

Report to The Chief Officer (Highways and Transportation)

Date: 25 March 2014

Subject: Planned Highway Asset Maintenance Programmes 2014-15

Capital Scheme Numbers: 99508/000/000, 99509/000/000 & 16759/000/000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): All	<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 checked="" type="checkbox"/> Yes	<input 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 sets a priority to deliver quality highways assets, to maintain the percentage of roads in need of structural repair and reduce the percentage of highways structures in need of essential repair.
- 2 Highways Assets in Leeds are continually monitored for condition and maintenance needs. Prioritised planned maintenance and strengthening programmes are developed to maintain the assets in a safe and serviceable condition appropriate for their use together with a view to minimising whole life costs.
- 3 This report presents the programme of planned highways asset maintenance and strengthening (roads and highway structures) for the 2014/15 financial year to meet the best council priority.
- 4 The funding available for the planned maintenance and strengthening of highways assets is a combination of Local Transport Plan (LTP) Capital Grant (£6,858,000), Leeds City Council Capital (£9,295,000), Highways Maintenance Government Grant (£705,000) and Leeds City Council Revenue (£1,055,000).
- 5 The purpose of this report is to seek authority to incur expenditure to the limit of the available budgets and to add the schemes shown in the appendices to this report to the Highways Assets Capital Programme for 2014/15. In order to provide a full picture of planned maintenance, this report also presents the proposed planned Highway Maintenance revenue programme for information.

Recommendations

- 6 The Chief Officer (Highways and Transportation) is recommended to:
 - i) give authority to incur expenditure of £6,508,000 (£4,702,547 works costs and £1,047,453 internal staff and partner design fee costs plus £758,000

- inspection, assessment and asset management fees) funded from the 2014/15 Local Transport Plan Capital Grant Allocation;
- ii) give authority to incur expenditure of £10,000,000 (£8,928,570 works costs and £1,071,430 staff fee costs) funded from Leeds City Council Capital Resources £9,295,000 and a Highways Maintenance Government Grant £705,000;
 - iii) approve the addition of the schemes listed in appendix B and C to this report into the Highways Assets Capital Programme for 2014/15;
 - iv) note the addition of schemes listed in appendix D to this report into the Highways Assets Planned Revenue Programme for 2014/15; and
 - v) The Head of Service shall be responsible for implementation of the attached programmes of work within the 2014/15 financial year.
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1 Purpose of this report

- 1.1 This report presents the highways assets management and works programme for 2014/15 and seeks authority to incur expenditure, approve the addition of schemes into the capital programme and note the Highway Maintenance Planned Revenue Programme.

2 Background information

Council Priority

- 2.1 The Best Council Plan sets a priority to deliver quality highways assets, to maintain the percentage of roads in need of structural repair and reduce the percentage of highways structures in need of essential repair.

Asset Management

- 2.2 Highways and structures asset management systems have helped us to develop data that measures the extent of defects in the highway and structures, and thereby their condition. Further work on recording the condition of the highway assets at regular intervals and logging the type and amount of repair work carried out each year has enabled the development of a deterioration model for Leeds' roads. From knowing the current condition, the planned work and modelling the deterioration we can calculate an anticipated outcome over the coming year and target maintenance appropriately. It must be noted that condition assessment is a cyclic process reassessing only around 30% of all roads per annum. The actual condition can be used as an indicator year-on-year but a true picture can only really be provided of an overall trend.
- 2.3 In 2012 the asset model showed that a total spend of £19.52m (works) was required during 2013/14 to maintain the roads in a steady state condition. The total allocation to roads in that year was £19.63m (works) but of this, a sum of £2m was targeted at a pothole initiative following the severe winter of 2012/13. The planned works programme improved 219km of roads. Condition assessment indicated that 449km of roads have deteriorated to some degree across all condition bands, leaving a net worsening of road condition, greater than expected of 230km most likely due to the severe winter.

- 2.4 The 2012 asset model predicted that a total spend of £20.11m (works) is required to maintain the roads in a steady state condition during the 2014/15 financial year. The current total budget for highway work is £18.087m (works) which is £2.023m short of the predicted need. A slight fall in government grant through the LTP has contributed to the reduced budget. The government has announced the intention to increase the grant for highway maintenance from 2015/16, the actual increase for Leeds is yet to be determined.
- 2.5 Appendix A1 shows the current road network condition and the predicted condition at the end of 2014/15. This takes into account the work proposed within this report.
- 2.6 The recommended planned highway maintenance work for 2014/15 within this report will deliver an overall improvement to 160km (5.5%) of roads from the various condition bands. The asset management model forecasts that 190km (6.6%) of roads will deteriorate to some degree across all condition bands leading to an overall worsening of the network of 30km (1.0%) of roads by 2015. It must be noted that this is a prediction based on the condition data available at this time and the weather conditions and road use can have a significant effect on the rate of deterioration experienced. The additional work done in the pothole initiative of 2013/14 together with a milder than previous winter may lead to better progress than predicted. The actual outturn will be reviewed annually and over time the model will be refined to increase confidence in predicting road condition.
- 2.7 The asset management model and the ongoing condition assessment of highways shows a steady decline in road condition. The service is engaging in efficiency measures to combat rising costs and will continue to monitor and report on road condition and potential funding implications.
- 2.8 Appendix A2 shows the current condition of the highway structure stock (excluding retaining walls), and the details of sub-standard highway structures undergoing risk managed maintenance. The programme targets those structures with critical structural elements that are in the poor and very poor categories that have a high risk to public safety.
- 2.9 Two structures are identified on classified roads as being in poor or very poor condition. These structures are Methley Bridge, A639 (undergoing specialist testing to inform future strategy) and Ellar Ghyll North Culvert, A6038 (under monitoring). Structures being identified as falling into these categories during the forthcoming financial year will be risk managed and appropriate strategies identified.

Funding

- 2.10 Funding for maintenance of the authority's strategic highways assets is made available from the following sources.
- Local Transport Plan (LTP) Capital Grant
 - Leeds City Council Capital Resources
 - Highways Maintenance Government Grant
 - Leeds City Council Revenue Resources

LTP Capital

- 2.11 The Government has again made a specific allocation to Local Authorities for carrying out maintenance and strengthening work on highways assets through the LTP. The allocation for Leeds for the financial year 2014/2015 amounts to £6,858,000 of which £350,000 has already been approved by Executive Board in May 2013 for the A58(M)/A64(M) Leeds Inner Ring Road Tunnel as set out in Para 3.9.

Leeds City Council Capital

- 2.12 The approved Leeds Capital Programme for 2014/15 includes a sum of £10,000,000 for Highway Maintenance, funded from Leeds City Council Capital Resources £9,295,000 and an additional Local Highways Maintenance Government Grant £705,000 announced in the autumn statement of 2012.

Leeds City Council Revenue

- 2.13 The approved Leeds Revenue Budget for 2014/15 includes a sum of £5,225,000 for highway maintenance. This allocation supports a significant element of reactive and routine maintenance to all of the districts highways but a small proportion is given over to planned maintenance as part of the strategy to maintain the overall condition of the highways assets. The planned element of this budget to be presented within this report is £1,055,000.

Highway Maintenance Strategy Review

- 2.14 The way that highway maintenance has been delivered in Leeds has been largely unchanged for some years. The recent progress in data collection and processing has provided greater intelligence about the way in which roads are deteriorating. This could lead to more targeted maintenance and the potential to unlock efficiencies. In the current financial climate this is something that the service is keen to explore in more detail. A review of maintenance strategy entitled "Right Street, Right Time, Right Treatment" to look at street selection and maintenance priorities will be undertaken in the summer of 2014 and elected members will be invited to participate in that review.

3 Main issues

- 3.1 The paragraphs below together with Appendices B to D detail the entire programme of planned maintenance and strengthening for highways assets for the 2014/15 financial year. The programme is presented by funding heading.

LTP Capital

- 3.2 This allocation is sub divided into highways and structures in line with the national formula for maintenance allocations and the resulting allocation to highways is £4,643,000 with the remaining £2,215,000 being allocated to the maintenance and strengthening of highway structures. The proposed planned highway and structures maintenance and strengthening programme to be delivered from LTP Capital is shown in Appendix B.

LTP Capital (Highways) Scheme 99509

- 3.3 A programme of highway works was undertaken in 2013/14. All of this work was not completed and the incomplete schemes with reasons for delay are shown in Appendix B1. These works will carry forward to be delivered in either 2014/15 or 2015/16. The estimated carry-over of funding is £552,153 which will be added to the above programme of works. The exact sum of carry over works will not be known until the completion of the 2013/14 financial year accounts.
- 3.4 LTP capital can be used to maintain any part of the network but in line with LTP strategy it is primarily aimed at the more strategic roads. The proposals shown in Appendix B2 includes; structural, preventative and minor maintenance of the Principal and Classified Distributor network of roads, together with annual condition surveys of the classified road network to inform future programmes of work.
- 3.5 Appendix B3 shows a provisional programme of works for the 2015/16 financial year. In the event that schemes from the planned 2014/15 programme are delayed for any reasons or if savings are made within the programme, schemes from this provisional list will be brought forward to be delivered in the 2014/15 financial year.

LTP Capital (Structures) Scheme 99508

- 3.6 Appendix B4, details the capital schemes funded from the Structures £2,215,000 LTP budget and includes the projected underspends of £200k (works) from 2013/14, giving a total projected spend for 2014/15 of £2,415,000 of which £350,000 has already been approved by Executive Board in May 2013 for the A58(M)/A64(M) Leeds Inner Ring Road Tunnel.
- 3.7 The Structures programme is a balance of schemes and has elements from
- high score in the bridges prioritisation system
 - essential safety works
 - strengthening
 - currently under monitoring (Table 6 & 7 Appendix A2)
 - risk management
 - strategic network priorities
 - asset management
 - retaining wall reconstruction
- 3.8 The structures capital programme has a significant asset management element comprising of: principal and special inspections, asset valuation (which is a mandatory, auditable Government requirement from 2013) and work supporting the implementation of the guidance and recommendations in the Code of Practice for the Management of Highway Structures. It is acknowledged that it will not be possible to achieve all the milestones fully. However, the Bridges section will continue to prioritise the milestone actions that are used to demonstrate compliance with the Code to ensure that risk to the Council is minimised in terms of claims. A sum of £165,000 is included in the 2014/15 structures capital programme to cover the asset management and asset valuation work, with a further £694,500 for principal and special inspections and structural assessments.

- 3.9 The structures capital programme also has a significant element of risk management, including special safety inspections, monitoring of sub-standard structures and structures which are causing concern owing to their current condition and on-going deterioration. In addition, there is a greater emphasis on interim measures, such as weight and width restrictions and safety barrier protection of weak structural members, to mitigate the risks resulting from this on-going deterioration. This supports the key objective of the Bridges section to ensure that public safety is maintained. Details of sub-standard highway structures and on-going risk management of these are given in Appendix A2. A sum of £67,000 is included in the 2014/15 structures capital programme, to cover these risk management activities.
- 3.10 Essential maintenance to three key structures on the A58(M)/A64(M) Leeds Inner Ring Road received Department for Transport programme entry in December 2011. A local contribution of £350,000 from the Bridges Capital LTP allocation is to be committed to the A58(M)/A64(M) Leeds Inner Ring Road scheme in 2014/15. An Executive Board Report in May 2013, covering the funding of the A58(M)/A64(M) Leeds Inner Ring Road, was approved on the 9 May 2013 and this £350,000 contribution was approved within it.
- 3.11 All costs are estimated and will be subject to review as schemes are progressed. There may be emerging priorities during the year which will displace work included in the programme at this stage. Emerging work will be prioritised in accordance with the Bridges section's prioritisation system to ensure consistency. The programme will be monitored and revised as necessary throughout 2014/15 as actual costs are realised to ensure that the allocated budget is expended but not exceeded.

Leeds City Council Capital

- 3.12 The Leeds Capital Programme 2014/15 includes a sum of £10,000,000 for planned Highway Maintenance, to be funded from Leeds City Council Capital Resources £9,295,000 and from a Highways Maintenance Government Grant £705,000. Capital Scheme Number 16759/000/000.
- 3.13 The proposed planned highway maintenance programme to be delivered from Leeds capital is shown in Appendix C.
- 3.14 A programme of highway works was undertaken in 2013/14. All of this work was not completed and the incomplete schemes with reasons for delay are shown in Appendix C1. These works will carry forward to be delivered in 2014/15. The estimated carry-over of funding is £249,703 which will be added to the above programme of works. The exact sum of carry over works will not be known until the completion of the 2013/14 financial year accounts.
- 3.15 Leeds capital can be used to maintain any part of the network but as LTP capital is aimed primarily at the more strategic roads, Leeds capital is used primarily to undertake planned maintenance of distributor and local roads. The proposals shown in Appendix C2 include structural, preventative and minor maintenance of the Distributor and Local network of roads.

Leeds City Council Revenue

- 3.16 The approved Leeds revenue budget for 2014/15 includes a sum of £5,225,000 for maintenance of highways. Of this approximately 80% (£4,170,000) will fund reactive and routine repairs, general repairs to pedestrian guard rails, safety fencing, drainage, patching for future years surface dressing programmes and other miscellaneous items. The remainder (£1,055,000) will fund planned maintenance works as detailed in Appendix D
- 3.17 The implementation of works undertaken from the revenue budget is already approved through the formal budget setting process and as such is presented here for information only.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 All Ward Members have been consulted on the streets included in the Local Roads Structural Maintenance programme. Each Ward Member received a list of streets included within this programme in their Ward with Highway's recommendations and have had the opportunity to influence the final scheme selection for their Ward. Feedback was received from Members in 13 wards, meetings or site visits and discussions have led to the programme as presented.
- 4.1.2 In accordance with normal practice Ward Members will be informed of arrangements regarding programming and traffic management for each project prior to the work commencing. Further scheme specific consultation will be undertaken where natural stone products may be removed during maintenance work.
- 4.1.3 Revenue works are not generally subject to consultation but do address a number of concerns raised by Members over the previous year. The full programme, including the Local Transport Plan (LTP), Capital, Revenue, and DfT funded schemes, will be assembled and sorted against Electoral Wards and a schedule of the relevant Ward programme will be sent to each Ward Member with a covering letter.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 The following equality screenings have been carried out for Highways planned maintenance, taking note of equality impact assessments completed in April 2008 (Highway Maintenance Activities) and January 2011 (The impact of financial decisions on the provision of a Highways Maintenance Service.). The EDCI Impact assessment has recently been reviewed and is in the process of being drafted.
- Appendix E - Local Transport Plan Funded Highway Maintenance
 - Appendix F – Leeds Capital Funded Highway Maintenance
 - Appendix G - Revenue Funded Highway Maintenance
- 4.2.2 Key findings from both EIA's were as follows:

Positive Impacts

- Highway maintenance work removes those defects that are likely to be a hindrance to mobility and is an opportunity to provide improved mobility features such as dropped kerbs.
- Consultation with Councillors and Area Management Teams is proactive with other stakeholder's views being taken into account through focus groups and scheme specific correspondence.

Negative Impacts

- There are issues with some communities having the perception that other areas receive a better service with more road maintenance being carried out; failing to believe that allocation is based on need.

4.2.3 Actions

- Continue to select work based on objective condition assessment from machine based surveys and allocate on a needs basis as per the Policy Statement and Plan and have a greater transparency on where money is spent.
- Take every opportunity during maintenance work to provide dropped crossings at road junctions to aid those people with mobility problems.
- Continue with letter drops to residents affected by maintenance work which includes the encouragement and gives opportunity for anyone with a special need or is disabled to have a contact point to discuss the immediate impact of the scheme.
- Also continue with customer feedback surveys which can be analysed for equality issues as well as comment on schemes' outturns

4.2.4 An Equality, Diversity, Cohesion and Integration screening of the proposed capital programme for Structures has been carried out (Appendix H). This concludes that an impact assessment is not required.

4.3 Council Policies and City Priorities

4.3.1 **The Best Council Plan** sets a priority to deliver quality highways assets, to maintain the percentage of roads in need of structural repair and reduce the percentage of highways structures in need of essential repair.

4.3.2 **The Local Transport Plan.** Priorities are established and work is undertaken in accordance with the West Yorkshire Transport Asset Management Plan.

