

Report to The Chief Officer (Highways and Transportation)

Date: 15 March 2016

Subject: Planned Highway Asset Maintenance Programmes 2016-17

Capital Scheme Numbers: 99508, 99509 & 32008

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 (highways and highway structures) for the 2016/17 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 £8,458,996 (made up of Formula Base Grant (£7,976,177) and Incentive Funding (for a B2 Authority - £482,819)) Leeds City Council Capital (£11,900,000) and Leeds City Council Revenue (£790,544).
- 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 2016/17. 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 £8,458,996 (£6,120,573 works costs and £1,241,423 internal staff and partner design fee costs plus £1,097,000 inspection, assessment and asset management fees) funded from the 2016/17 Local Transport Plan Capital Grant Allocation;
 - ii) give authority to incur expenditure of £10,000,000 for planned highways asset maintenance and strengthening (Highways) funded from Leeds City Council Capital Resources (£8,928,571 works costs and £1,071,429 staff fee costs);
 - iii) give authority to incur expenditure of £1,900,000 for planned highways asset maintenance and strengthening (Structures) funded from Leeds City Council Capital Resources (£1,725,000 works costs and £175,000 staff fee costs);
 - iv) approve the addition of the schemes listed in appendices B and C to this report into the Highways Assets Capital Programme for 2016/17;
 - v) note the addition of schemes listed in appendix D to this report into the Highways Assets Planned Revenue Programme for 2016/17; and
 - vi) The Head of Service shall be responsible for implementation of the attached programmes of work within the 2016/17 financial year.
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1 Purpose of this report

- 1.1 This report presents the highways assets management and works programme for 2016/17 and seeks authority to incur expenditure, add 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 The Highways and Structures Services have developed asset management processes to analyse data from the extent of defects in the highway and structures, to determine the current condition of the asset. These processes provide the ability to predict the future condition of highways and are beginning to do the same for structures. Such models are helping to provide a whole life cost approach to the planned maintenance of assets.
- 2.3 The Government backed Highway Maintenance Efficiency Programme (HMEP) has been in place now since 2011. The programme provides guidance on best practice and efficient use of resources in all aspects of maintenance of the highway. Officers have been actively involved in the programme since its inception and have adopted many of the programmes recommendations. Work is continuing to improve efficiencies in the management and delivery of maintenance of all highway assets.

Highways

- 2.4 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 the City's roads. By knowing the current condition and, the amount of planned work the model can predict an anticipated outcome over the coming year(s) and target maintenance appropriately. It must be noted that condition assessment is a cyclic process covering only around 30% of all roads each year. 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.
- 2.5 The Council budget proposals for 2016/17 highlights that the funding available for highway maintenance, along with other services, is under increasing pressure. It is essential that the limited funding available is used as strategically as possible to ensure that it has the optimum overall impact on the city's road network. It is also clear that future funding from central government for highway maintenance will be dependent upon each local authority being able to demonstrate that it is spending its highway maintenance funding efficiently and in accordance with sound asset management principles.
- 2.6 The planned highway maintenance programme for the city's roads, is based on a condition led prioritisation. This approach demonstrates that the Council is directing its limited funding for highway maintenance to those in greatest need, thereby optimising the overall benefits of its investment and maximising the opportunity to secure continued grant funding from central government.
- 2.7 There are three key performance indicators for the condition of the road network. These show a continuing steady state condition on the A's B & C roads (around 3% of the roads requiring structural maintenance) with a slight worsening on the local and unclassified distributor roads (18% of roads requiring structural maintenance, up from 17% last year). The asset management approach is targeting maintenance interventions to make best use of the funds available to minimise any impacts on these indicators.
- 2.8 Implementation of the recommendations within this report will carry out works on 111km (4%) of the road network, resulting in an improvement of 72.6km (2.5%) of the road network. Calculations of the predicted deterioration indicate that 64.2 km (2.2%) of roads will deteriorate over the coming year. This gives a net improvement of 8.4 Km (0.3%) in the length of road which is in good condition. It should be noted that the length of roads in the red category (those requiring structural maintenance) is predicted to increase, this is due to a number of factors including the ongoing deterioration of the road network and shortfall in funding requirements. This increase is reflected in the increase in works backlog figures which is predicted to increase by £9.6m. This increase is due to a number of factors including, projected rate/price increase (based on previous figures), the additional costs related to additional /changes in treatments for the streets which are predicted to deteriorate, and the additional length of network which is adopted every year, whilst all these figures will fluctuate year on year we have taken the figures obtained from 2015/16 with predicted cost increases for 2016/17 financial year to work out the predicted backlog figures included in this report. The results based on the actual condition of the network will be highlighted in the performance monitoring figures to be published at the end of the 2016/17 financial year.

