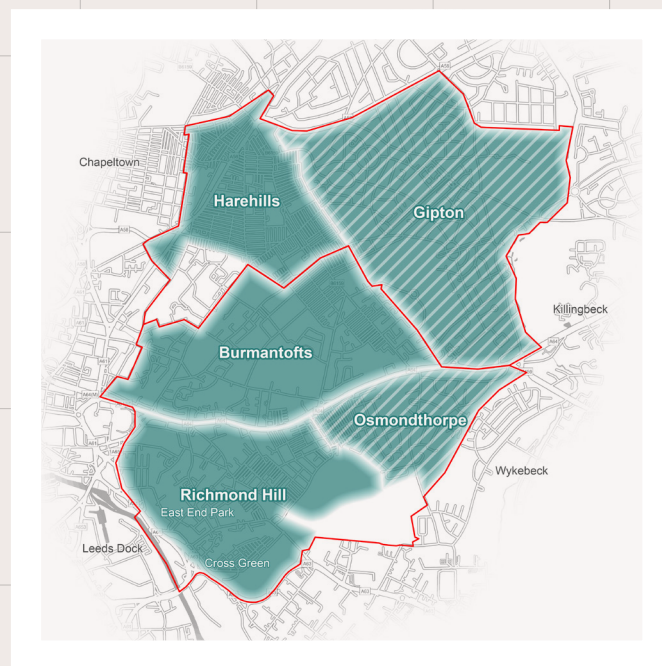
## Short journeys

Many of the trips within BHR are under 5 kilometres, and could be carried out free of any financial cost by walking, wheeling and cycling if the infrastructure and wider environment enabled residents to choose these modes.

The majority of journeys are made within the PCN, with the City Centre and Hunslet industrial area also popular locations for commute and other trips.

## 20mph zones

The majority of the BHR area is within a 20mph zone. This is a good foundation for active travel. There are still some higher speed roads which may prove to be a barrier to active travel trips, particularly as some of them are wide (and encourage 30/40mph limits to be exceeded).



# The Proposals for BHR

This Masterplan identifies 37 proposals to support the essential transition to active travel, whilst supporting the health outcomes of the PCN area.

The Masterplan includes recommendations to help to create an accessible, inclusive, safe and appealing active travel network and also a sense of place in the vicinity, which will suit the needs of everyone moving in and throughout the BHR locality and connecting into Leeds City Centre.

## Variety of ideas

The ideas cover a broad range of interventions across transport, parks/greenspace, playgrounds and safety. Ideas fall broadly under the following categories:

### Play

A focus on improving existing playgrounds stems from the family-based approach which is central to the Social Prescribing Pilot – increasing the physical activity levels of the children and young people in BHR is likely to instil long-lasting, healthy habits in the next generation, and bring family members along the journey through active journeys to school and elsewhere. School Streets and Play Streets are also ideas for parts of BHR.

### Greenspace

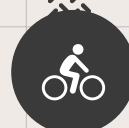
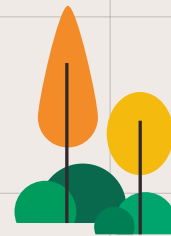
Ideas for improvements to existing parks, including wayfinding, information boards and park facilities feature within the masterplan, as well as new pocket parks to bring opportunities for fresh air and socialisation closer to peoples' doorsteps.

### Active travel

Several new proposed walking, wheeling and cycling links are included within the masterplan, as well as complementary measures such as speed reduction/20mph zones, cycle parking, crossings and bench/rest locations along routes to make them more accessible for all.

### Safety

Safety, and the perception of safety, is a key prerequisite to more active travel, and has been expressed as a barrier in BHR. Specific targeted improvements to various junctions, parks and infrastructure across the PCN level are included within the Masterplan.