4.3.3 **Highway Maintenance Policy Statement and Plan.** Priorities are established and work is planned and undertaken in accordance with Leeds City Council's Highway Maintenance Policy Statement and Plan.

4.3.4 **Environmental Policy** - The work will be undertaken in accordance with the principles of the Council's Environmental Policy. Wherever possible in paved areas, second hand materials will be used to match existing. Re-usable stone products removed from site will not be disposed of. Where technically appropriate, processes which minimise the use of newly quarried materials such as recycling will be considered. Where appropriate dropped kerbs will be installed to aid access for

disabled people at road crossings. The improvement of footway and carriageway surfaces at the sites listed will improve the street environment for all users.

- 4.3.5 **Crime and Disorder Act 1998** – The proposals contained within this report have no implications under section 17 of the Crime and Disorder Act 1998.

4.4 Resources and value for money

LTP Capital (Highways)

- 4.4.1 The LTP Planned Highways Maintenance Programme will be delivered at a cost of £4,643,000 (being £3,934,747 Works costs and £708,253 internal staff fee costs) funded from the Local Transport Plan Highways Maintenance Capital Programme 2014/15 (Transport Supplementary Grant). The proposed work will be undertaken by a combination of in-house contractor and specialist contractors.

LTP Capital (Structures)

- 4.4.2 The LTP Planned Structures Maintenance and Strengthening Programme will be delivered at a cost of £2,215,000 (being £1,117,800 Works costs and £339,200 internal staff and partner design fee costs plus £758,000 inspection, assessment and asset management fees) funded from the Local Transport Plan Highways Maintenance Capital Programme 2014/15 (Transport Supplementary Grant). £350,000 of this funding has already been approved per Para 3.9.
- 4.4.3 The structures LTP capital programme will be delivered largely by the Council's Bridges section with support, as required, from its engineering partner, Mouchel. Work will be procured through existing term contracts or via a competitive tendering process to ensure that value for money is achieved.

Leeds Capital

- 4.4.4 The Leeds Capital Planned Highway Maintenance Programme will be delivered at a cost of £10,000,000 (being £8,928,570 works costs and £1,071,430 internal staff fee costs), funded from Leeds City Council Capital Resources £9,295,000 and an additional Highways Maintenance Government Grant £705,000. There are no revenue cost implications as a result of these Capital works. The majority of this work will be carried out by the in-house contractor with support from specialist sub-contractors.

Leeds Revenue

- 4.4.5 The proposed revenue work will be undertaken by a combination of in-house contractor and specialist contractors. Where necessary the procurement of such is currently underway. The majority of this work is preventative maintenance which is used to prevent the further deterioration of the streets and defer the need for larger capital sums for more expensive repairs.

Capital Funding and Cash Flow

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH	FORECAST				
	£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	350.0			350.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	350.0	0.0	0.0	350.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL	TO MARCH	FORECAST				
	£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	13631.1			13631.1			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	2876.9			2876.9			
OTHER COSTS (7)	0.0						
TOTALS	16508.0	0.0	0.0	16508.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
	£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LCC Supported Borrowing	9295.0			9295.0			
LTP / TSG Grant	6858.0			6858.0			
HM Government Grant	705.0			705.0			
Total Funding	16858.0	0.0	0.0	16858.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Numbers : 99508/000/000, 99509/000/000 & 16759/000/000
Title : Planned Highway Asset Maintenance Programmes 2014-15

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The Chief Officer (Highways and Transportation) has been delegated the authority to approve the recommendations contained within this report as identified in the Constitution, Part 3, Section 3E
- 4.5.2 This report is eligible for call in, except where this report relates to revenue funded work, no formal approval to spend is required, and the corresponding part of the report is not eligible for Call-in.

4.6 Risk Management

- 4.6.1 The schemes listed in the following Appendices will help provide long term benefits to residents of Leeds and create the right physical environment for the delivery of vibrant and sustainable communities. If not undertaken, the highway network will deteriorate further and public liability claims will rise.
- 4.6.2 Delays to the proposed bridge maintenance and strengthening programme may lead to further operational constraints, such as the implementation of further weight restrictions on bridges. They may also lead to further deterioration, resulting in increased and more costly maintenance requirements in future years or an

increasing backlog of maintenance works. This will also result in greater disruption to the network when works can be carried out, with increased traffic disruption from traffic management required to carry out more extensive works.

- 4.6.3 A number of the schemes in the programme are safety-related and there is a greater emphasis on risk management of structures (Appendix A2). This does make the Council more vulnerable in terms of the number, type and severity of risks relating to highway structures on its road network and this leads to a potential liability for the Council.
- 4.6.4 There are a number of key risks already identified relating to the Council's highway structures stock and its on-going deterioration. These have been identified on the Highways and Transportation's risk register and the Council's corporate risk register as appropriate. A formal reporting system is currently being developed to identify on-going deterioration and its impact via the service performance monitoring process. This will be supported by appropriate risk management frameworks and risk assessment.

5 Conclusions

- 5.1 The proposed projects are chosen from a priority listing generated from highway and structural inspections. The implementation of these projects aids access for disabled people and improves the street environment for all users. If these schemes are not undertaken the strategic highway network will deteriorate further which could potentially lead to an increase in claims against the Council.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is recommended to:
- i) give authority to incur expenditure of £6,508,000 (£4,702,547 works costs and £1,047,453 internal staff and partner design fee costs plus £758,000 inspection, assessment and asset management fees) funded from the 2014/15 Local Transport Plan Capital Grant Allocation;
 - ii) give authority to incur expenditure of £10,000,000 (£8,928,570 works costs and £1,071,430 staff fee costs) funded from Leeds City Council Capital Resources £9,295,000 and a Highways Maintenance Government Grant £705,000;
 - iii) approve the addition of the schemes listed in appendix B and C to this report into the Highways Assets Capital Programme for 2014/15;
 - iv) note the addition of schemes listed in appendix D to this report into the Highways Assets Planned Revenue Programme for 2014/15; and
 - v) The Head of Service shall be responsible for implementation of the attached programmes of work within the 2014/15 financial year

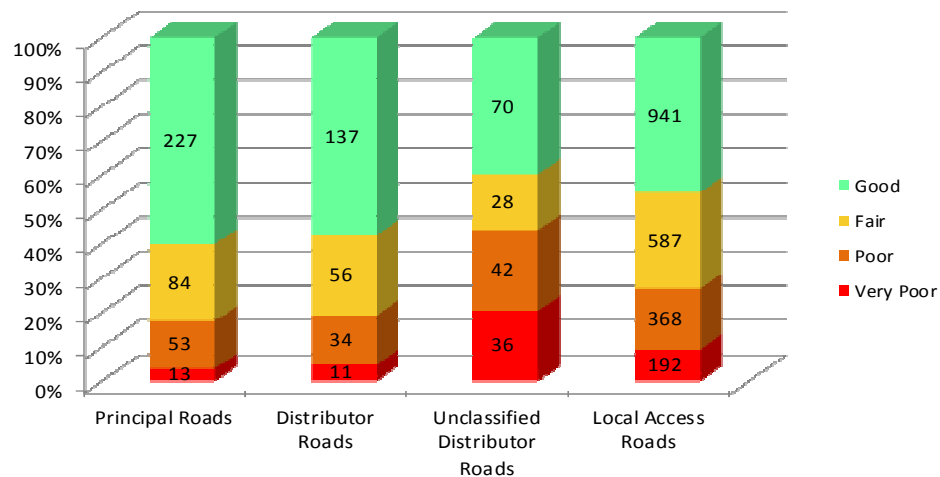
7. Background documents¹

- 7.1 None.

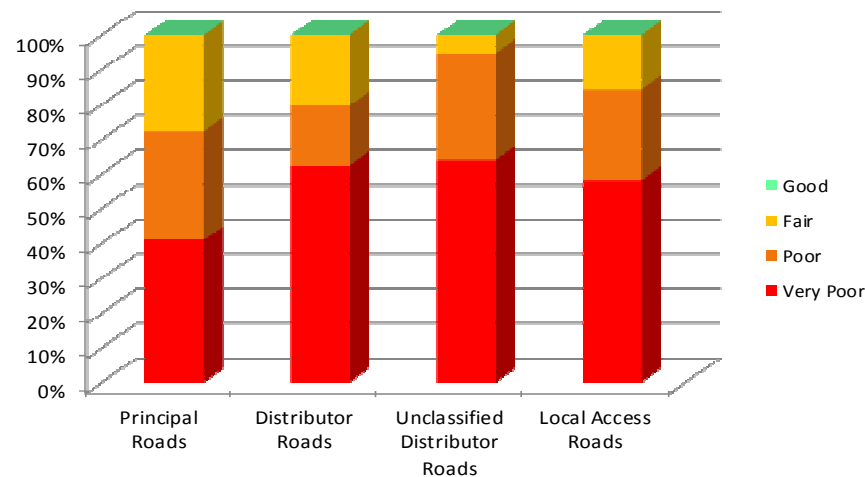
¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Current Road Network Condition

Current Network Condition in Km by Road Type (2014)



Current Maintenance Backlog in £'s by Road Type (2014)

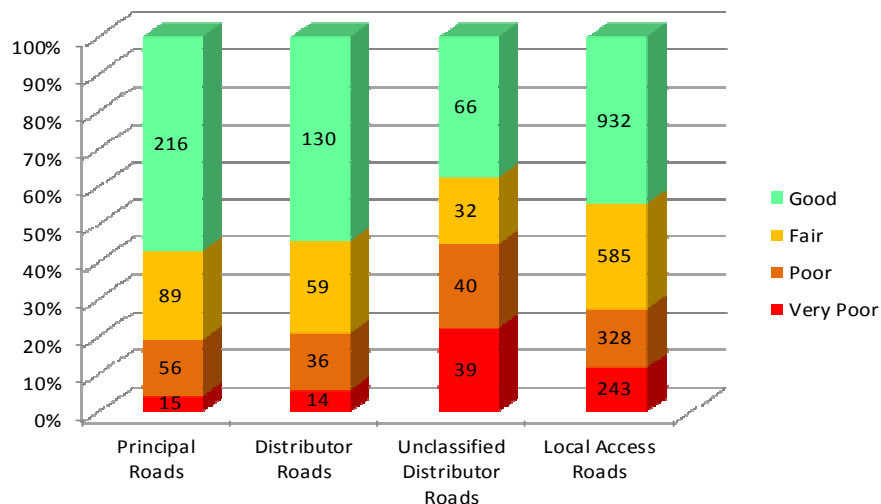


Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total km
Very Poor	13	11	36	192	253
Poor	53	34	42	368	497
Fair	84	56	28	587	755
Good	227	137	70	941	1,376
Total	377	239	176	2,088	2,880

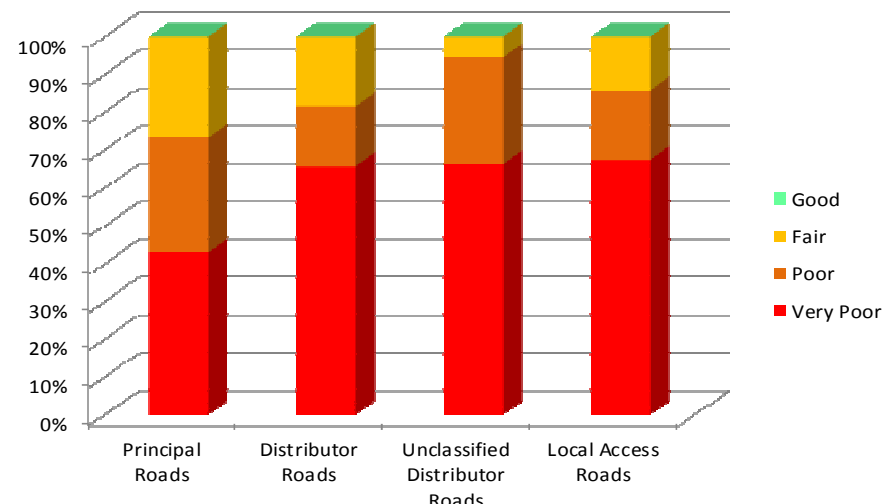
Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total £
Very Poor	£3,069,041	£3,785,728	£9,157,283	£37,166,920	£53,178,971
Poor	£2,355,050	£1,054,847	£4,423,181	£16,696,000	£24,529,078
Fair	£2,071,196	£1,235,207	£753,642	£9,947,641	£14,007,686
Good	£0	£0	£0	£0	£0
Total	£7,495,287	£6,075,781	£14,334,105	£63,810,561	£91,715,734

Predicted Road Network Condition (2015) after proposed works undertaken

Predicted Network Condition in KM By Road Type (2015)



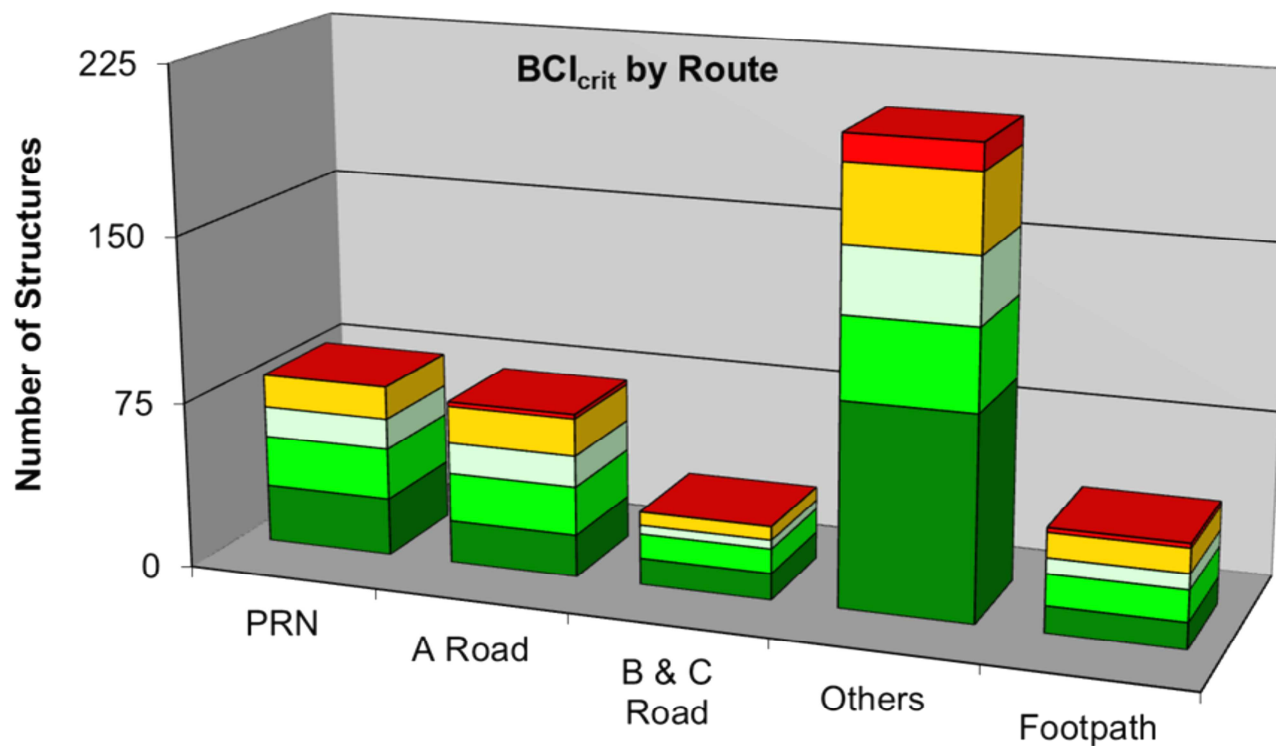
Predicted Network Condition in £'s By Road Type (2015)



Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total km
Very Poor	15	14	39	243	311
Poor	56	36	40	328	460
Fair	89	59	32	585	764
Good	216	130	66	932	1344
Total	377	239	176	2088	2880