- 2.9 Appendix A1 shows the graphical representation of the current condition of the road network and the predicted condition at the end of the programme year.
- 2.10 Further indications of the overall condition of roads and footways and the perception of road users are taken from the number of defect reports, liability claims being received and customer satisfaction surveys.
- Defect reports (down)
 - Liability Claims (down)
 - Public Perception from NHT
- 2.11 The 2015 National Highways and Transportation (NHT) Public Satisfaction survey was the first in which Leeds City Council participated. The results for the roads and pavements are :
- Condition of roads – 39% (a little under national average of 40%)
 - Condition of pavements – 61% (above national average of 55%)

Next year's results will be more meaningful in that they will show the change in the public's view.

Highway Structures

- 2.12 Appendix A2 shows the current condition of the highway structure stock (excluding retaining walls) and the details of sub-standard highway structures undergoing risk management. The programme targets the structures that pose substantial risks to the network, while those structures with critical structural elements that are in the poor and very poor categories are risk managed until they require maintenance. These measures are needed to allow delivery of essential repairs on structures; for example Leeds Bridge (strengthening of the bridge to allow continued use by buses) and Pool Bank Culvert (replacement of failed culvert on A65).
- 2.13 Four structures have been identified as being in the very poor category that are on the Principal Road Network (PRN) or A class roads. These structures are Rodley Lane culvert, Henshaw culvert, Crematorium culvert and East Street culvert. They are currently being inspected regularly to closely monitor their condition. However, by taking into account their location, priority ranking score and other higher placed network priorities, the structures have not been selected for programmed maintenance in 2016/17. Should their condition deteriorate more rapidly than anticipated and require an intervention, they would be injected into the programme displacing other work.
- 2.14 The Best Council Plan KPI for bridges gives the priority to reduce the percentage of structures in need of essential repair. The indicator has continued to rise since 2009 and is currently at 40.3% and is expected to continue increasing year on year. The increases are due to several factors including an ageing structure stock, major schemes (with substantial risks) absorbing large percentages of the available budget, short term fixes (as opposed to complete solutions) and a short fall and certainty of long term funding.

Funding

2.15 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
- Leeds City Council Revenue Resources

LTP Capital

2.16 Spring 2015 saw the culmination of over five years development work by the Department for Transport to create a new set of funding models for highways maintenance across the country. This new approach has split routine maintenance funding between two sources

- Formula Based Grant
- Incentive Fund Grant

2.17 The Government has again made a specific formula based 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 2016/17 amounts to £8,458,996. This funding is made up of £7,976,177 formula based grant and £482,819 Incentive funding for a Band 2 Authority.

2.18 This is the first year of the incentive funding which is allocated on the basis of self assessment of services against 22 best practice measures of asset management, resilience, customer feedback, benchmarking and service delivery. A submission assessing Leeds as a Band 2 authority has been submitted to government for consideration. Band 2 will maximise the authority's allocation for 2016/17. An announcement of the funding that Leeds will receive is expected towards the end of March 2016. This report is based on the anticipation of being successful at being allocated the indicative funding for this element.