For every £1 invested into social prescribing, there is a £2-5 social return on investment”

National Association for Social Prescribing (NASP)

## Key Facts

People in the UK are

**20%**

less active today than in the 1960s

“I don’t have the time”

Is the main barrier towards BHR pupils participating in more physical activity

**10+**

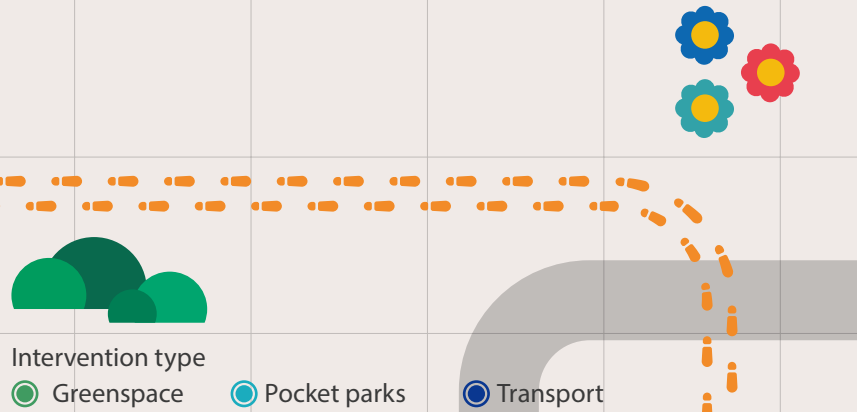
Hours people aged 65+ spend sitting or lying each day

**10%**

Mortality risk reduction for those walking 30 mins or cycling 20 mins a day

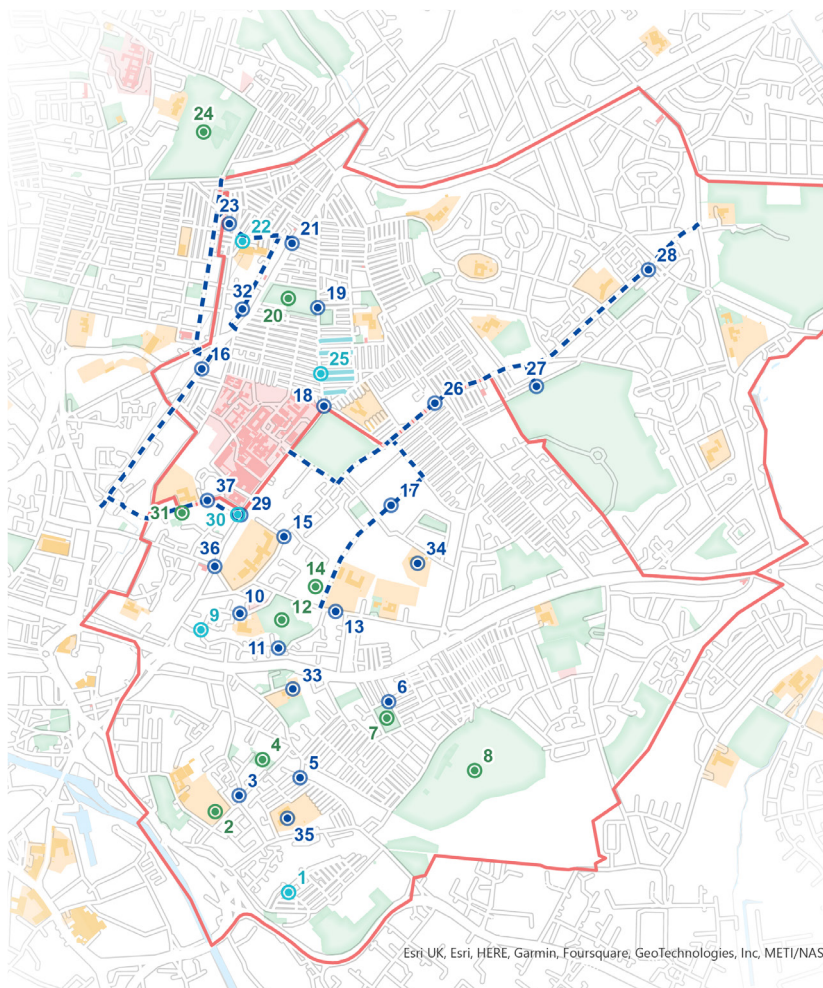
# Proposals to Improve Conditions for Walking, Wheeling and Cycling in BHR

Each of these proposals will be subject to further feasibility studies and community engagement if taken further.