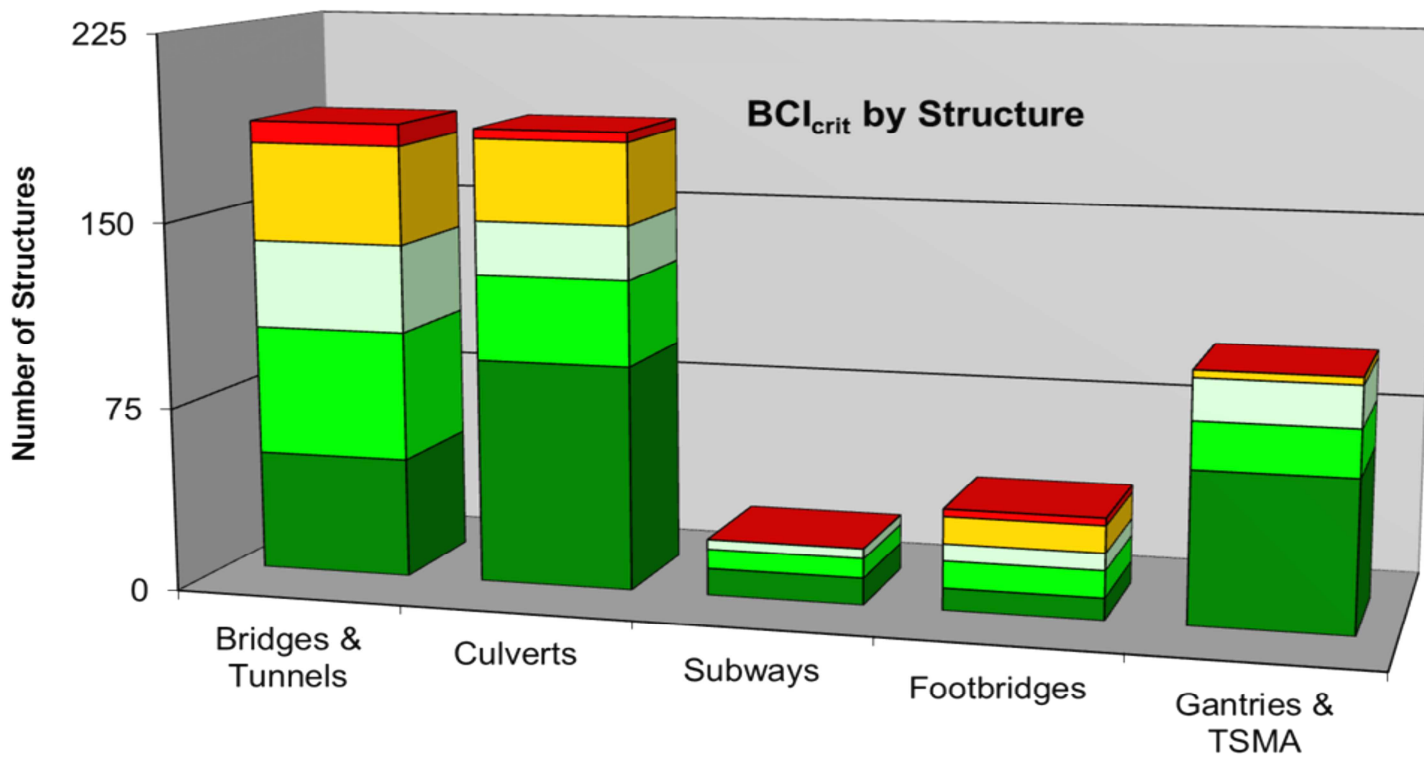
Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total £
Very Poor	£3,555,735	£4,599,381	£9,894,480	£47,152,123	£65,201,718
Poor	£2,524,269	£1,100,197	£4,204,378	£12,971,529	£20,800,373
Fair	£2,205,962	£1,301,103	£842,869	£9,908,200	£14,258,134
Good	£0	£0	£0	£0	£0
Total	£8,285,965	£7,000,682	£14,941,727	£70,031,851	£100,260,225

Current Structures Condition by Road Type



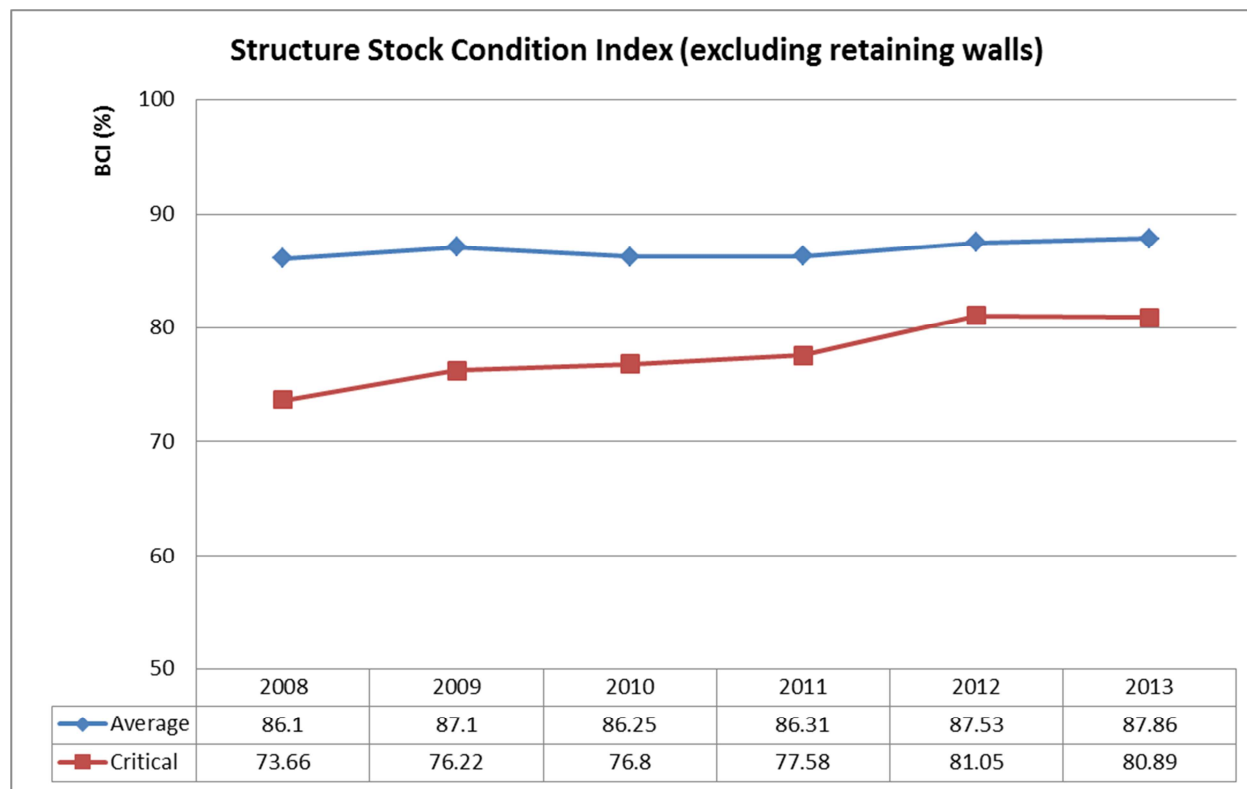
	PRN	A Road	B & C Road	Others	Footpath
Very Poor	0	2	0	12	2
Poor	15	17	6	35	11
Fair	14	14	4	30	7
Good	23	22	11	37	14
Very Good	26	19	12	92	12

Current Structures Condition by Structure Type



	Bridges & Tunnels	Culverts	Subways	Footbridges	Gantries & TSMA
Very Poor	9	4	0	3	0
Poor	40	33	0	11	3
Fair	36	22	4	7	17
Good	53	35	8	11	19
Very Good	49	92	11	9	62

Table 1: Structure Stock Condition Index (excluding retaining walls)



Current Leeds stock condition is between 80 and 90 for both indicators for which the national guidance for performance measurement of highway structures suggests the following:	
Average Stock Condition	Structure stock is in a good condition. Some structures may be in a severe condition.
Critical Stock Condition	Some critical load bearing elements may be in a severe condition. Some structures may represent a moderate risk to public safety unless mitigation measures are in place.
Addition Comments	As a minimum the current level of funding should be continued, however it may be unclear if this is the appropriate level of funding. If not already in place, appropriate asset management practices should be implemented to identify the optimum condition for the stock and the associated level of funding. There is the potential for rapid decrease in condition if sufficient maintenance funding is not provided. Minor to Moderate backlog of maintenance work.

The structure stock condition is represented by the averaging (weighted with structure size) of critical Bridge Condition Indicator (BCIcrit) values for individual structures, which is a score out of a 100. The critical Bridge Condition Indicator considers only the critical load-carrying elements of the structure. This is to ensure that safety critical or high safety maintenance work is identified within the prioritisation system. This BCIcrit score is calculated by a set method based on the individual condition of a predefined list of elements.

Stock Condition Trend

The stock condition, both critical and average, over the last five years has trended upwards with the improvement now plateauing and with the critical score starting to decline. With the reduced funding levels available for bridge maintenance in the next five years it is expected that the general trend will be for the stock condition to decline into the fair condition category. General characteristics of a stock in fair condition are given below.

“Historical maintenance work under funded and structures not managed in accordance with Asset Management. It is essential to implement Asset Management practices to ensure work is adequately funded and prioritised and risks assessed and managed. Moderate to large backlog of maintenance work, essential work dominates spending.”

Table 4: Details of sub-standard structures and risk management

	2011/12 D&C report	2012/13 D&C report	As of 1 st Mar 2013	As of 21 st Jan 2014
Number of LCC sub-standard structures monitored in accordance with BD 79 (i.e. capacity less than 44t gwv)	21	26	22	18
Number of structures not assessed formally but being monitored owing to concern about their structural integrity	24	27	20	18
Number of weight restrictions implemented on LCC-owned structures	12: 4 permanent; 8 environmental	12: 4 permanent; 8 environmental	12: 4 permanent; 8 environmental	12: 4 permanent; 8 environmental
Number of weight restrictions implemented on non LCC-owned structures	10: 2 permanent; 6 environmental; 2 temporary	11: 2 permanent; 7 environmental; 2 temporary	10: 2 permanent; 6 environmental; 2 temporary	10: 2 permanent; 6 environmental; 2 temporary
Number of structures with interim measures in place (e.g. protection of substandard footways, parapets or other substandard elements)	16 LCC 11 NR	19 LCC 11 NR*	18 LCC 11 NR*	18 LCC 11 NR
Number of structures which have special safety inspections on high capacity routes	5	6	4	4

Table 5: List of structures with Special Safety Inspections on High Capacity Routes

Number	Name	Road Carried / Crossed	Frequency of monitoring
L213	Calverley Street	UNCL/A58(M)	6 months
L221	North Street Junction	UNCL/A64(M)	6 months
L225	Oatland Lane	UNCL/A58	6 months
L228	New York Road Viaduct Eastbound	A64(M)/UNCL	6 months

Table 6: List of substandard or provisionally substandard structures monitored in accordance with BD79

Number	Name	Road Carried/Crossed	Monitoring Frequency
L0003	Bridge Road	B6157	Yearly
L0013	Leeds Bridge	Uncl	6 monthly
L0032	Front Street	C13	6 monthly
L0070	Berry Lane	Uncl	6 monthly
L0112	Dunhill Rise	Uncl	Yearly
L0114	Cartmell Drive	Uncl	Yearly
L0119	Calverly River Bridge	A6120	Yearly
L0131	Blackburn Court	Uncl	Yearly
L0132	Gillet Bridge	Uncl	Yearly
L0146	Methley Bridge	A639	6 monthly
L0177	Brigshaw Lane	Uncl	Yearly
L0179	Bagley Lane	C507	Yearly
L0198	Waddington Railway Bridge	A61	6 monthly
L0221	North Street Junction	UNCL/A64(M)	Yearly
L0243	New Wellington River Bridge	A58(M)	Yearly
L0244	Wellington Canal Bridge	A58(M)	Yearly
L2124	Gipton Beck Cantilever	F'way	Yearly
L2154	Water Lane Cantilever	F'way	Yearly
L4106	Balm Road	Uncl	6 monthly
L4107	Pepper Road	Uncl	6 monthly
L4202	Wesley Place	Uncl	6 monthly
L4208	Park Parade	Uncl	6 monthly
L4317	Armley Link Road	Uncl	6 monthly
L4409	Whingate	Uncl	6 monthly
L4412	Tong Road	Uncl	6 monthly
L4504	Canal Road	Uncl	6 monthly
L4510	Dewsbury Road	A653	6 monthly
L4705	Town Street - Millshaw	UNCL	6 monthly
L4801	Gelder Road No.4	A62	6 monthly

Table 7: List of structures not substandard in accordance with BD79 but being monitored owing to safety concerns

Number	Name	Road Carried / Crossed	Monitoring Frequency	Comments
L0012	Victoria Bridge	Uncl	With PI (6yrs)	Monitoring of leaning parapet walls and NE pilaster.
L0058	Hope Road	Uncl	6 monthly	Monitoring footpath and carriageway for defects
L0077	West Garforth Railway No 4	A63	6 monthly	Monitoring of cracks to seating beam
L0090	Otley Bridge	Uncl	6 monthly	Monitor for defects/deterioration
L0169	Branch Road	Uncl	6 monthly	Monitor for defects/deterioration
L0220	Lovell Park Road	A	Yearly	Monitoring abutment cracks
L0235	York Road Underpass	A	6 Monthly	Monitor for defects/deterioration
L1039	Ellar Ghyll North	A6038	Yearly	Monitor movement of spandrel wall
L1050	None-Go-Byes	Uncl	6 Monthly	Monitoring cracks in soffit and carriageway for defects
L1198	South Lodge Farm Culvert	Building	6 monthly	Monitoring footpath and carriageway for defects
L1247	Station Road Morley	Uncl	Weekly	Monitoring footpath and carriageway for defects. Works in progress
L2203	Osmondthorpe	F'way	3 monthly	Monitoring of blistering in footway and vandalism
L2237	Ivy Street Footbridge	F'way	2 monthly	Monitoring extensive cracks in main beam. Alkali Silica Reaction confirmed.
L2336	Wellington Rd North FB	F'way	3 monthly	Monitoring of temporary span (bridge strike)
L3197	Whitehall Road RW	B	Yearly	Monitoring of cracking to wall and parapet
L3266	Leeds Bradford Rd Burr Wall	B6157	Yearly	Monitor movement
L4922	Spofforth Hill	A661	6 monthly	Monitoring of prop and cross beam buckling. British Rail Residuary Board
L10703	Water Lane Beck Wall	Uncl	Yearly	Monitoring of bulging section of wall

Table 8: Details of current weight and width restrictions on structures

Number/owner	Name	Road Carried / Crossed	Details
L00013	Leeds Bridge	Uncl	7.5t permanent weight restriction. 7.5t assessed capacity.
L00037	Thorp Arch Bridge	Uncl	7.5t environmental weight limit.
L00066	Parkin Lane	Uncl	18t permanent weight restriction. 18t designed capacity.
L00069	Brigshaw Lane Railway No. 12	Uncl	3t environmental weight limit.
L00070	Berry Lane Bridge	Uncl	18t permanent weight limit.
L00137	Croft Bridge	A642	7.5t environmental weight limit.
L00139	Swillington River Bridge	A642	7.5t environmental weight limit.
L00162	Wood Lane bridge	Uncl	7.5t environmental weight limit.
L00177	Brigshaw Lane	Uncl	3t environmental limit. Weak verge.
L00213	Calverley Street	UNCL/A58(M)	7.5t permanent weight restriction.
L01088 (LCC Parks & Countryside)	Springfield Lane Culvert	Uncl	3t permanent weight restriction.
L02029	Top Moor Side subway	Uncl	7.5t environmental weight limit.
Private Structures			
British Rail Residuary Board	Scholes Bridge	Uncl	18t environmental weight limit.
British Rail Residuary Board	Spofforth Hill bridge	A661	7.5t environmental weight limit. 3t assessed capacity. Works planned 2014/15.
Network Rail	Fall Lane bridge	Uncl	3t permanent weight restriction.
Network Rail	Carr Crofts bridge	Uncl	7.5t TTRO. (TTRO expired November 2011 and weight limit is not enforceable.) Width restriction in place to reduce to single lane with give and take system.
Network Rail	Pepper Road bridge	Uncl	7.5t environmental weight limit. Provisional assessment 7.5t carriageway, 0t footway. MASS barriers installed in 2006 to protect weak footway.
Network Rail	New Princess Street	Uncl	7.5t environmental weight limit.
Network Rail	Pontefract Lane No. 2 bridge	Uncl	7.5t environmental weight limit.
Network Rail	Ardsley Common bridge	Uncl	7.5t environmental weight limit.
Highways Agency	Lingwell Gate Lane bridge	B6135/M62	7.5t environmental weight limit.
Private	Skelton Grange Road bridge	Uncl	3t permanent weight restriction.
Private	Gott's bridge	Uncl	3t permanent weight restriction.