2.19 The combination of grant and incentive funding will be allocated to Highways or Structures maintenance in line with the historical funding formula.

Leeds City Council Capital

2.20 The approved Leeds Capital Programme for 2016/17 includes sums of £10,000,000 for planned highways asset maintenance and strengthening (Highways), and £1,900,000 planned highways asset maintenance and strengthening (Structures), both funded from Leeds City Council Capital Resources.

Leeds City Council Revenue

2.21 The approved Leeds Revenue Budget for 2016/17 includes a sum of £4,111,110 for highway maintenance and £349,434 for structures. This highway 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 shown within this report for highways is £441,110. The structures revenue budget is used for essential functions (safety and general inspections), with the remaining spent on reactive safety related maintenance.

3 Main issues

- 3.1 The paragraphs below together with Appendices B & C detail the entire programme of planned maintenance and strengthening for highways assets for the 2016/17 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 previously applied national formula for maintenance allocations and the resulting allocation to highways is £5,751,996 (68%) with the remaining £2,707,000 (32%) 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.
- 3.3 This year an additional Incentive Element is to be awarded dependant on the self-assessment of each authority against asset management and efficiency criteria. Leeds has returned a self-assessment at band 2 which is the top Band for 2016/17 funding and an outcome of the funding award is awaited. Subject to the predicted award of £482,819 the proposals within this report will proceed as planned.

LTP Capital (Highways) Scheme 99509

- 3.4 A programme of highway works was approved for 2015/16. 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 and be delivered in 2016/17. The estimated carry-over of works is £2,052,013 with carry-over of funding of £1,614,780 this is included in the totals shown in Appendix B2. The exact sum of carry over works will not be known until the completion of the 2015/16 financial year accounts towards the end of May 2016. The reason for the funding gap is the additional costs incurred on the schemes which have been delivered, due to either increases in material costs, or additional works needing to be carried out which at the time of programme approval could not be reasonably foreseen.
- 3.5 Appendix B2 details the programme to be delivered during the 2016/17 financial year at a cost of £5,751,996. This shows a combined programme of both structural and preventative works on the Principal and Classified Distributor network together with a programme of structural works within the City Centre, alongside annual condition surveys on the classified, and local road network to inform future programmes of work.
- 3.6 Appendix B3 shows a provisional programme of works for the 2017/18 financial year for structural works on the Principal, Classified and Unclassified Distributor network of roads. In the event that schemes from the planned 2016/17 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 2016/17 financial year.

LTP Capital (Structures) Scheme 99508

- 3.7 The Structures programme is focussed on removal of major structural risks on the network with a balance of supporting or holding elements from
- essential safety works
 - strengthening
 - substandard structures (Appendix A2 Table 4 & 5)
 - risk management
 - strategic network priorities
 - asset management
- 3.8 A programme of Structural works was approved for 2015/16. All of this work was not completed due to the increased workload resulting from the Christmas flooding (over 160 unplanned inspections and additional post flood repairs) or that these schemes were planned to be carried out over a number of years; the yearly allocations shown in Appendix B4 have been amended to reflect this. The estimated carry-over funding, with associated works, is £350,000. The exact sum of carry over works will not be known until the completion of the 2015/16 financial year accounts towards the end of May 2016.
- 3.9 Appendix B4, details the capital schemes funded from the LTP budget for Structures of £2,707,000. The total spend shown in Appendix B4 includes the estimated carry-over funding of £350,000, thereby showing a total projected spend of £3,057,000 for 2016/17.
- 3.10 The structures capital programme has a significant asset management element comprising: 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. 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 £217,000 is included in the 2016/17 structures capital programme to cover the asset management and asset valuation work, with a further £1,020,000 for principal and special inspections and structural assessments.
- 3.11 The structures capital programme also has a significant element of risk management, including special safety inspections and monitoring of sub-standard structures (either by assessment or inspection). 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 on-going risk management of these are given in Appendix A2. A sum of £45,000 is included in the 2016/17 structures capital programme, to cover these risk management activities.
- 3.12 The structures capital programme includes assessment and protection works for structures, on the Rivers Aire, Wharfe and Calder, that are affected by scour. Details of the ongoing scour assessments and protection works are given in Appendix A2. A sum of £275,000 is included within the 2016/17 structures capital programme to cover these scour related activities.