Intervention type

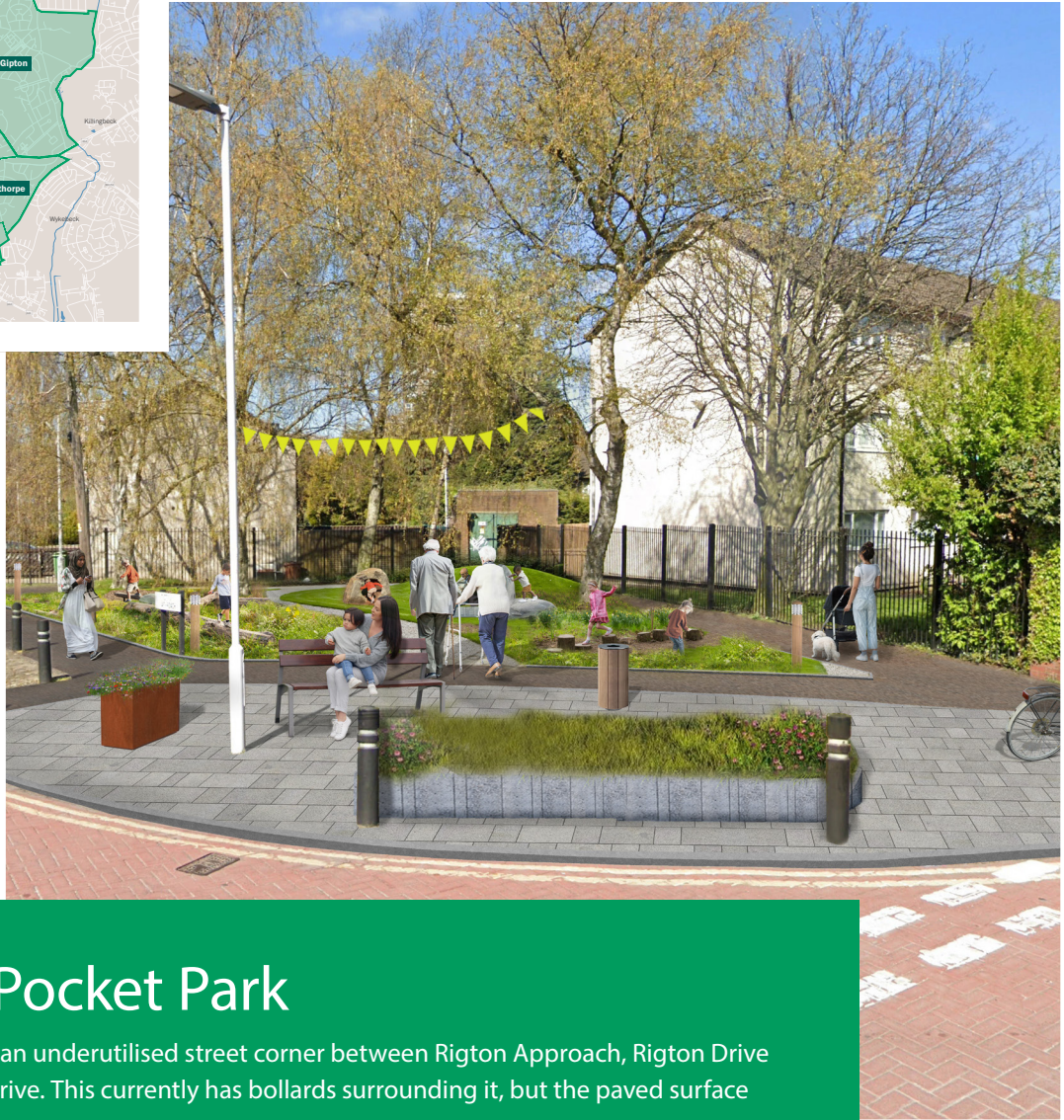
- Greenspace
- Pocket parks
- Transport



Esri UK, Esri, HERE, Garmin, Foursquare, GeoTechnologies, Inc., METI/NASA, USGS

- 1 Fewston Community Gardens
- 2 Ellerby Lane Park
- 3 Upper Accommodation Rd Crossing
- 4 Richmond Hill Park Improvements
- 5 Pontefract Lane Junction Improvements
- 6 Vinery Centre Crossings
- 7 Raincliffe Park Improvements
- 8 East End Park Improvements
- 9 Rigton Pocket Park
- 10 Rigton Drive Safety Improvements
- 11 Haslewood Drive
- 12 Haslewood Park / Oxton Way Improvements
- 13 Torre Road Speed Measures
- 14 Gargrave Park
- 15 East SILC Crossing
- 16 Roseville Cycleway
- 17 Burton Cycleway
- 18 Ashley Road Safety Improvements
- 19 Harehills Road Safety Improvements
- 20 Banstead Park Improvements
- 21 Roundhay Road Crossing Improvements
- 22 Shepherd's Lane Pocket Park
- 23 Potternewton Quietway
- 24 Potternewton Park Improvements
- 25 Harehills Playstreets
- 26 Foundry Approach Cycleway
- 27 Harehills Park Quietway
- 28 Oak Tree Crossing
- 29 Beckett Street Crossing
- 30 Granville Pocket Park
- 31 Shakespeare Park
- 32 Bank Side Street
- 33 All Saint's School Street
- 34 Brownhill School Street
- 35 Richmond Hill Academy School Street
- 36 Beckett Street Cycle Counter
- 37 Granville Quietway

# Intervention Examples



## Rigton Pocket Park

There is currently an underutilised street corner between Rigton Approach, Rigton Drive and Haslewood Drive. This currently has bollards surrounding it, but the paved surface lies empty.

There is an opportunity to convert this into a pocket park, whilst retaining the existing trees. The bollards could be moved further towards the road to extend the space and benches, planting and murals installed. Many designers working in small spaces now look instead to incorporate 'playful features' into the landscape such as climbing rocks, sensory play, wall activities and biodiversity gardens, which are more natural and therefore have added value as habitat for nature that people can connect with, enjoy and requires very little maintenance.

The cost of the intervention would depend on the scale of measures within the pocket park and level of community co-design and/or the possibility of partnerships.