Table 9: List of structures with Interim Measures in place

Number/owner	Name	Road Carried / Crossed	Details
L00002	Kirkstall	B6157	Weak Footway protected by guardrail
L00112	Dunhill Rise	Uncl	Weak Footway protected by bollards
L00114	Cartmell Drive	Uncl	Weak Footway protected by bollards
L00119	Calverley River	A6120	Weak Footway protected by safety fence
L00121	Newlay (now a footbridge)	F'way	Weak Carriageway protected by bollards
L00132	Gillett	Uncl	Weak Footway protected by bollards
L00146	Methley	A639	Weak Footway and edge beam protected by safety fence
L00177	Brigshaw Lane	Uncl	Weak Verge protected by bollards
L00179	Bagley Lane	C507	Weak Footways protect by trief kerbs and bollards
L00198	Waddington's Railway	A61	Weak Footway protected by safety fence
L00213	Calverley Street	UNCL/A58(M)	Weak Parapet protected by safety fence
L00215	New Woodhouse Lane Nr 2	PARKING/A58(M)	Weak Parapet protected by TVCB
L00221	North Street Junction	UNCL/A64(M)	Weak Footway and beams protected by parapet
L00235	York Road Underpass	A64/UNCL	Weak Footway protected by safety fence
L00243	New Wellington River	A58(M)	Weak Footway protected by guardrail and bollards
L00244	Wellington Canal	A58(M)	Weak Footway protected by guardrail and bollards
L02124	Gipton Beck Cantilever	F'way	Weak Footway protected by bollards
L02154	Water Lane Cantilever	F'way	Weak Footway protected by bollards
Private structures			
Network Rail L4106	Balm Rd	Uncl	Weak Footway protected by MASS barriers installed 2006.
Network Rail L4107	Pepper Road	Uncl	Weak Footway protected by MASS barriers installed 2006.
Network Rail L4202	Wesley Place	Uncl	Weak Footway protected by Mass barrier.
Network Rail L4208	East Park Parade	Uncl	Weak Footway protected by MASS barriers installed 2007.
Network Rail L4317	Armley Road	Uncl	Weak Footway protected by Bollards
Network Rail L4409	Whingate	Uncl	Weak Footway protected by Vanguard barriers installed 2011.
Network Rail L4412	Tong Road	B6154	Weak Footway protected by MASS barriers installed 2007.
Network Rail L4504	Canal Rd	Uncl	Weak Footway protected by MASS barriers installed 2008.
Network Rail L4510	Dewsbury Rd	A653	Weak Footway protected by MASS barriers installed 2009.
Network Rail L4705	Town Street	Uncl	Weak Footway protected by Trief kerbs
Network Rail L4801	Gelderd Road No.4	A62	Weak Footway and carriageway protected by MASS barriers installed October 2011 to reduce carriageway width to 7.3m.

LTP Capital Highways Maintenance Programme Carried forward from 2013/14

Programme Area				Estimated Cost
Schemes Carried over from 2013/14				
The schemes detailed below have carried over from the 2013/14 programme for a variety of reasons, and will be carried out within the 2014/15 years programme				
Street	Extents	Ward	Comments	
Wakefield Road	A63 Selby Road To Alandale Crescent	Garforth and Swillington	CF from PR 2013/14 - Retaining Wall awaiting Design and AIP	
Halton Moor Avenue	Selby Road To Neville Road	Temple Newsam	CF from UD 2013/14	
Halton Moor Avenue	Neville Road To Halton Moor Road	Temple Newsam	CF from UD 13/14	
Lidgett Lane	Nunroyd Grove To Harrogate Road	Roundhay	CF from UD 13/14	
Lidgett Lane	Bentcliffe Gdns To Nunroyd Gr	Roundhay	CF from UD 13/14	
Harrogate Road	Harehills Ln To Methley Drive	Chapel Allerton	CF from UDM 13/14	
Total Schemes Carried over from 2013/14				
Schemes Carried over from 2013/14 to be further delayed to 2015/16				
The schemes detailed below have carried over from the 2013/14 and will have to be delayed until 2015/16 due to clashes with the City Connect Cycle Project.				
Street	Extents	Ward	Comments	
York Road	Selby Road To Osmondthorpe Lane	Burmantofts and Richmond Hill	Due to City Connect Cycle Project to be delivered in 2015/16	
York Road	Sutton Approach To Selby Road	Killingbeck and Seacroft	Due to City Connect Cycle Project to be delivered in 2015/16	
Stanningley Bypass	Dawsons Corner Roundabout	Pudsey	Due to City Connect Cycle Project to be delivered in 2015/16	
Total Schemes Carried over from 2013/14 to be further delayed to 2015/16				£519,544
Total LTP Capital Highways Maintenance Programme Carried forward from 2013/14				£1,550,967
Total LTP Capital Highways Maintenance Funding Carried forward from 2013/14				£552,153

LTP Capital Highways Maintenance Programme 2014/2015

Programme Area			Estimated Cost
Principal and Urban Distributor Road Structural Maintenance			
A Programme of structural maintenance to the more strategic classified road network to strengthen and resurface with associated kerb and footway works where required			
Street	Extents	Ward	
Whitehall Road	Globe Road To Springwell Street	City and Hunslet	
Whitehall Road	S/L 17 To Globe Road	City and Hunslet	
Whitehall Road	S/L13 To Bridge S/L17	City and Hunslet	
Whitehall Road	Northern Street To S/L13	City and Hunslet	
New Road	Whackhouse Lane To Start D/Cway	Guiseley and Rawdon	
Barnsdale Road	Pinfold Lane To Green Lane	Kippax and Methley	
Barnsdale Road	Green Lane To Dist Boundary	Kippax and Methley	
Abbey Road	End D/Cway To Start D/Cway	Kirkstall	
Elland Road	Westwood Side To Old Road	Morley North	
Ring Road Beeston	M621 Roundabout	Beeston and Holbeck	
Dewsbury Road	Old Lane To Opp Westland Road	City & Hunslet	
Hunslet Road	Saynor Road To Sth Accommodation Road	City & Hunslet	
Selby Road	M1 R/Bout To A642 R/Bout	Garforth and Swillington	
Richardshaw Lane	C/L Bypass Bridge To Bradford Road	Calverley and Farsley	
Harehills Lane	Harrogate Road To End D/Cway	Chapel Allerton	
Harehills Lane	Start D/Cway To Harrogate Road	Chapel Allerton	
Harehills Lane	End D/Cway To Harehills Avenue	Chapel Allerton	
Scotchman Lane	Dist Boundary To House No 169	Morley South	
Bowcliffe Road	Paradise Way To Front Street	Wetherby	
Shadwell Lane	C301 Wike Ridge Lane To Holywell Lane	Alwoodley	
Main Street	Cattle Lane To Haverthwaites Drive	Harewood	
Green Lane	Hollyshaw Lane To The Croft	Temple Newsam	
Total Principal and Urban Distributor Road Structural Maintenance			£2,930,070

LTP Capital Highways Maintenance Programme 2014/2015

Principal and Urban Distributor Road Preventative Maintenance

A Programme of preventative maintenance to the more strategic classified road network consisting of surface treatments to the carriageway to arrest deterioration

Street	Extents	Ward
Otley Road	End D/Cway To Kingsley Drive	Adel and Wharfedale
Otley Road	Kingsley Drive To Golden Acre Park	Adel and Wharfedale
Leeds Road	Golden Acre Park To C333 R/Bout	Adel and Wharfedale
Leeds Road	C333 R/Bout To Church Hill	Adel and Wharfedale
Arthington Lane	The Tower Drive To Parish Bndry	Adel and Wharfedale
Arthington Lane	Parish Bndry To Warren Lane	Adel and Wharfedale
Arthington Lane	Warren Lane To Black Hill Road	Adel and Wharfedale
Arthington Lane	Black Hill Road To Rawden Hill	Adel and Wharfedale
Leeds Road	Dist Boundary To Start M62 Bridge	Ardsley and Robin Hood
Ring Road Beeston	Millshaw Road R/Bout To Millshaw	Beeston and Holbeck
Ring Road Beeston	Millshaw Road To A643 Roundabout	Beeston and Holbeck
Ring Road Beeston	A643 R/Bout To Millshaw	Beeston and Holbeck
Ring Road Beeston	Millshaw To Millshaw Road R/Bout	Beeston and Holbeck
Whitehall Road	New Lane To B6126 Gildersome Lane	Farnley and Wortley
Whitehall Road	B6126 Gildersome Lane To Lawns Lane	Farnley and Wortley
Wakefield Road	Bullerthorpe Lane To Swillington Lane	Garforth and Swillington
Wakefield Road	Swillington Lane To Church Lane	Garforth and Swillington
Wakefield Road	Church Lane To Goody Cross Lane	Garforth and Swillington
Ridge Road	B6137 Longdike Lane To A63 Selby Road	Kippax and Methley
Barnsdale Road	Station Road To Park Lane	Kippax and Methley
Barnsdale Road	Park Lane To B6137 Longdike Lane	Kippax and Methley
Abbey Road	End D/Cway To Abbeydale Way	Kirkstall
Abbey Road	Abbeydale Way To Hawksworth Road	Kirkstall
Whitehall Road	B6135 Bradford Road To New Lane	Morley North
Dewsbury Road	Kirklees Bndry To A6029 Rein Rd	Morley South
Dewsbury Road	A6029 Rein Rd To Lowry Rd	Morley South
Dewsbury Road	Lowry Road To Syke Road	Morley South
Dewsbury Road	Syke Road To Dist Boundary	Morley South
Aberford Road	Station Lane To Bullerthorpe Lane	Rothwell
Ring Road West Park	Low Lane R/Bout To Railway Bridge	Weetwood

LTP Capital Highways Maintenance Programme 2014/2015		
Ring Road West Park	Railway Bridge To Start D/Cway	Weetwood
Ring Road West Park	Spenn Lane To A660 R/Bout	Weetwood
Ring Road West Park	A660 R/Bout To Spenn Lane	Weetwood
Ring Road West Park	Spenn Lane To End Dual Carriageway	Weetwood
King Lane	Alwoodley Lane To Eccup Lane	Alwoodley
King Lane	Eccup Lane To Arthington Road	Alwoodley
Swillington Lane	Leeds Lane To A63 Selby Road	Garforth and Swillington
Hawthorn Road	A65 Abbey Road To Butcher Hill	Horsforth
Back Newton Lane	A656 Barnsdale Road To C258 Claypit Lane	Kippax and Methley
Back Newton Lane	Claypit Lane To Dist Boundary	Kippax and Methley
Tinshill Road	Railway Bridge To Woodhill Road	Weetwood
Tinshill Road	Woodhill Road To Mosley Wood App	Weetwood
Tinshill Road	Moseley Wood App To Otley Old Road	Weetwood
Total Principal and Urban Distributor Road Preventative Maintenance		£953,725
Minor Works A supplementary programme of minor works permits a greater degree of flexibility in dealing with shorter lengths of defective carriageway that contribute to performance indicators. It allows small schemes between the values £5,000 and £30,000 to get promoted as they would otherwise not get done because of the relatively good condition of the surrounding section.		£254,935
Machine Condition Surveys For the continuation of the compulsory machine survey of all classified roads. The results of this SCANNER survey will provide the condition data in 2014/2015 for national road condition indicators 168 and 169. In addition, surveys on the principal roads using the SCRIM skidding resistance machines will continue in the year 2014/2015. The surveys are carried out by a specialist contractor		£25,000
		Sub total
		£4,163,730
Carry Over Schemes to be constructed within 14/15 From Appendix B1		£1,031,423
		Sub total
		£5,195,153
Total Carry Over Funding from 2013/14 (From Appendix B1)		-£552,153
Total LTP Highway Maintenance		£4,643,000

LTP Capital Highways Maintenance Programme 2015/2016 (PROVISIONAL)

Programme Area				Estimated Cost
Principal and Urban Distributor Road Structural Maintenance				
A provisional Programme of structural maintenance to the more strategic classified road network to strengthen and resurface with associated kerb and footway works where required. These provisional schemes in for 2015/16 will be brought forward into the 2014/15 year programme should planned schemes be delayed or savings accrue on delivery of the planned schemes.				
Street	Extents	Ward	Comment	
Pool Road	Slip Opp Snellroyd To A669 Pool Bridge	Adel and Wharfedale		
Church Hill	Eastgate To A660 Leeds Road	Adel and Wharfedale		
King Lane	A6120 To Bus Turn Round	Alwoodley		
King Lane	Bus Turnround	Alwoodley		
Stanningley Road	Start D/Cway To Armley Ridge Road	Armley		
Dewsbury Road	A6110 Millshaw Road To End Dual C/Way	Beeston and Holbeck		
Dewsbury Road	End Dual C/Way To Ring Road Beeston	Beeston and Holbeck		
Dewsbury Road	Ring Road Beeston To Old Lane	Beeston and Holbeck		
York Road	Selby Road To Osmondthorpe Lane	Burmantofts and Richmond Hill	Due to City Connect Cycle Project to be delivered in 2015/16	
Town Street	Waterloo Lane To Broad Lane	Bramley and Stanningley		
Stanningley Bypass	Dawsons Corner Roundabout	Calverley and Farsley	Due to City Connect Cycle Project to be delivered in 2015/16	
Bagley Lane	Town Street (Farsley) To Coal Hill Lane	Calverley and Farsley		
Scott Hall Road	Buslingthorpe Lane To Opp Sholebroke Mount	Chapel Allerton		
Scott Hall Road	Potternewton Lane R/Bout	Chapel Allerton		
Scott Hall Road	Stainbeck Lane R/Bout	Chapel Allerton		
Scott Hall Road	Potternewton Lane To Sholebroke Mount	Chapel Allerton		
Roseville Road	Benson Street To S/L 24a	City And Hunslet		
Aberford Road	Isabell Rd R/Bout To A642/M1 Roundabout	Garforth and Swillington		
Easterly Road	Amberton Road To Harehills Lane	Gipton and Harehills		
Leeds Road	End D/Cway To Oxford Road	Guiseley and Rawdon		
Green Lane	A65 Roundabout To Harrogate Road	Guiseley and Rawdon		
Harrogate Road	A659 Otley Road To North Yorks D/Bary	Harewood		
Keswick Lane	A58 Wetherby Road To C301 Wike Lane	Harewood		
Main Street	Lotherton Lane To Cattle Lane	Harewood		
York Road	A63 Selby Road To Killingbeck Drive	Killingbeck and Seacroft		
York Road	Sutton Approach To Selby Road	Killingbeck and Seacroft	Due to City Connect Cycle Project	

LTP Capital Highways Maintenance Programme 2015/2016 (PROVISIONAL)

			to be delivered in 2015/16
Ring Road Crossgates	Crossgates Road Roundabout	Killingbeck and Seacroft	
Station Road	Crossgates Rd R/Bout To End D/Cway	Killingbeck and Seacroft	
Station Road	End D/Cway To Crossgates Rd R/Bout	Killingbeck and Seacroft	
Scott Hall Road	King Lane Roundabout	Moortown	
Stonegate Road	Stainbeck Lane To Carr Manor Crescent	Moortown	
Stonegate Road	Carr Manor Crescent To King Lane	Moortown	
Victoria Road	Church Street To Westwood Side	Morley North	
Rein Road	End M/Way Bridge To A650 Britannia Road	Morley South	
Scotchman Lane	House No 169 To C/L M62 Bridge	Morley South	
Roker Lane	Tong Road To East Side Court	Pudsey	
Leeds Road	Haigh Road To Styebank Lane	Rothwell	
Easterly Road	Oakwood Lane Roundabout	Roundhay	
Selby Road	Ring Road R/Bout To Sainsburys R/Bout	Temple Newsam	
Selby Road	End D/Cway To Chapel Street	Temple Newsam	
Selby Road	Chapel Street To Hollyshaw Lane	Temple Newsam	
Ring Road Weetwood	A6120/A660 Roundabout	Weetwood	
Boston Road	A58 Roundabout To High Street	Wetherby	
Westgate	Market Place To Linton Road	Wetherby	
Bridge Road	A659 High Street To Mill Hill	Wetherby	
High Street	Market Place To Horsefair	Wetherby	
North Street	Horsefair To York Road	Wetherby	
Total Principal and Urban Distributor Road Structural Maintenance 2015/16 (Provisional)			£4,267,799