- 3.13 Following the flooding during the Christmas period, substantial scour damage was sustained to Linton Bridge. The bridge has been closed since Boxing Day and continues to be closed to both pedestrians and traffic. Work is ongoing to stabilise and repair the existing bridge and to provide temporary pedestrian access. A separate report, once the issues are clearer, will be submitted for approval.
- 3.14 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 2016/17 as actual costs are realised to ensure that the allocated budget is expended but not exceeded.

Leeds City Council Capital (Highways) Scheme 32008

- 3.15 A programme of highway works was approved for 2015/16. 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 2016/17. The estimated carry-over of works is £1,334,622 with carry-over funding of £783,605 this is included in the totals shown in Appendix C2. The exact sum of carry over works will not be known until the completion of the 2015/16 financial year accounts towards the end of May 2016. The reason for the funding gap is the additional costs incurred on the schemes which have been delivered, due to either increases in material costs, additional works needing to be carried out which at the time of programme approval could not be reasonably foreseen, or that the works have been given to the the term contractor due to the inhouse delivery team being unable to carry out the works due to other works commitments such as the City Connect project, thus attracting increased costs.
- 3.16 Appendix C2 details the programme to be delivered during the 2016/17 financial year at a cost of £10,000,000. This shows a combined programme of both structural and preventative works on the City's unclassified distributor and local road network,
- 3.17 Appendix C3 shows a provisional programme of works for the 2017/18 financial year for structural works on the City's unclassified distributor and local road network. In the event that schemes from the planned 2016/17 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 2016/17 financial year.

Leeds City Council Capital (Structures) Scheme 99508

- 3.18 The Leeds Capital Programme 2016/17 includes a sum of £1,900,000 for planned highways asset maintenance and strengthening (Structures), to be funded from Leeds City Council Capital Resources.
- 3.19 The proposed planned highway structures programme to be delivered from Leeds Capital is shown in Appendix B5.

Leeds City Council Revenue

- 3.20 The approved Leeds revenue budget for 2016/17 includes a sum of £4,111,110 for maintenance of highways. Of this approximately 90% (£3,670,000) will fund reactive and routine repairs, general repairs to pedestrian guard rails, safety fencing, drainage, and other miscellaneous items. The remainder (£441,110) will fund planned maintenance works as detailed in Appendix D
- 3.21 The approved Leeds revenue budget for 2016/17 also includes a sum of £349,434 for bridges. This sum includes £230,434 for staff to perform statutory functions and £119,000 for reactive safety related maintenance.
- 3.22 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 99 Ward Members have been advised of the streets included in the Local Roads Highway Maintenance programme. Each Ward Member received a list of streets included within these programmes with Highway's recommendations for their Ward. Feedback was received from Members in 14 wards, via email, phone calls, meetings or site visits. The majority were in support of the programme, the remainder were content with the streets proposed following an explanation of the selection process.
- 4.1.2 All 32 Town and Parish Councils have been advised of the streets included in the Local Roads Highway Maintenance programme. Feedback was received from 4 Town and Parish councils, via email, phone calls, meetings or site visits. The majority were in support of the programme, the remainder were content with the streets proposed following an explanation of the selection process.
- 4.1.3 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.
- 4.1.4 Revenue works are not generally subject to consultation but do address a number of concerns raised by Members over the previous year.
- 4.1.5 The full programme, including the Local Transport Plan (LTP), Capital, and Revenue 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. Ward members will also be included in the pre-start letter drop (for all planned maintenance works) to affected residents which takes place approximately 2 weeks prior to work commencing on site.
- 4.1.6 Ward members will be informed of the scheme scope and consulted as a part of any bridges capital scheme, with wider consultation being undertaken as required.