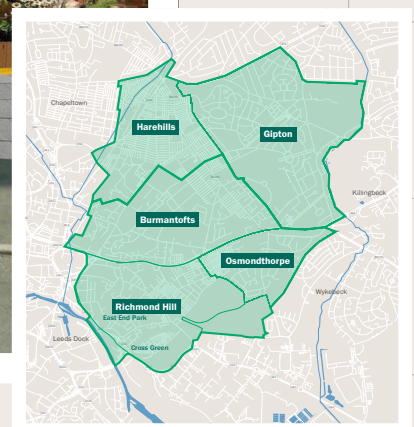
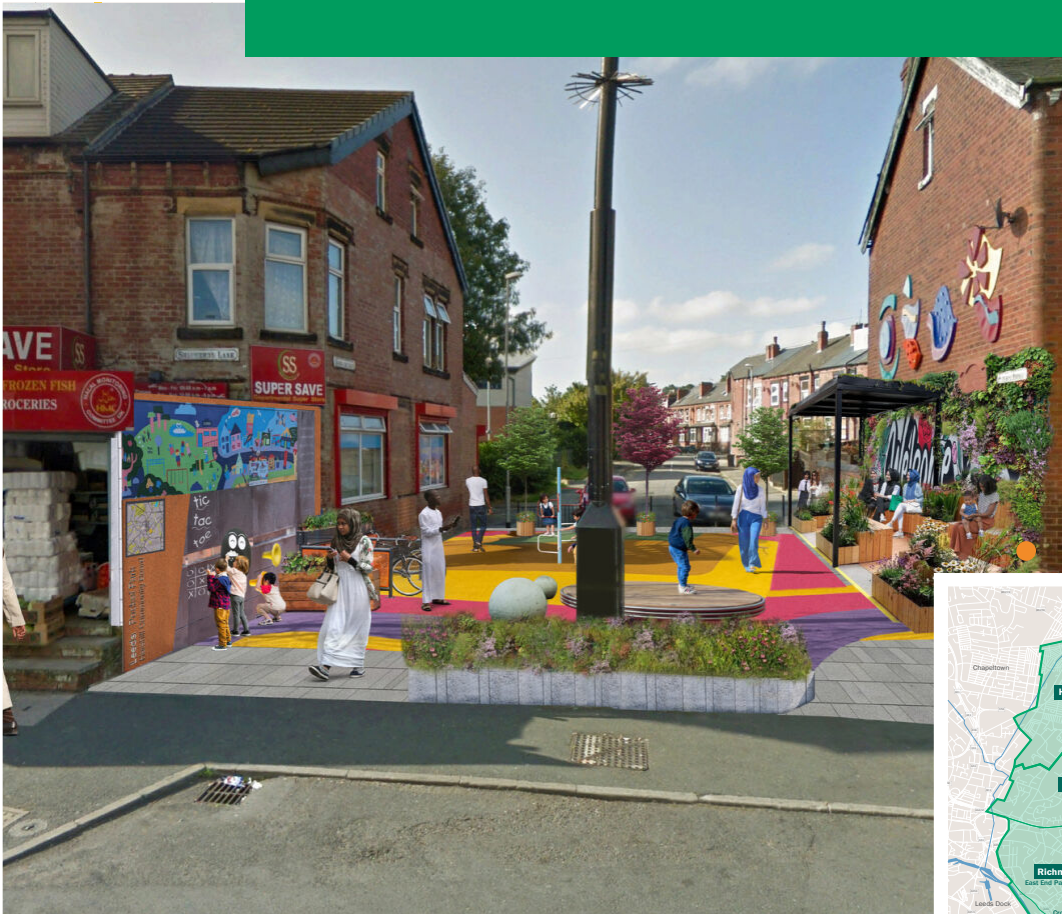


# Intervention Examples

## Shepherd's Lane Pocket Park and Cycle Route

Shepherds Lane is a key connecting route to Potternewton Park from Harehills. Where Shepherds Lane meets Markham Avenue there is currently an underutilised space next to a newsagents and housing. In West Harehills (west of Roundhay Road) there is currently very limited space for socialisation and play. There are also very few rest locations between central Harehills and Potternewton Park where many residents could potentially use for exercise, and as a location for family/community events.

It is proposed that this area be a pocket park, which has the potential to provide a safe and welcoming space for local people to meet up in. It will allow residents in the area to experience the outdoors and socialise with their neighbours, which otherwise they might not have convenient access to. It will also provide an opportunity to rest and break up an active travel journey between Harehills centre and Potternewton Park, making this trip more feasible for many. The space is currently vacant and could be transformed relatively quickly with minimal costs. Brightly coloured seating and planting would make this a welcoming environment. Access for cyclists should be retained as a LCWIP priority route, whilst attempting to minimise conflicts.





# Further Intervention Example Summaries

## Richmond Hill Playground

There is currently a small park with a playground behind Richmond Hill Elderly Action (RHEA). Richmond Hill Children's Centre and Little Owls Nursery. This is relatively hidden, inaccessible for double buggies, scooters and mobility aids, and on audit there were found to be maintenance issues.

**Suggestions:** removing barriers to improve accessibility, diverse seating options for various users, revisiting the current equipment offering.