LTP Capital Structures Maintenance and Strengthening Programme 2014/2015

Programme Area							Estimated Cost
Schemes brought forward from 2013/14							
Scheme No.	Location	Description	Estimated Costs (£)				
			Up to & inc 2013/14	2014/15	2015/16 onwards	Total	
713003	Parkin Lane (L66)	Retention - Maintenance and strengthening works to increase structural capacity of the bridge.	761,000	5,500	0	766,500	
715013	Calverley Railway Bridge (L120)	Feasibility of maintenance painting and inspection for assessment.	1,800	5,000	300,000	306,800	
715019	Shaftsbury Footbridge (L2310)	Retention - Essential safety works to the supporting structure and maintenance painting of the main span.	314,050	1,500	0	315,550	
715402	Wellington Road North Footbridge (L2336)	Replacement of temporary footbridge span.	11,500	10,000	660,000	681,500	
715743	Jum Beck (L1044)	Retention - Culvert repairs.	65,300	500	0	65,800	
716125	Old Road (L1134)	Retention - Rebuild collapsed section of spandrel wall.	62,700	500	0	63,200	
716140	Leeds Bradford Road RW (L3266)	Reconstruction of failed sections of retaining wall.	16,200	40,000	4,000	60,200	
716363	Oatland Lane Bridge (L225)	Design repairs to cracked pier crosshead supporting bridge deck and replacement of failed deck joints.	57,800	50,000	900,000	1,007,800	
716435	Daisy Bank Paddock Wall (L3535)	Retention - Reconstruction of failed sections of retaining wall.	43,900	250	0	44,150	
716449	Kirkstall Bridge Scour Protection (L2)	Retention - Design and construction of scour protection to supporting pier located in river bed.	183,006	2,500	0	185,506	
716603	Valley Farm Ph 2 (L159)	Retention - Maintenance works to bridge including waterproofing, bearing replacement and concrete repairs.	305,550	8,500	0	314,050	
716605	Half Mile Lane (L3231)	Retention - Reconstruction of failed sections of retaining wall.	80,000	500	0	80,500	
716606	Ilkley Road Burr Wall (L3207)	Retention - Maintenance repairs to retaining wall.	76,995	300	0	77,295	
716610	Howley Beck (L1154)	Retention - Strengthening of substandard deck.	126,947	3,000	0	129,947	
716614	Leeds Bridge Parapet Repairs (L13)	Retention - Repairs to cast iron parapets.	414,410	600	0	415,010	
716616	Wellington Street Viaduct (L242)	Retention - Maintenance works to viaduct including bearing replacement and concrete repairs.	295,908	2,600	0	298,508	
716617	Oxford Road Bridge (L340)	Retention - Concrete repairs to 1950's extension.	98,084	2,000	0	100,084	

LTP Capital Structures Maintenance and Strengthening Programme 2014/2015

Scheme No.	Location	Description	Estimated Costs (£)			
			Up to & inc 2013/14	2014/15	2015/16 onwards	Total
716710	Aberford Footbridge (L2067)	Retention - Footbridge replacement.	45,061	2,500	0	47,561
716732	Oatland Lane Bridge CP (L225)	Repair of bridge cathodic protection system.	25,698	2,000	1,500	29,198
716904	Burley Street Viaduct (L105)	Retention - Repairs to brick arch.	57,000	2,500	0	59,500
716905	Regent Street CP (L223)	Repair of bridge cathodic protection system.	11,200	7,000	1,500	19,700
716907	Westgate Footbridge (L2241)	Strengthening of substandard piers for impact by errant vehicle.	72,500	321,000	20,000	413,500
716947	Billams Hill (L91)	Retention - Essential strengthening to culvert.	43,000	1,500	0	44,500
716948	South Lodge Farm (L1198)	Retention - Essential maintenance to damaged culvert.	31,000	500	0	31,500
716953	East Garforth Railway footbridge (L2066)	Retention - Maintenance patch painting of parapet.	14,100	250	0	14,350
716994	Spofforth Hill (L4922)	Construction and supervision of strengthening works to prevent a weight restriction on the bridge.	6,250	30,000	2,000	38,250
Total spend within 2014/15 on Schemes brought forward from 2013/14						£500,500
Contribution to Network Rail Bridge Maintenance 2014/15 (on Schemes brought forward from 2013/14)						
Under a nationally agreed protocol between Network Rail and Local Highway Authorities, LCC is responsible for part-funding strengthening works to bridges owned by Network Rail that carry roads over the railway.						
Scheme No.	Location	Description	Estimated Costs (£)			
			Up to & inc 2013/14	2014/15	2015/16 onwards	Total
716439	Carr Crofts (L4411)	Contribution to Network Rail for maintenance / strengthening scheme.	4,400	41,000	1000	46,400
716611	Fall Lane (L4715)	Contribution to Network Rail for maintenance / strengthening scheme.	300	22,000	35000	57,300
Total Contribution to Network Rail Bridge Maintenance within 2014/15						£63,000
Whole Programme Sub Totals			3,225,659	563,500	1,925,000	5,714,159

LTP Capital Structures Maintenance and Strengthening Programme 2014/2015

New Strengthening and Maintenance Schemes 2014/15

Route	Location	Description	Ward	Estimated Costs (£)		
				2014/15	2015/16 onwards	Total
Footpath over River Aire	Milford Place Footbridge (L2041)	Deck Replacement.	Armley	36,000	4,000	40,000
Bridge Foot over River Wharfe	Thorp Arch Bridge (L37)	Scour protection works.	Wetherby	48,000	122,000	170,000
Bridge Street over River Wharfe	Otley Bridge Footway Cantilever (L90)	Footbridge refurbishment.	Harewood	33,000	270,000	303,000
A659 Otley Road over Stank Beck	Hawks House Bridge (L88)	Scour protection works.	Harewood	50,000	5,000	55,000
A653 Dewsbury Road over A6110 Millshaw Road	Simon Bottoms Bridge (L451)	Deck Joint replacement.	Beeston & Holbeck	25,000	2,000	27,000
A647 Stanningley Bypass over B6155 Stanningley Bypass slip	Owlcotes Bridge (L456)	Deck Joint replacement.	Calverley & Farsley	25,000	2,000	27,000
A653 Dewsbury Road over Railway	Dewsbury Road No. 2 (L264)	Deck Joint replacement.	City & Hunslet	5,000	55,000	60,000
A65 Abbey Road	Abbey Road Retaining Wall (3013-292)	Retaining Wall repairs.	Kirkstall	3,000	90,000	93,000
Willow Terrace over A58(M) Leeds Inner Ring Road	Calverley Street Bridge (L213)	Deck repair / strengthening.	City & Hunslet	60,000	5,000	65,000
A58(M) Leeds Inner Ring Road over A65 Wellington Street	Wellington Street Viaduct (L242)	Deck Drainage and waterproofing.	City & Hunslet	200,000	240,000	440,000
A658 Pool Bank New Road over river Wharfe (tributary)	Pool bank Culvert (L1051)	Culvert replacement / strengthening	Adel & Wharfedale	90,000	3,000	93,000
Whole Programme Sub Totals				575,000	798,000	1,373,000
Total Spend on New Strengthening and Maintenance Schemes within 2014/15						£575,000

LTP Capital Structures Maintenance and Strengthening Programme 2014/2015

Asset Management and Valuation 2014/15

The structures capital programme includes for a significant asset management element comprising of: principal inspections, asset valuation (which is a mandatory, auditable Government requirement from 2013) and work supporting the implementation of the guidance and recommendations in the Code of Practice for the Management of Highway Structures. It is acknowledged that it will not be possible to achieve all the milestones fully. However, the Bridges section will continue to prioritise the milestone actions that are used to demonstrate compliance with the Code to ensure that risk to the Council is minimised in terms of claims.

Scheme No.	Route	Location / Description	Ward	Estimated Costs (£)	
				Out-turn costs 2013/14	2014/15
712234	Various	Asset Management Development and on-going implementation of Structures Asset Management Plan. Review and implementation of Code of Practice for the Management of Highway Structures milestones, Value Management and Whole Life Costing. Review and development of scheme and programme prioritisation. Risk assessment of Principal Inspection programme Development and management of the Bridge Management System (BMX). Retaining Wall data collection Project close-out/data transfer for completed bridge maintenance and strengthening schemes	Various	144,000	155,000
713454	Various	Asset Valuation This is a mandatory Government requirement in 2013/14 in accordance with the 'Whole of Government Accounting' procedures.	Various	8,000	10,000
Whole Programme Sub Totals				152,000	165,000
Total Spend on Asset Management and Valuation within 2014/15					£165,000

LTP Capital Structures Maintenance and Strengthening Programme 2014/2015

Assessments, Inspections and Monitoring 2014/15

Scheme No.	Route	Location / Description	Ward	Estimated Costs (£)	
				Out-turn costs 2013/14	2014/15
	Various	Structural Assessments and Structural Reviews of District bridges	Various	242,000	249,000
	Various	Structural Assessments of bridges owned by Network Rail	Various	0	2,000
	Various	Structural Assessments of bridges owned by Other Private Owners	Various	1,000	2,000
	Various	Principal Inspections (includes confined spaces and underwater inspections)	Various	396,000	395,000
	Various	Special Inspections	Various	55,700	14,500
		Post Tensioned structures		32,000	15,000
		Half Joints		2,000	10,000
		Cast Iron structures		500	1,000
		Steel and carbon fibre reinforced structures		500	1,000
		Ecological Surveys		49,800	5,000
			Sub total	779,500	694,500
	Various	Monitoring of Sub-Standard structures.	Various	50,000	30,000
		High Capacity Routes - Special Safety Inspections (prev. incl. in special inspections)		N/A	27,000
		Implementation of interim measures pending strengthening works.		35,000	10,000
			Sub total	85,000	£67,000
Whole Programme Sub Totals				864,500	761,500
Total spend on Assessments, Inspections and Monitoring within 2014/15					£761,500
A58(M)/A64(M) Leeds IRR local contribution					
In the Best and final Funding Bid (BATF) to DfT the local contribution for 2014/15 from the Structures LTP Block Funding (as Executive Board approval 9 May 2013).					£350,000
				Sub total	£2,415,000
Total Carry Over Funding from 2013/14					
Estimated underspend in 2013/14 financial year					-£200,000
Total Structures Capital Expenditure 2014/15					£2,215,000

Leeds Capital Highway Maintenance Programme Carried forward from 2013/14

Programme Area				Estimated Cost	
Local Roads Carry over schemes					
The Local Roads Schemes detailed below have carried over from the 2013/14 programme for a variety of reasons. These works will be carried out within the 2014/15 years programme.					
Street	Extents	Ward	Comments		
Meanwood Road	Clay Pit Lane To Barrack Street	Chapel Allerton	Clashes with Cycle Lane and Stats works		
Meanwood Road	Barrack St To Cambridge Rd	Chapel Allerton	Clashes with Cycle Lane and Stats works		
Sandy Bank Avenue	Styebank Lane / O/S No 40	Rothwell	On-going tree works		
Sandy Bank Avenue	O/S No 40 To Opp House 7	Rothwell	On-going tree works		
Sandy Bank Avenue	Opp House 7 To O/S House 2	Rothwell	On-going tree works		
Total Local Roads Carry Over Schemes					£249,783
Local Roads carry over schemes to be funded from 2014/15 allocation					
The Local Roads Schemes detailed below were delayed in the 2013/14 programme to make a contribution to the 2013/14 Pothole patching fund. These works will be carried out within the 2014/15 years programme.					
Street	Extents	Ward	Comments		
Tong Approach	Tong Way To Butt Lane	Farnley And Wortley	Development works		
Tong Way	Tong Approach To Tong Gate	Farnley And Wortley	Development works		
Tong Way	Tong Gate To Tong Drive	Farnley And Wortley	Development works		
Whincover Drive	O/S No 9 To O/S No49	Farnley And Wortley	Delays in Works design		
Whincover Drive	O/S No 49 To O/S No 89	Farnley And Wortley	Delays in Works design		
Whincover Drive	Hse.89 To 121/123 Butterbowl Dr.	Farnley And Wortley	Delays in Works design		
Goodman Street	Atkinson Street To End	City And Hunslet	Dangerous Building stopped works		
Sweet Street	Marshall St To St Barnabas Road	City And Hunslet	Gas board delayed works again		
Estcourt Terrace	Kirkstall Lane To Ash Road	Headingley	Stone products		
Street Lane	Flossmore Way To Town St rbt	Morley North	(will probably get done)		
Norman Mount	Abbey Road To Morris Lane	Kirkstall	Councillor Request		
Norman Row	Abbey Road To Morris Lane	Kirkstall	Councillor Request		
Park Mount	Vicarage Terrace To Morris Lane	Kirkstall	Councillor Request		
Total Local Roads Carry Over Schemes to be funded from 2014/15 allocation				£392,000	
Total Local Roads Carry Over Schemes to be carried out in 2014/15				£641,783	

Leeds Capital Highways Maintenance Programme 2014/2015

Programme Area			Estimated Cost
Unclassified Distributor Road Structural Maintenance			
A Programme of structural maintenance to the Unclassified Urban Distributor roads to strengthen and resurface with associated kerb, footway and verge works where required.			
Street	Extents	Ward	
Beeston Road	Sport Centre To Coleville Terrace	Beeston and Holbeck	
Beeston Road	Coleville Terr To Malvern Road	Beeston and Holbeck	
Broad Lane	Calverley Garth To Fairfield Hill	Bramley and Stanningley	
Easy Road	Cross Green Lane To Thornleigh Gardens.	Burmantofts and Richmond Hill	
Easy Road	Thornleigh Gardens To Park Parade.	Burmantofts and Richmond Hill	
Pontefract Lane	York Road To Easy Road	Burmantofts and Richmond Hill	
Balm Road	Church St To Belle Isle Road	City and Hunslet	
Whincover Drive	O/S No 49 To O/S No 89	Farnley and Wortley	
Whincover Drive	Hse.89 To Opp. & Between 121/123 Butterbowl Dr.	Farnley and Wortley	
Stainbeck Road	Potternewton Lane To Stonegate Crescent	Moortown	
Stainbeck Road	Stonegate Crescent To Bowood Avenue	Moortown	
Stainbeck Road	Bowood Ave To Stainbeck Lane	Moortown	
High Street	Victoria Avenue To East View	Otley and Yeadon	
High Street	East View To Club Row	Otley and Yeadon	
High Street	Club Row To Roundabout	Otley and Yeadon	
Swinnow Road	Cl Slip Joins A647 Eb To Barnleigh Pub	Pudsey	
Swinnow Road	Ent To Barnleigh Pub To Swinnow La	Pudsey	
Netherfield Road	L/C 10 To L/C 21 [Ent W/Wools]	Guisley and Rawdon	
Morris Lane	The Rise To Spen Lane	Kirkstall	
Total Unclassified Distributor Road Structural Maintenance			£2,042,635
Unclassified Distributor Road Minor Works			£73,877
A supplementary programme of minor works permits a greater degree of flexibility in dealing with shorter lengths of defective carriageway that contribute to performance indicators. It allows small schemes between the values £5,000 and £30,000 to get promoted as they would otherwise not get done because of the relatively good condition of the surrounding section.			

Leeds Capital Highways Maintenance Programme 2014/2015

Local Roads Structural Maintenance

A Programme of structural maintenance to the Local roads to strengthen and resurface with associated kerb, footway and verge works where required.