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).

- 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 received 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 Infrastructure Asset Management Strategy.** Priorities are established and work is planned and undertaken in accordance with Leeds City Council's Highway Infrastructure Asset Management Strategy and associated documents
- 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 £5,751,996 (being £4,874,573 Works costs and £877,423 internal staff fee costs) funded from the Local Transport Plan Highways Maintenance Capital Programme 2016/17 (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 £2,707,000 (with an additional carry forward funding of 350,000) – (being £1,246,000 Works costs and £364,000 internal staff and partner design fee costs plus £1,097,000 inspection, assessment and asset management fees) funded from the Local Transport Plan Highways Maintenance Capital Programme 2016/17 (Transport Supplementary Grant).
- 4.4.3 The LTP Planned Structures Maintenance and Strengthening Programme will be delivered largely by the Council's Bridges section with support, as required, from its engineering partner, Mouchel. Construction work will be procured through existing term contracts or via a competitive tendering process to ensure that value for money is achieved.

Leeds Capital (Highways)

- 4.4.4 The Leeds Capital Planned Highways Asset Maintenance and Strengthening Programme (Highways) will be delivered at a cost of £10,000,000 (being

£8,928,571 works costs and £1,071,429 internal staff fee costs), funded from Leeds City Council Capital Resources. 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, and our Local Authority partners from the Combined Authority.

Leeds Capital (Structures)

4.4.5 The Leeds Capital Planned Highways Asset Maintenance and Strengthening Programme (Structures) will be delivered at a cost of £1,900,000 (being £1,725,000 works costs and £175,000 internal staff fee costs), funded from Leeds City Council Capital Resources. There are no revenue cost implications as a result of these Capital works.

4.4.6 The Leeds Capital Planned Highways Asset Maintenance and Strengthening Programme (Structures) 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 Revenue

4.4.7 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				
	2015	2015	2015/16	2016/17	2017/18	2018/19	2019 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL	TO MARCH	FORECAST				
	2015	2015	2015/16	2016/17	2017/18	2018/19	2019 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	16774.2			16774.2			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	3584.8			3584.8			
OTHER COSTS (7)	0.0						
TOTALS	20359.0	0.0	0.0	20359.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
	2015	2015	2015/16	2016/17	2017/18	2018/19	2019 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LCC Supported Borrowing	11900.0			11900.0			
LTP / TSG Grant	8459.0			8459.0			
Total Funding	20359.0	0.0	0.0	20359.0	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 & 32008/000/000
 Title : Planned Highway Asset Maintenance Programmes 2016-17

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 highway 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 against the council will rise.
- 4.6.2 The Structures 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 the proposed maintenance and strengthening programme not undertaken it 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.

5 Conclusions

- 5.1 The proposed projects are chosen from a priority listing generated by a long term asset management approach to highway and structural condition. 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 including its structures will deteriorate further which could lead to weight restrictions or road closures and the potential for an increase in claims against the Council. Such outcomes would not meet the objectives set out in the Councils Policies and City Priorities.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is recommended to:

- i) give authority to incur expenditure of £8,458,996 (£6,120,573 works costs and £1,241,423 internal staff and partner design fee costs plus £1,097,000 inspection, assessment and asset management fees) funded from the 2016/17 Local Transport Plan Capital Grant Allocation;
- ii) give authority to incur expenditure of £10,000,000 for planned highways asset maintenance and strengthening (Highways) funded from Leeds City Council Capital Resources (£8,928,571 works costs and £1,071,429 staff fee costs);
- iii) give authority to incur expenditure of £1,900,000 for planned highways asset maintenance and strengthening (Structures) funded from Leeds City Council Capital Resources (£1,725,000 works costs and £175,000 staff fee costs);
- iv) approve the addition of the schemes listed in appendices B and C to this report into the Highways Assets Capital Programme for 2016/17;
- v) note the addition of schemes listed in appendix D to this report into the Highways Assets Planned Revenue Programme for 2016/17; and
- vi) The Head of Service shall be responsible for implementation of the attached programmes of work within the 2016/17 financial year.