## Oak Tree Drive Crossings

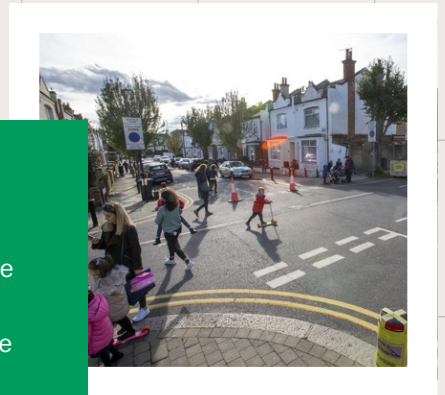
Oak Tree Drive and Amberton Road are the two roads running either side of the Lidl Store. They are wide roads / junctions with no formal crossings. Not only do they link this facility to the bus stop, but they are also a key connector route to Fearnville Park and associated facilities.

**Suggestions:** both these roads have formal crossing facilities implemented to allow safe and convenient crossing for those moving around actively in the area.



## School Streets

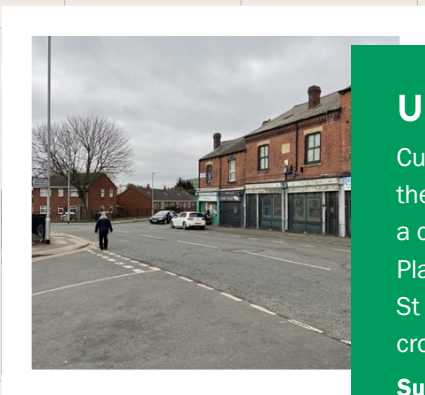
An initial screening has been carried out to determine schools in BHR with potential for a School Street (restricting vehicular access on the streets outside schools during pick-up and drop-off times). Leeds already have 15 operational School Streets. Further engagement with schools would determine whether the screened schools would be feasible to join the current list of school streets.



## Upper Accomodation Road

Currently there is a small row of shops on Upper Accommodation Road near the junction with Long Close Lane, Dial Street and Ellerby Lane. There is also a concentration of trip attractors: Richmond Hill Elderly Action, Richmond Hill Playground and Richmond Hill Children's Centre on Long Close Lane, and Mount St Mary's School off Ellerby Lane. These junctions are currently wide, without any crossing facility.

**Suggestions:** narrow the mouth of the junction, landscaping, crossing installation.



# Complementary Measures

Applying best practice principles for placemaking, green infrastructure, wayfinding, seating, clutter removal, parking management, lighting and campaigns across BHR to maximise the benefit of any new schemes and make the area safer and more pleasant to spend time in. Here is a summary of some of the content within the Social Prescribing Complementary Measures Strategy.



Wayfinding that is comprehensive, consistent, clear, considerate, conspicuous and eye-catching can support active journeys around BHR. Signs should be included to mark distances to nearby parks and greenspace, as well as onward destinations. Creative wayfinding and mapping will be used for the urban trails which are being planned as part of the social prescribing pilot.

Bench and rest locations should be accessible, inclusive, comfortable, well-maintained, and located in convenient places.

Seating can be bench-style seating, or perch-type seating, against which people half lean and half sit. It can include more social seating and be accompanied by tables.

In the context of a changing climate with more frequent heatwaves, the topography of BHR and a population with varying entry points for physical activity, rest locations should be expanded.



Placemaking gives people a sense of community and belonging to a place, which in turn encourages people to care about their surroundings more, producing a safer and cleaner environment.

It also fosters social interaction, creates improved accessibility and promotes health.

There are already some examples of placemaking in BHR, predominately initiated by local community groups such as Lincoln Greeners and Gipton Growers.

Green infrastructure (a network of multi-functional green space) has a range of benefits including improved physical and mental health, urban cooling, carbon storage, sustainable drainage and biodiversity. Given the density of housing, and vast grey infrastructure in BHR, recommendations for greening have been made.



Recommendations are made for keeping pavements and cycleways clutter free, and well-lit. Obstacles such as bins, and poles should be rationalised where possible and measures to eliminate pavement parking introduced to ensure the environment is accessible for all.



## Contact us

Visit the [project page](#) on Arup's website to learn more and contact the team.



[walkitrideit.com](https://walkitrideit.com)

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