Street	Extents	Ward
Creskeld Drive	Creskeld Ln To Creskeld Gardens	Adel and Wharfedale
Moseley Wood Approach	Tinshill Rd To Green Lane	Adel and Wharfedale
Millcroft Estate	Mill Lane To House No 16 End	Adel and Wharfedale
Fir Tree Approach	Nursery Ln To Lingfield Hill	Alwoodley
Fir Tree Approach	Lingfield Hill To Fir Tree Grove	Alwoodley
Fir Tree Approach	Fir Tree Grove To Fir Tree Vale	Alwoodley
Common Lane	Bradford Rd A650 To Casson Avenue	Ardsley and Robin Hood
Common Lane	Casson Avenue To Railway Terrace	Ardsley and Robin Hood
New Lane	Moor Knoll Lane To O/S No 102	Ardsley and Robin Hood
New Lane	Cul De Sac Opp No. 29 To End	Ardsley and Robin Hood
Armley Grange Avenue	End Near Stanningley Rd To Houses 39/41	Armley
Armley Grange Avenue	Houses 39/41 To Armley Grange Dri	Armley
Whingate Road	Heights Drive To Barden Mount	Armley
Whingate Road	Barden Mount To Whingate	Armley
Cottingley Fold	Cottingley Drive To End	Beeston and Holbeck
Cross Flatts Road	Beeston Road To Wooler Road	Beeston and Holbeck
Cross Flatts Row	Wooler Road To Wooler Street	Beeston and Holbeck
Cross Flatts Street	Beeston Road To Wooler Avenue	Beeston and Holbeck
Dulverton Grove	Cottingley Drive To End	Beeston and Holbeck
Dulverton Place	Cottingley Drive To O/S Garages Opp Hse 51	Beeston and Holbeck
Millshaw Road	Millshaw Road To End of Circle (House 57)	Beeston and Holbeck
Millshaw Road	Section 1 To End (S/L 47)	Beeston and Holbeck
Parkwood Avenue	Park Wood Road To O/S No 32-43	Beeston and Holbeck
St Lukes View	Barton Grove To West View	Beeston and Holbeck
Sunnyview Avenue	Sunnyview Gardens To End	Beeston and Holbeck
Dewsbury Road	Service Road Westland Road To End	Beeston and Holbeck
Broadlea Hill	Rbt To Broadlea Avenue	Bramley and Stanningley
Fairfield Terrace	Fairfield Rd To Fairfield Grove	Bramley and Stanningley
Ganners Lane	Ganners Way To Wellington Grove	Bramley and Stanningley

Leeds Capital Highways Maintenance Programme 2014/2015

Parkville Place	Bell Lane To End	Bramley and Stanningley
Rossefield Drive	Town Street To House 52	Bramley and Stanningley
Garton Terrace	East Park St To East Park Parade	Burmantofts and Richmond Hill
Thornleigh Mount	Clark View To Easy Road	Burmantofts and Richmond Hill
Bow Street	Richmond Street To East Street.	Burmantofts and Richmond Hill
Richardson Crescent	Richardson Rd.Nr.No.74.To Richardson Rd.	Burmantofts and Richmond Hill
Church Road	Richmond Green Street to End	Burmantofts and Richmond Hill
West End Road	Thornhill Street To Chapel Street	Calverley and Farsley
Burton Street	Old Fold To End	Calverley and Farsley
Farfield Avenue	Wade Street To House 18	Calverley and Farsley
Chatsworth Road	Galloway Lane To House 40	Calverley and Farsley
Chatsworth Road	House 40 To Peckover Drive	Calverley and Farsley
Bridge Road	Rodley Lane To Canal Road	Calverley and Farsley
Scott Hall Avenue	Scotthall Rd O/S Hse 1 To Prince Philip Cen.	Chapel Allerton
Scott Hall Avenue	Prince Philip Cen To Scott Hall Rd	Chapel Allerton
Avenue Crescent	Harehills La To Avenue Hill	Chapel Allerton
Avenue Hill	Harehills La To Harehills Ave	Chapel Allerton
Lady Pit Lane	Coupland Street To Moorville Road	City and Hunslet
Moorville Road	Beeston Road To Lady Pit Lane	City and Hunslet
Tempest Road	Dewsbury Road To Beeston Road	City and Hunslet
Hunslet Hall Road	Beeston Rd To S/L 7	City and Hunslet
Stanks Avenue	Stanks Gardens To Stanks Parade	Cross Gates and Whinmoor
Stanks Cross	Stanks Drive To Stanks Avenue	Cross Gates and Whinmoor
Stanks Gardens	Swarcliffe Avenue To Bdy 68/70	Cross Gates and Whinmoor
Stanks Gardens	Bdy 68\70 To Gable Of 24.	Cross Gates and Whinmoor
Stanks Gardens	Gable 24 To Stanks Drive.	Cross Gates and Whinmoor
Farrow Road	Farrow Vale To Farrow Hill	Farnley and Wortley
Chapel Lane	Hall Lane To Maple Drive	Farnley and Wortley
Lawns Lane	Whitehall Road To O/S 24 L/C 8	Farnley and Wortley
Lawns Lane	O/S No 24 To Ent To Beech Farm	Farnley and Wortley
Maple Drive	Chapel Lane To Lawns Lane	Farnley and Wortley
Stonecliffe Grove	Butt Lane To O/S No 40	Farnley and Wortley
Stonecliffe Terrace	Butt Lane To O/S No 21	Farnley and Wortley
Stonecliffe Way	Butt Lane To O/S No 21	Farnley and Wortley

Leeds Capital Highways Maintenance Programme 2014/2015

Fawcett Way	Lower Wortley Rd To Fawcett Gardens	Farnley and Wortley
Cyprus Terrace	Cyprus Road To End	Garforth and Swillington
Selby Road	A63 Access Road Near Gaping Goose	Garforth and Swillington
Church Lane	The Drive To A642 Wakefield Road	Garforth and Swillington
Brander Road	St Alban Road To O/S 47	Gipton and Harehills
Brander Road	From O/S 47 To J/O Sth Farm Rd	Gipton and Harehills
Brander Road	From Sth Farm Rd To Boundary Hse 108/110	Gipton and Harehills
Brander Road	Boundary Hse 108/110 To J/O Coldcotes Grove	Gipton and Harehills
Brander Road	From Coldcotes Gr To Coldcotes Crescent	Gipton and Harehills
Oxford Avenue	Oxford Rd To O/S 68	Guiseley and Rawdon
Gateland Lane	Whinmoor Lane To Gladston Villas	Harewood
Gateland Lane	Gladston Villas To Blind Lane	Harewood
Gateland Lane	Blind Lane To Main Street	Harewood
Cardigan Lane	Cardigan Road To Bollards	Headingley
Ash Road	Headingley Mount To North Lane	Headingley
Jackman Drive	Outwood Lane To End	Horsforth
Parkside	New Road Side To Broadway	Horsforth
Salisbury Mews	Low Lane To End	Horsforth
Layton Park Croft	Layton Park Dr To End	Horsforth
Back Rosebank Crescent	Rosebank Road To Westfield Crescent	Hyde Park and Woodhouse
Hanover Square	Kendal Ln To Denison Road	Hyde Park and Woodhouse
Rillbank Lane	Westfield Road To End	Hyde Park and Woodhouse
Rosebank Road	Woodsley Rd To Belle Vue Road	Hyde Park and Woodhouse
Woodhouse Cliff	Woodhouse Street To 149m School Entry	Hyde Park and Woodhouse
Highways Access Road	York Road To End	Killingbeck and Seacroft
Brooklands Drive	Foundry Mill Drive To Brooklands View	Killingbeck and Seacroft
Kentmere Approach	Kentmere Avenue To The Rein	Killingbeck and Seacroft
The Drive	The Mount To Station Road.	Kippax and Methley
Burley Wood Crescent	Woodside View To S/L 11	Kirkstall
Burley Wood Crescent	Burley Wood Mount To S/L 3	Kirkstall
Talbot View	St Michaels Lane To Burley Road	Kirkstall
Lea Farm Grove	Lea Farm Road To Lea Farm Drive	Kirkstall
Vesper Gardens	Vesper Lane To End	Kirkstall

Leeds Capital Highways Maintenance Programme 2014/2015

Vesper Road	Hawkswood Grove To Cragside Cres	Kirkstall
Latchmere Avenue	Latchmere Rd To Old Farm Drive	Kirkstall
Sharp House Road	Opposite Street Lamp 3 To Street Lamp 18	Middleton Park
Broom Terrace	Broom Crescent To Broom Mount	Middleton Park
Helston Street	Bodmin Road To End	Middleton Park
Manor Farm Green	Manor Farm Grove To End	Middleton Park
Middleton Park Mount	Middleton Park Ave To Sissons Road	Middleton Park
Thorpe View	Thorpe Road To Throstle Road	Middleton Park
Throstle Road	Middleton Park Ave To End	Middleton Park
Wensley Road	Stainbeck Rd Opp Hse 264 To Wensley Dr(Low)	Moortown
Wensley Road	Wensley Dr To Stainbeck Rd(High) Opp Hse 296	Moortown
Sunset Drive	Sunset Road To End	Moortown
Sunset Mount	Sunset Road To End	Moortown
Sunset Rise	Sunset Road To End	Moortown
Queenshill Approach	Queenshill Ave To Stonegate Road	Moortown
Scott Green Crescent	Scott Green Drive To Scottgreen View	Morley North
Scott Green Crescent	Scottgreen View To Moorland Ave	Morley North
Springfield Avenue	Woodlands Dr To Springfield Cres	Morley North
New Park Street	Fountain Street To St Andrews Avenue	Morley South
Ryedale Way	Bedale To Longsdale Rise	Morley South
Back Bridge Avenue	Bridge St To Farnley Ln	Otley and Yeadon
Cattle Market Street	Bridge St To North Parade	Otley and Yeadon
Ilkley Road	Westgate To 44/46	Otley and Yeadon
Ilkley Road	44/46 To 137	Otley and Yeadon
Ilkley Road	137 To A660	Otley and Yeadon
Lea Croft	Myers Croft To Myers Croft Access Rd	Otley and Yeadon
Myers Croft	Hse No 1/2 To Hse No 50/52	Otley and Yeadon
Myers Croft	Station Rd To End	Otley and Yeadon
North Street	Court House Street To End	Otley and Yeadon
Riverdale Road	North Parade To North Ave	Otley and Yeadon
Lane End	Lowtown To Mount Pleasant Rd	Pudsey
Valley Road	Brick Mill Road To Valley Square	Pudsey
Elmroyd	Royds Lane / Swithens Street	Rothwell
Royds Lane	Elmroyd To Oakroyd	Rothwell

Leeds Capital Highways Maintenance Programme 2014/2015

Alma Street	Pottery Lane To O/S No 7	Rothwell	
Alma Street	O/S No 7 To O/S No 13	Rothwell	
Alma Street	O/S No 13 To O/S No 23	Rothwell	
Ashleigh Gardens	Oulton Lane To End	Rothwell	
Kingswood Grove	W/P/D/W To Kedleston Rd	Roundhay	
Westcombe Avenue	Kedleston Rd To Street Lane	Roundhay	
Ladywood Road	Springwood Rd To Wetherby Rd	Roundhay	
North Park Grove	The Drive To North Park Avenue	Roundhay	
North Park Grove	North Park Ave To Devonshire Cres	Roundhay	
Sutherland Crescent	Ayresome Ave To Devonshire Ave	Roundhay	
Sutherland Crescent	Devonshire Ave To Sutherland Ave	Roundhay	
Wedgewood Grove	Lidgett Park Road To End	Roundhay	
Barrowby Lane	Austhorpe Lane To Austhorpe Ave	Temple Newsam	
Barrowby Lane	Austhorpe Avenue To Glenmaye	Temple Newsam	
Barrowby Lane	Glenmaye To End Of Made Up Road.	Temple Newsam	
Grove Road	Selby Road To Bdy 35/37	Temple Newsam	
Grove Road	Bdy 35/37 To New Temple Gate.	Temple Newsam	
Carr Bridge Drive	O/S 30 To Carrbridge Ave	Weetwood	
Carr Bridge Drive	Carr Bridge Ave To Tinshill Rd	Weetwood	
Luttrell Crescent	Iveson Rise To Iveson Rise	Weetwood	
Brookfield Road	Monkbridge Road To End	Weetwood	
Brookfield Road	Opp Lamp No 2 To Back Oakfield Terrace	Weetwood	
Harrowby Road	Ancaster Rd To Kepstorn Rd	Weetwood	
Harrowby Road	Kepstorn Rd To Northolme Avenue	Weetwood	
Clifford Moor Road	Wickham Ave To Heathfield Lane	Wetherby	
Clifford Moor Road	Heathfield Lane To A659	Wetherby	
Total Local Roads Structural Maintenance			£7,193,681

Leeds Capital Highways Maintenance Programme 2014/2015

Urban Distributor Road Preventative Maintenance			
A Programme of preventative maintenance to the more strategic classified road network consisting of surface treatments to the carriageway to arrest deterioration.			
Street	Extents	Ward	
Main Street	Thorner Bridge To C285 Carr Lane	Harewood	
Thorner Lane	Skeltons Lane To Intake Lane	Harewood	
Thorner Lane	Intake Lane To Bridge	Harewood	
Claypit Lane	Back Newton Lane To House Brantwood	Kippax and Methley	
Claypit Lane	House Brantwood To Park Lane	Kippax and Methley	
Leeds Road	A660 Bypass To East Chevin Road	Otley and Yeadon	
Total Urban Distributor Road Preventative Maintenance			£150,119
Unclassified Distributor Road Preventative Maintenance			
A Programme of preventative maintenance to the Unclassified Distributor roads consisting of surface treatments to the carriageway to arrest deterioration			
Street	Extents	Ward	
Adel Lane	Church Lane To O/S No 195	Adel and Wharfedale	
Adel Lane	O/S 195 To St Helens Lane	Adel and Wharfedale	
Church Lane	Adel Lane To Holt Avenue	Adel and Wharfedale	
Church Lane	Holt Avenue To Back Church Lane	Adel and Wharfedale	
Church Lane	Back Church Ln To 260m North	Adel and Wharfedale	
Church Lane	A660 To Adel Ln	Adel and Wharfedale	
Leeds Lane	A642 Wakefield Road To Swillington Lane	Garforth and Swillington	
Swillington Lane	A642 Wakefield Road To Woodland Drive	Garforth and Swillington	
Swillington Lane	Woodland Drive To Church Lane	Garforth and Swillington	
Swillington Lane	Church Lane To Neville Grove	Garforth and Swillington	
Swillington Lane	Neville Grove To Smeaton House Farm Ent	Garforth and Swillington	
Swillington Lane	Smeaton House Farm Ent To Hollinhorpe Low Farm Ent	Garforth and Swillington	
Swillington Lane	Hollinhorpe Low Farm Ent To Leeds Lane	Garforth and Swillington	
Total Unclassified Distributor Road Preventative Maintenance			£147,688
Sub total			£9,608,000
Carry Over Schemes to be constructed within 2014/15 As detailed in Appendix C1			£641,783
Sub total			£10,249,783
Total Carry Over Funding from 2013/14 From Appendix C1			-£249,783
Total Leeds Capital Maintenance			£10,000,000

Leeds Capital Highways Maintenance Programme 2015/2016 (PROVISIONAL)

Programme Area			Estimated Cost
Local Road Structural Maintenance			
<p>A Provisional Programme of structural maintenance to the local roads to strengthen and resurface with associated kerb and footway works where required. This provisional list of streets is likely to be included in the Structural Maintenance Local Roads programme for 2015/16. Should reserve schemes be needed for the year 2014/15 they will be drawn from this list, unless a street was to be brought to our attention which could be demonstrated to deserve treatment prior to those currently listed here.</p>			
Street	Extents	Ward	
Holtdale Avenue	Holtdale App To End Garages (Exclude Parking Bays)	Adel and Wharfedale	
Moseley Wood Crescent	Walk To Drive	Adel and Wharfedale	
Wrenbury Avenue	Wrenbury Cres To Kirkwood Vw	Adel and Wharfedale	
The Avenue	The Valley To House 90	Alwoodley	
The Avenue	House 90 To Alwoodley Lane	Alwoodley	
Haigh Moor Road	Haigh Moor Avenue To The Nook	Ardsley and Robin Hood	
Haigh Moor Road	The Nook To Westerton Road	Ardsley and Robin Hood	
Arksey Terrace	Aviary Road To Hereford Street	Armley	
Eighth Avenue	Green Lane To Adj S/L 1	Armley	
Fourteenth Avenue	Eighth Avenue To End	Armley	
Halliday Grove	Halliday Drive To Halliday Mount	Armley	
Pickering Street	Canal Road To Armley Road	Armley	
Whingate Close	Whingate To End	Armley	
Brown Lane West	Geldard Road To Bailey Telecomb	Beeston and Holbeck	
Brown Lane West	Bailey Telecomb To End	Beeston and Holbeck	
Nineveh Road	Marshall Street To Bridge Road	Beeston and Holbeck	
Atlanta Street	Newport Ave To Bndry Hse 27/29 (Rest Private)	Bramley and Stanningley	
Calverley Lane	Broad Lane To House 47	Bramley and Stanningley	
Calverley Lane	House 47 To Leeds & Bradford Road	Bramley and Stanningley	
Fairfield Street	Fairfield Rd To Fairfield Grove	Bramley and Stanningley	
Back Cross Green Lane	Cross Green Cres To Cross Green Road (Gated)	Burmantofts and Richmond Hill	
Felnex Road	Newmarket Lane To End	Burmantofts and Richmond Hill	
Carr Hill Drive	Upper Carr La To Carr Hill Grove	Calverley and Farsley	
Carr Hill Drive	Carr Hill Grove To Carr Hill Ave	Calverley and Farsley	
Salisbury Street	Victoria Street To Carr Road	Calverley and Farsley	
Frances Street	Old Road To New Street	Calverley and Farsley	
Surrey Road	Thorpe Road To End	Calverley and Farsley	