7. Background documents¹

7.1 None.

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.

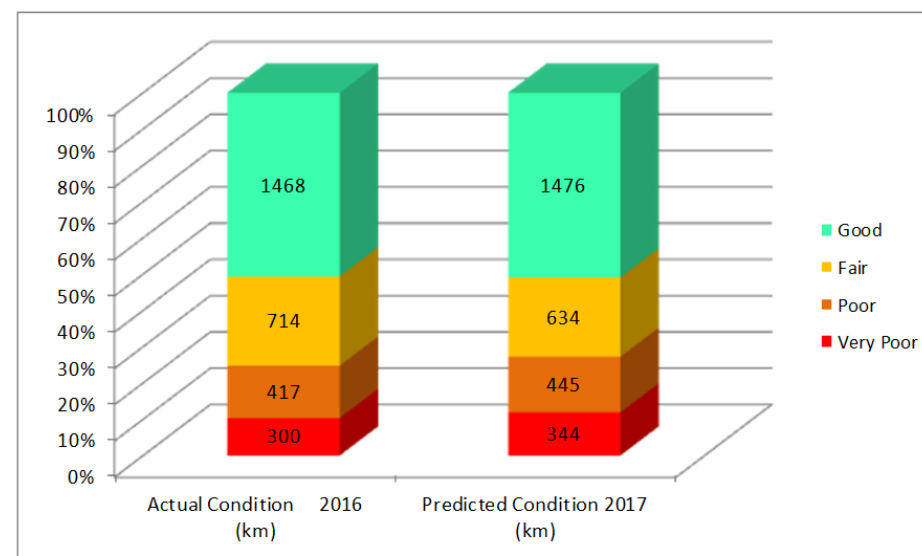
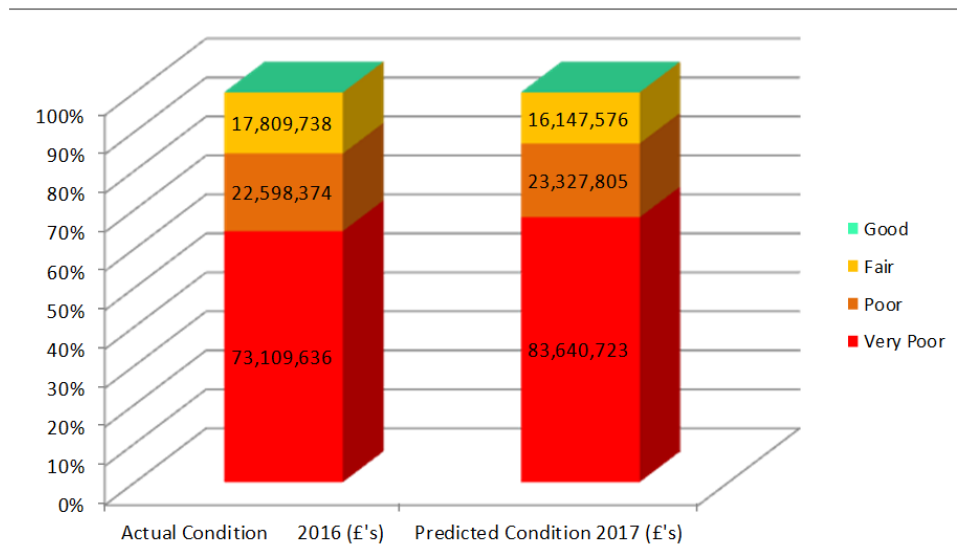
Current road network condition (2016) and Predicted road network condition (2017) after proposed work undertaken