Leeds Capital Highways Maintenance Programme 2014/2015

Primrose Hill	Richardshaw Lane To End	Calverley and Farsley
Buslingthorpe Lane	Meanwood Road To Stonegate	Chapel Allerton
Buslingthorpe Lane	Stonegate To Scott Hall Road	Chapel Allerton
Button Hill	Chapelton Rd To Hall Lane	Chapel Allerton
Sunny Bank	Bracken Edge To Roxholme Rd	Chapel Allerton
Beckhill Drive	Beckhill Approach To End	Chapel Allerton
Farm Hill North	Nth Potternewton Lane To Hse 48	Chapel Allerton
Bowcliffe Road	Gibraltar Island Road To End	City and Hunslet
Midland Road	Pepper Road To Balm Road	City and Hunslet
Stanks Parade	Stanks Avenue To End	Cross Gates and Whinmoor
Sherburn Road	Baildon Road To Wall Of No 11	Cross Gates and Whinmoor
Sherburn Road	Wall Of No 11 To Stanks Drive.	Cross Gates and Whinmoor
Farrow Hill	Heights Drive To Tong Road	Farnley and Wortley
Lawns Lane	O/S Ent Beech Farm To Ent Farnley Pk	Farnley and Wortley
Lawns Lane	Ent Farnley Park To Jct Maple Drive	Farnley and Wortley
Granny Lane	Lower Wortley Road To O/S No 49	Farnley and Wortley
Walkers Lane	Dixon Lane To Balks House	Farnley and Wortley
Lotherton Way	Parkinson Approach To Ent Dbl Windows	Garforth and Swillington
Lotherton Way	Ent Dbl Windows To Ash Lane Turning Head	Garforth and Swillington
Brander Street	Brander Road To Coldcotes Grove	Gipton and Harehills
Ashton Grove	Ashton Road To Harehills Road	Gipton and Harehills
St Wilfrids Circus	C/Wise N.Farm Rd To St Wilfrid's Dr	Gipton and Harehills
St Wilfrids Circus	C/Wise St Wilfreds Dr To N.Farm Rd	Gipton and Harehills
Thorn Mount	Thorn Walk To Amberton Road	Gipton and Harehills
Greenlea Close	Greenlea Road To End	Guiseley and Rawdon
Park Avenue	Kirk Ln To Swainhill Terr	Guiseley and Rawdon
Millbeck Green	A58 To The Vale	Harewood
Millbeck Green	Highcroft To Millbeck Green	Harewood
Belle Vue Avenue	Rakehill Road To Bdy 64/62	Harewood
Belle Vue Avenue	Bdy 64\62 To Bdy 16\18.	Harewood
Belle Vue Avenue	Bdy 16\18 To Belle Vue Road	Harewood
Ash Road	Kirkstall Lane To Canterbury Drive	Headingley
Ashville Avenue	Cardigan Road To End	Headingley
Bennett Road	Otley Road To North Lane	Headingley
Clarence Road	New Rd Side To Low Wood S/L 7	Horsforth

Leeds Capital Highways Maintenance Programme 2014/2015

Henley Close	Town Street To End	Horsforth
Midland Road	Kensington Terr To Hyde Park Terr	Hyde Park and Woodhouse
Fenton Street	Woodhouse Lane To Car Park Entrance	Hyde Park and Woodhouse
St Johns Road	Belle Vue Rd To Victoria St	Hyde Park and Woodhouse
Tarnside Drive	Ironwood Appr To Alston Lane	Killingbeck and Seacroft
Fearnville Close	Dib Lane To End	Killingbeck and Seacroft
Seacroft Crescent	Brooklands Ave To North Parkway	Killingbeck and Seacroft
The Drive	Westfield Lane To The Mount.	Kippax and Methley
Graham Mount	Graham Avenue To End	Kirkstall
Knowle Avenue	Stanmore Hill To St Anns Mount	Kirkstall
St Anns Mount	Knowle Terrace To St Michaels La	Kirkstall
Stanmore Grove	Talbot View To End	Kirkstall
Cragside Crescent	Vesper Road To Cragside Walk	Kirkstall
Hesketh Mount	Morris Lane To Hesketh Road	Kirkstall
Hesketh Road	Park Mount To Hesketh Mount	Kirkstall
Lea Farm Row	Lea Farm Road To Lea Farm Drive	Kirkstall
Aberfield Gate	Belle Road To Winrose Approach	Middleton Park
Helston Road	House 60 To Bodmin Road	Middleton Park
Manor Farm Rise	Manor Farm Drive To Manor Farm Rd	Middleton Park
Wensley Green	Wensley Drive To End	Moortown
Parkland Drive	Stonegate Road To 61/63	Moortown
Parkland Drive	61/63 To King Alfreds Drive	Moortown
Parkland Drive	King Alfreds Dr To Stonegate Rd	Moortown
Sunset Road	Green Road To End	Moortown
Moorland Grove	Moorland Rise To End O/S Hse 14/12	Moortown
West Lea Close	Stonegate Road To End	Moortown
Moorland Road	Moorside Road To O/S No 17	Morley North
Walton Drive	O/S No 2 To O/S N0 96 (Incl Parking Bays)	Morley North
Elmfield Road	Bridge St To Near L/C 8 End	Morley South
Zoar Street	Troy Road To Commercial Street	Morley South
Back Billams Hill	Weston Lane To Newall Mount	Otley and Yeadon
Meagill Rise	Weston Drive To Northwell Gate	Otley and Yeadon
Newall Mount	Billams Hill To End Hse 11	Otley and Yeadon
Moorlands Avenue	Bayton Lane To End	Otley and Yeadon
Troydale Lane	250m E Valley Rd To Troydale Gdns	Pudsey

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Troydale Lane	Troydale Gdns To Street Lamp 23 (Pudsey Boundary Sign)	Pudsey	
Parkways Grove	Parkways / Parkway Avenue	Rothwell	
Quarry Hill	Aberford Road / O/S 5	Rothwell	
Gipton Wood Crescent	Easterly Ave To Upland Crescent	Roundhay	
Lincombe Drive	Larkhill Rd To Turning Circle 2nd O/S Hse 76	Roundhay	
Lincombe Drive	Turning Circle O/S Hse 76 To Lincombe Bank	Roundhay	
Lincombe Drive	Lincombe Bank To Lincombe Rise	Roundhay	
Lincombe Drive	Lincombe Rise To Brackenwood Dr	Roundhay	
Wedgewood Drive	Lidgett Park Road To End	Roundhay	
Field End Road	Bdy No 58 To Bdy No 19/21	Temple Newsam	
Field End Road	Bdy No19/21 To Field End Gardens	Temple Newsam	
Jean Avenue	Grove Road To Temple Gate Drive	Temple Newsam	
Temple Park Gardens	New Temple Gate To Temple Gate Dr	Temple Newsam	
Wynford Rise	Wynford Terr To Wynford Avenue	Weetwood	
Bentley Lane	Meanwood Rd To Stainbeck Ave	Weetwood	
Moor Park Avenue	Moor Road To Moor Park Mount	Weetwood	
Moor Park Mount	Ave End To Drive End	Weetwood	
Moor Park Villas	Moor Road To End	Weetwood	
Clifford Moor Road	Winnow Lane To Wickham Avenue	Wetherby	
Albion Terrace	Albion Street To End	Wetherby	
Caxton Street	Crossley St To Westgate	Wetherby	
Total Local Road Structural Maintenance 2015/16 (PROVISIONAL)			£6,409,771

Revenue Highway Maintenance Programme 2014/2015

Programme Area			Estimated Cost
<p>City Centre Structural Maintenance</p> <p>A programme of works in the City Centre. There are no City Centre works funded through the Local Roads Programme, primarily because the prioritisation system does not account for the special nature of the City Centre maintenance problems. This programme allows these characteristics to be taken into account and ensure the works required with in the City Centre can be delivered.</p>			
Street	Extents	Ward	
Park Row	The Headrow To City Square	City and Hunslet	
Belgrave Street	Cross Belgrave Street To Wade Lane	City and Hunslet	
Kirkgate	High Court To Vicar Lane	City and Hunslet	
Britannia Street	Wellington St To York Place	City and Hunslet	
Total City Centre Structural Maintenance			£115,000
<p>Footway Structural Maintenance</p> <p>A programme of footway structural maintenance schemes on prestige, primary and secondary walking routes. This will help to address the Council's performance against its own local Performance Indicator LK1187 which indicates that over 19% of these surfaces are in need of maintenance.</p>			
Street	Extents	Ward	Comment
North Lane	Cardigan Road To A660 Otley Road	Headingley	Stone kerbs and flags within conservation area.
Total Footway Structural Maintenance			£35,000
<p>Local Roads Preventative Maintenance</p> <p>A programme of Preventative Maintenance Carriageway schemes on Local Roads. This is made up of thin surfacing / micro asphalt works, including a programme of follow-up treatments specifically for those streets that have had a re-tread treatment in the last ten years, carriageway re-tread works and surface dressing works on local Roads.</p>			
Street	Extents	Ward	
Elland Road	Recreation Av To Tilbury Rd	Beeston and Holbeck	
Rydall Place	Shafton Lane To Crosby Street	Beeston and Holbeck	
Rydall Place	Crosby Street To Brown Lane East	Beeston and Holbeck	
Tilbury Road	Ingram Road To Elland Road	Beeston and Holbeck	
Arthur Street	Town Street To Fern Lea View	Bramley and Stanningley	
Aysgarth Close	Ascot Terrace To End	Burmantofts and Richmond Hill	
Farm Hill Rise	Farm Hill Nth To End	Chapel Allerton	
Farm Hill Way	Farm Hill Sth To Farm Hill Rise.	Chapel Allerton	
Sugar Well Approach	Sugarwell Mt To Sugarwell Rd	Chapel Allerton	
Sugar Well Mount	O/S Hse-1 To O/S Hse 44 End	Chapel Allerton	
Sugar Well Road	Farmhill Sth To Urban Farm.	Chapel Allerton	

Revenue Highway Maintenance Programme 2014/2015

Whitecliffe Crescent	Neville Grove No1 To B/Dary 32/30	Garforth and Swillington
Whitecliffe Crescent	B/Dary 32/30 To Neville Grove	Garforth and Swillington
Roundhay Road	Harehills Lane To Copgrove Rd	Gipton and Harehills
Old Whack House Lane	Footpath (Lc 40.142) To Westfield Grove	Guiseley and Rawdon
Old Whack House Lane	Westfield Grove To Westfield Mount	Guiseley and Rawdon
Newport Road	Chapel Lane To Broomfield Road	Headingley
Leeds Road	Layton Lane To Carr Lane	Horsforth
Hanover Square	Denison Rd To Opp Anstey House	Hyde Park and Woodhouse
Hanover Square	Park Lane To Hanover Mount	Hyde Park and Woodhouse
Asquith Avenue	A643 Victoria Road To Horsfall Street	Morley North
Haworth Lane	Kirk Lane To Haw Lane	Otley and Yeadon
Roundhay Road	Copgrove Rd To Bndry No353/Entry Petrol Stn	Roundhay
Roundhay Road	Bndry No353/Entry Petrol Stn To Opp Lc 90r401	Roundhay
Roundhay Road	Opp Lc 90r401 To Oakwell Mount	Roundhay
Roundhay Road	Oakwell Mount To Gledhow Rise	Roundhay
Talbot Road	Street Ln To East Moor Cres	Roundhay
Talbot Road	East Moor Crescent To No 22	Roundhay
Talbot Road	No 22 To No 86	Roundhay
Talbot Road	86 To Lidgett Park Ave	Roundhay
Talbot Road	Lidgett Park Ave To North Pk Ave	Roundhay
Westdale Road	Highfield Green To House 55	Calverley and Farsley
Westdale Road	House 55 To Lodge Road	Calverley and Farsley
Shire Oak Road	Otley Rd To Street Lamp 10	Headingley
Shire Oak Road	Street Lamp 10 To Mount St Joseph	Headingley
Hawthorn Road	Cemetery Rd To 25/23	Otley and Yeadon
Hawthorn Road	25/23 To Haw Lane	Otley and Yeadon
Tynwald Drive	Tynwald Hill To Saxon Grove	Alwoodley
Tynwald Drive	Saxon Grove To Cranmer Bank	Alwoodley
Broadlea Oval	Broadlea Gr To Broadlea Gr (1-84)	Bramley and Stanningley
Vesper Lane	Abbey Walk To House 23	Kirkstall
Vesper Lane	House 23 To Vesper Gate Drive	Kirkstall
Wellstone Avenue	Swinnow Road To Wellstone Garth	Pudsey
Wellstone Avenue	Wellstone Garth To Swinnow Lane	Pudsey
Luttrell Place	Spen Lane To Luttrell Cres	Weetwood
Luttrell Road	Spen Ln To Luttrell Cres	Weetwood

Revenue Highway Maintenance Programme 2014/2015

Caythorpe Road	Ancaster Rd To Kepstorn Rd	Weetwood
Spen Common Lane	Paradise Way To Warren Lane	Wetherby
Warren Lane	Toulson Lane To Cottage Terrace Chimn	Wetherby
Warren Lane	Cottage Terrace Chim To Spen Common Lane	Wetherby
Adel Lane	St Helens Lane To Adel Pastures	Adel and Wharfedale
Adel Lane	Adel Pasture To Three Arches	Adel and Wharfedale
Adel Lane	O/S Three Arches To Long Causeway	Adel and Wharfedale
Green Lane	Cookridge Lane To Mavis Lane	Adel and Wharfedale
Green Lane	Mavis Ln To Kirkwood Way	Adel and Wharfedale
Green Lane	Kirkwood Way To Mosley Wood Dr	Adel and Wharfedale
Green Lane	Mosley Wood Dr To Mosley Wood Wk	Adel and Wharfedale
Green Lane	Moseley Wood Walk To Woodhill Rd	Adel and Wharfedale
Green Lane	62 To 66	Adel and Wharfedale
Wood Hill Road	Tinshill Rd To Woodhill Rise	Adel and Wharfedale
Wood Hill Road	Woodhill Rise To Green Lane	Adel and Wharfedale
Holme Farm Lane	Mill Lane To 300m Se	Harewood
Holme Farm Lane	300m South Mill Lane To For 300m Se	Harewood
Holme Farm Lane	600m Se Mill Lane To For 300m	Harewood
Holme Farm Lane	900m Se Mill Lane To Milner Lane	Harewood
Holme Farm Lane	Milner Lane To Jewitt Lane	Harewood
Holme Farm Lane	Jewitt Lane To Bramham Lane	Harewood
Moor Lane	A659 Harewood Road To Moor Cottage	Harewood
Moor Lane	Moor Cottage To The Pines	Harewood
Thorner Lane	Milner Lane Rh Fork	Harewood
Thorner Lane	Lhs Milner Ln. To End Red Brick Bridge	Harewood
Thorner Lane	End Red Brick Bridge To End Stone Bridge	Harewood
Thorner Lane	End Stone Bridge To Manor Farm Gate Post	Harewood
Thorner Lane	Manor Farm Gate Post To Lyncroft Start F/Way	Harewood
Milner Lane	Thorner Sign To Scarcroft Jcn.	Harewood
Milner Lane	Scarcroft Jcn. To 500m Past.	Harewood
Milner Lane	500m Past To 1000m Past.	Harewood
Milner Lane	1000m Past To Holme Farm Lane.	Harewood
Green Lane	Lower Mickletown To 250m South	Kippax and Methley
Green Lane	250m Sth Lower Mickletown To 500m South	Kippax and Methley

Revenue Highway Maintenance Programme 2014/2015

Green Lane	500m Sth Lower Mickletown To 750m South	Kippax and Methley	
Green Lane	750m Sth Lower Mickletown To 1000m South	Kippax and Methley	
Green Lane	1000m Sth Lower Mickletown To A639 Barnsdale Road	Kippax and Methley	
Queenswood Drive	Kirkstall Lane To Queenswood Rise	Kirkstall	
Queenswood Drive	Queenswood Rise To Queenswood Road	Kirkstall	
Queenswood Drive	Queenswood Road To Foxcroft Road	Kirkstall	
Queenswood Drive	Foxcroft Road To Queenswood Road	Kirkstall	
Queenswood Drive	Queenswood Rd To Woodbridge Cres	Kirkstall	
Queenswood Drive	Woodbridge Cres To Woodbridge Cres	Kirkstall	
Queenswood Drive	Woodbridge Crescent To Ghyll Road	Kirkstall	
Queenswood Drive	Ghyll Road To Spen Lane	Kirkstall	
Winrose Drive	Belle Isle Road To Newhall Road	Middleton Park	
Total Local Roads Preventative Maintenance			£803,000
Footway Preventative Maintenance			
A programme of Preventative Maintenance Footway Sealing Schemes			
Wigton Lane	Wykeridge Lane To O/S No 130	Alwoodley	
Wigton Lane	O/S 130 To Plantation Gdns	Alwoodley	
Wigton Lane	Plantation Gdns To O/S Woodley Chase In Gate	Alwoodley	
Wigton Lane	O/S Woodley Chase In Gate To Manorhouse Lane	Alwoodley	
Wigton Lane	Manorhouse Lane To West Dene	Alwoodley	
Wigton Lane	West Dene To High Ash Drive	Alwoodley	
Wigton Lane	High Ash Dri To Harrogate Road	Alwoodley	
Arthur Street	Town Street To Fern Lea View	Bramley and Stanningley	
Lulworth Drive	Lulworth Ave To Kingswear Cres	Cross Gates and Whinmoor	
Lulworth View	Lulworth Drive To End	Cross Gates and Whinmoor	
Clark Spring Close	Westwoodside To O/S No 6	Morley North	
Clark Spring Rise	Westwood Side To Hose No 18	Morley North	
Laneside Gardens	Westwoodside To House 54	Morley North	
Sandmead Close	Victoria Road To Woodcross	Morley North	
Westwood Close	Westwood Side To S/L 2	Morley North	
Westwood Side	Victoria Road To Clark Spring Close	Morley North	
Woodcross	Westwoodside To House 78	Morley North	
Woodcross End	Woodcross Garth To House 5	Morley North	
Woodcross Fold	Woodcross To House 71	Morley North	

Revenue Highway Maintenance Programme 2014/2015			
Woodcross Garth	Woodcross Fold To House 25	Morley North	
Woodside Close	Sandmead Close To End	Morley North	
Woodside Drive	Westwood Side To Lamp No 8	Morley North	
Wellstone Avenue	Swinnow Road To Wellstone Garth	Pudsey	
Wellstone Avenue	Wellstone Garth To Swinnow Lane	Pudsey	
Total Footway Preventative Maintenance			£52,000
Drainage Schemes			
A programme of localised drainage schemes where water flowing over and standing on the carriageway can compromise the condition of the foundation of the road and result in long term damage or compromise safety, or where water flowing off the highway may cause damage to private property.			£50,000
Reactive and Routine Maintenance			
Reactive and routine repairs, general repairs to pedestrian guard rails, safety fencing, minor drainage repairs, patching for future years surface dressing programmes and other miscellaneous items, undertaken by the DLO.			£4,170,000
Total Leeds Revenue Highway Maintenance			£5,225,000

Appendix E

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 & Transportation
Lead person: Andrew Bellamy	Contact number: 77552

1. Title: Local Transport Plan Funded Highway Maintenance Programme 2014-15

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

This screening focuses on the highway maintenance programme funded from Local Transport Plan budget. This programme is targeted at the Principal and other main roads in Leeds that make up a strategic network of roads.

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**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p>
<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>An Impact Assessment on Highway Service Maintenance activities was carried completed in April 2008. This focussed on the Highways Maintenance Policy, Statement and Plan. The procedures for carrying out inspection of highway condition, scheduling and completion of highways maintenance work were also considered. This included both maintenance carried out in house and by designated contractors.</p> <p>A related Impact Assessment was completed in January 2011 “The impact of financial decisions on the provision of a Highway Maintenance Service” covering the same aspects as above in relation to changing funding levels</p>
<ul style="list-style-type: none"> • 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) <ol style="list-style-type: none"> 1. There are issues with some communities having the perception that other areas receive a better service more road maintenance; they fail to believe that allocation is based on need. 2. Highway maintenance work is an opportunity to provide improved mobility features.

3. Consultation with Councillors and Area Management Teams is proactive with other stakeholders soundings are taken through focus groups and scheme specific correspondence.

• **Actions**

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

1. Refresh the EIA conducted in 2008
2. Continue to select work based on objective condition assessment from machine base surveys and allocate on a needs basis as per the Policy Statement and Plan and have a greater transparency on where money is spent.
3. Take every opportunity during maintenance work to provide dropped crossings at road junctions to aid those people with mobility problems.
4. Continue with letter drops to residents affected by maintenance work which includes the encouragement and gives opportunity for anyone with a special need or is disabled to have a contact point to discuss the immediate impact of the scheme.
5. Also continue with customer feedback surveys which can be analysed for equality issues as well as comment on schemes' outturns.

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:	
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Date to complete your impact assessment	
---	--

Lead person for your impact assessment (Include name and job title)	
--	--

6. Governance, ownership and approval

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

Name	Job title	Date
Andrew Molyneux	Highways Asset Manager	

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	
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Date sent to Equality Team	
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Date published (To be completed by the Equality Team)	
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Appendix F

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 & Transportation
Lead person: Andrew Bellamy	Contact number: 77552

1. Title: Leeds Capital Funded Highway Maintenance Programme 2014-15		
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
This screening focuses on the highway maintenance programme funded from Leeds council's own capital budget. This programme covers works to improve the overall condition of residential and other unclassified roads in Leeds. Generally this work will refurbish streets including all necessary work to carriageway, footway, kerbs, and verges.

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>An Impact Assessment on Highway Service Maintenance activities was carried completed in April 2008. This focussed on the Highways Maintenance Policy, Statement and Plan. The procedures for carrying out inspection of highway condition, scheduling and completion of highways maintenance work were also considered. This included both maintenance carried out in house and by designated contractors.</p> <p>A related Impact Assessment was completed in January 2011 “The impact of financial decisions on the provision of a Highway Maintenance Service” covering the same aspects as above in relation to changing funding levels</p> <ul style="list-style-type: none"> • 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) <p>Key findings from both EIA’s were as follows:</p> <p>Positive Impacts</p> <ol style="list-style-type: none"> 1. Highway maintenance work removes those defects that are likely to be a hindrance to mobility and is an opportunity to provide improved mobility features such as dropped kerbs. 2. Consultation with Councillors and Area Management Teams is proactive with other stakeholder’s views being taken into account through focus groups and scheme specific correspondence.

Negative Impacts

1. There are issues with some communities having the perception that other areas receive a better service with more road maintenance being carried out; failing to believe that allocation is based on need.

• **Actions**

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

1. Continue to select work based on objective condition assessment from machine based surveys and allocate on a needs basis as per the Policy Statement and Plan and have a greater transparency on where money is spent.
2. Take every opportunity during maintenance work to provide dropped crossings at road junctions to aid those people with mobility problems.
3. Continue with letter drops to residents affected by maintenance work which includes the encouragement and gives opportunity for anyone with a special need or is disabled to have a contact point to discuss the immediate impact of the scheme.
4. Also continue with customer feedback surveys which can be analysed for equality issues as well as comment on schemes' outturns.

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:

Date to complete your impact assessment

Lead person for your impact assessment
(Include name and job title)

6. Governance, ownership and approval

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

Name	Job title	Date
Andrew Molyneux	Highways Asset Manager	

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

Date sent to Equality Team

Date published

(To be completed by the Equality Team)

Appendix G

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 & Transportation
Lead person: Andrew Bellamy	Contact number: 77552

1. Title: Revenue Funded Highway Maintenance Programme 2014-15

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

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

This screening focuses on the Highways Maintenance Programme 2014-15 funded from Leeds City Council's Revenue Budget. It also looks at the prioritisation process used to determine which works will be carried out over the coming year to improve the overall condition of residential and other unclassified roads in Leeds.

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><u>Budget Allocation & Prioritisation Process</u></p> <p>Highways Services is provided with a budget each year from Leeds City Council’s Revenue Fund, to cover the maintenance of local roads across the City. In terms of the process for allocating funds, prioritisation of works is conducted throughout the city based on need. Money is allocated to roads in primarily residential areas based on need and does not take into account the economic prosperity or background of the population.</p> <p>86% of the funding is for reactionary and routine repairs of a minor nature, e.g. pot hole repairs. This will remove hazards that are a potential danger to the public, particularly those with mobility issues, blind or partially sighted and carers (supporting wheelchairs and pushchairs).</p> <p>14% of the funding is targeted at preventative maintenance; low cost measures that will slow the deterioration of the roads and footpaths.</p> <p>‘Need’ is determined by:</p> <ul style="list-style-type: none"> • Routine visual inspections undertaken by inspectors, which also consider the location and local amenities e.g. – if there is a school or old people’s home. • Reports made by members of the public

The prioritisation exercise used by the service, and the services provided as a whole, were reviewed as part of an EIA in April 2008. This covered the Highways Maintenance Policy, Statement and Plan, the procedures for carrying out inspections of highway condition, scheduling and completion of highways maintenance work. The EIA covered both maintenance carried out in house and by designated contractors.

The information contained within the EIA is still relevant as the procedures have not changed. The findings of that EIA were that overall, the work Highways Maintenance perform and deterioration of the network generally will have a greater impact on the elderly, disabled people and people with push chairs. This EIA will be refreshed in 2012.

A related Equality Impact Assessment was completed in January 2011 covering "The impact of financial decisions on the provision of a Highway Maintenance Service". This considered the impact of funding cuts on the Highways Maintenance Policy, Statement and Plan.

Customer Satisfaction

Before and after each residential maintenance scheme, customer satisfaction data is collected. This enables us to monitor our performance and make improvements to the service we deliver.

• 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)

Key findings from both EIA's were as follows:

Positive Impacts

- Highway maintenance work is an opportunity to provide improved mobility features.
- Consultation with Councillors and Area Management Teams is proactive with other stakeholder's views being taken into account through focus groups and scheme specific correspondence.

Negative Impacts

- There are issues with some communities having the perception that other areas receive a better service with more road maintenance being carried out; failing to believe that allocation is based on need.

• Actions

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

- Refresh the EIA conducted in 2008.

Continue to select work based on objective condition assessment from machine base surveys and allocate on a needs basis as per the Policy, Statement and Plan and have a greater transparency on where money is spent.

Take every opportunity during maintenance work to provide dropped crossings at road junctions to aid those people with mobility problems in particular those with wheel chairs and push chairs.

- Continue with letter drops to residents affected by maintenance work which includes the encouragement and gives opportunity for anyone with a special need or is disabled to have a contact point to discuss the immediate impact of the scheme.
- Continue with customer feedback surveys which can be analysed for equality issues as well as comment on schemes' outturns.

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:	TBC as part of Service Planning process
Date to complete your impact assessment	TBC
Lead person for your impact assessment (Include name and job title)	Andrew Bellamy, Principal Engineer, Highways Assessments

6. Governance, ownership and approval

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

Name	Job title	Date
Andrew Molyneux	Highways Asset Manager	

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	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

Appendix H

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 & Transportation, Engineering Services - Bridges
Lead person: Carolyn Walton	Contact number: 0113 2476205

1. Title: Highways Structures Capital Maintenance and Strengthening Plan 2012/13 to 2014/15

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

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

This screening document assesses the equality implications of the proposed Highways Structures Capital Maintenance, Assessment and Strengthening Plan for a three year period from 2012/13 to 2014/15. The maintenance and strengthening capital budget for 2012/13 is in the region of £2.5 million, however, the exact figure is yet to be confirmed. Similar funding is anticipated for 2013/14 and 2014/15.

The Bridges Service aims to ensure that all Highways Structures (i.e. bridges, tunnels, footbridges, culverts and retaining walls) within Leeds are safe and fit for purpose through a programme of inspections and planned maintenance.

Leeds has approximately 1200 structures it is responsible for maintaining. When developing the plan, the service uses information from inspections for each structure to identify the maintenance work needed. Work is prioritised using a weighted system based on:

1. Importance of route – this equates to approximately 40% of the weighting and considers accessibility e.g. – if the structure is on a traffic sensitive street, a public footpath, bus route or ‘A’ road.
2. Condition of asset – (approximately 40% weighting) which considers technical

aspects including structural capacity and condition.

3. Importance of asset in terms of value – (approximately 20% weighting) which considers the cost of the asset and heritage factors.

This enables limited funding to be targeted where it is most needed. Local factors are also taken into consideration when prioritising work to ensure that the needs of communities are taken into consideration as far as is practicable.

The service provided by the Bridges team affects and benefits all businesses, visitors and residents of the City. The structures are located across the city, and prioritisation of works is based on need, as per the criteria detailed above.

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

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?**

Background Information

The work undertaken within the Bridges section complies with national standards set out in the Design Manual for Roads and Bridges. The standards cover road users and non-motorised users such as cyclists, pedestrians, equestrians and those with physical disabilities.

The service is also working towards implementing the guidance recommendations in the Code of Practice for the Management of Highway Structures. However the current funding pressures faced by the Council may reduce the service's ability to achieve this. Consequently, the service will aim to ensure that all safety critical issues are identified and actioned through an internal risk identification and management process.

Closure of Bridges / Footbridges/other highway structures

The service ensures that any works to its highway structures comply with the disability element of the Equality Act 2010, and where possible, all existing public rights of way and access are maintained to existing standards/levels during the construction of works where this is practicable and safe. Where temporary diversions are unavoidable they are designed to minimise the impact on all users, whilst also giving due regard to; disabled people, people with mobility difficulties, people with pushchairs and children. Where necessary, members of the public are escorted by site staff to maintain safe access. This service is stipulated in all contracts between the contractors and LCC.

Risk Assessments

Risk assessments are also an intrinsic part of the design process to ensure as far as possible that any hazards to people with specific disabilities (e.g. blindness) or children are minimised.

Community Safety

The proposals contained in this report do not have any implications under the Crime and Disorder Act 1998 Section 17. This relates to the duty on the Council to ensure that their functions do all they can to prevent crime, disorder and anti-social behavior.

Design standards cover anti-social behavior, such as vandalism, to some extent. Risk assessments are carried out when developing schemes in areas where there are known problems of anti-social behavior and appropriate measures are taken if practicable, e.g. application of anti-graffiti coatings, prevention of unauthorised access to structures, bollards etc.

Consultation

Extensive consultation will take place for all work during scheme feasibility and design and prior to construction on site. During the scheme development stage, formal consultation is undertaken with the public, members, parish councillors, local businesses, bus, taxi services and emergency services.

Advanced scheme notification boards are placed around the site prior to work commencing. As part of any works, a local letter drop to those who may be affected is undertaken to notify them of the works, and enable them to raise any individual concerns.

Transparency in Decision Making

The scoring system used to prioritise schemes is transparent and simple and was first introduced in 2011/12, as part of the development of the capital programme.

- **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)

N/A

- **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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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6. Governance, ownership and approval

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

Name	Job title	Date
Carolyn Walton	Bridges Manager	22/12/2011

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	22/12/2011
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Date sent to Equality Team	
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Date published (To be completed by the Equality Team)	
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