Spend required to maintain current condition (£-millions)	£22,300,628
Actual budget allocation (£-millions)	£14,244,245
Increase / shortfall in budget allocation (£-millions)	-£8,056,383

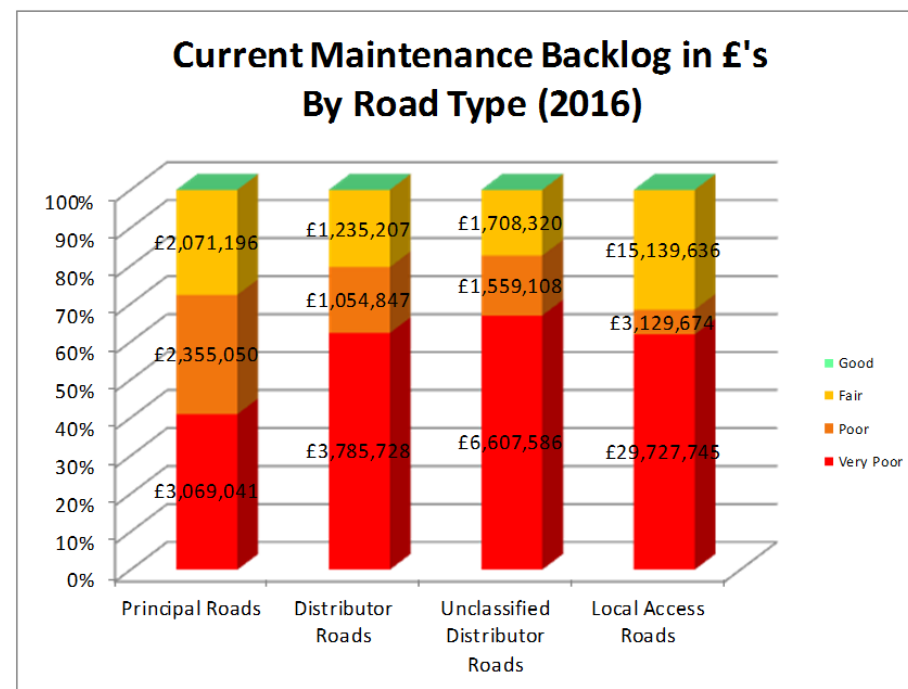
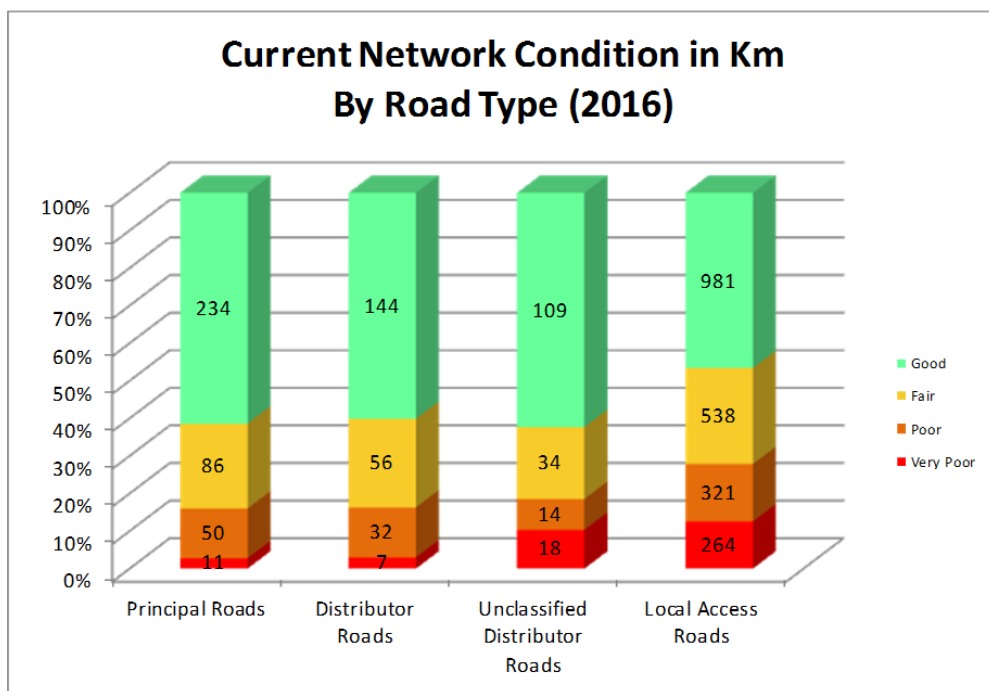
Predicted deterioration (km)	64.2	2.2%
Predicted Improvement after works (km)	72.6	2.5%
Net Improvement / Deterioration (km)	8.4	0.3%

Asset Group	Actual Condition 2016 (£'s)	Predicted Condition 2017 (£'s)	Improvement / Deterioration (£'s)
Good	0	0	0
Fair	17,809,738	16,147,576	-1,662,162
Poor	22,598,374	23,327,805	729,431
Very Poor	73,109,636	83,640,723	10,531,087
Total	113,517,748	123,116,104	9,598,356

Asset Group	Actual Condition 2016 (km)	Predicted Condition 2017 (km)	Improvement / Deterioration (km)
Good	1468	1476	8
Fair	714	634	-80
Poor	417	445	28
Very Poor	300	344	44
Total	2,900	2,900	0



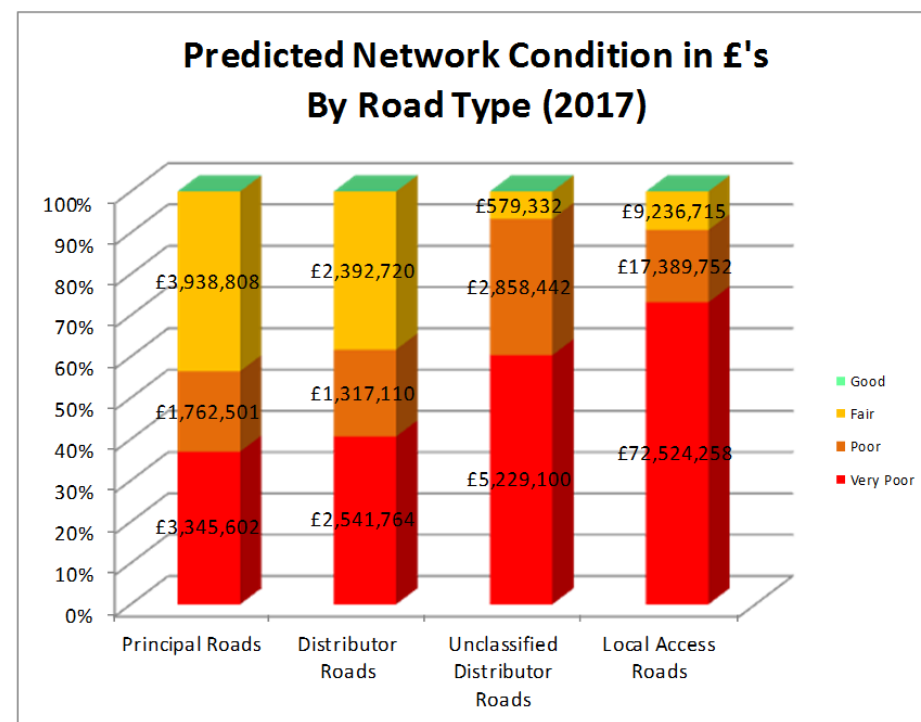
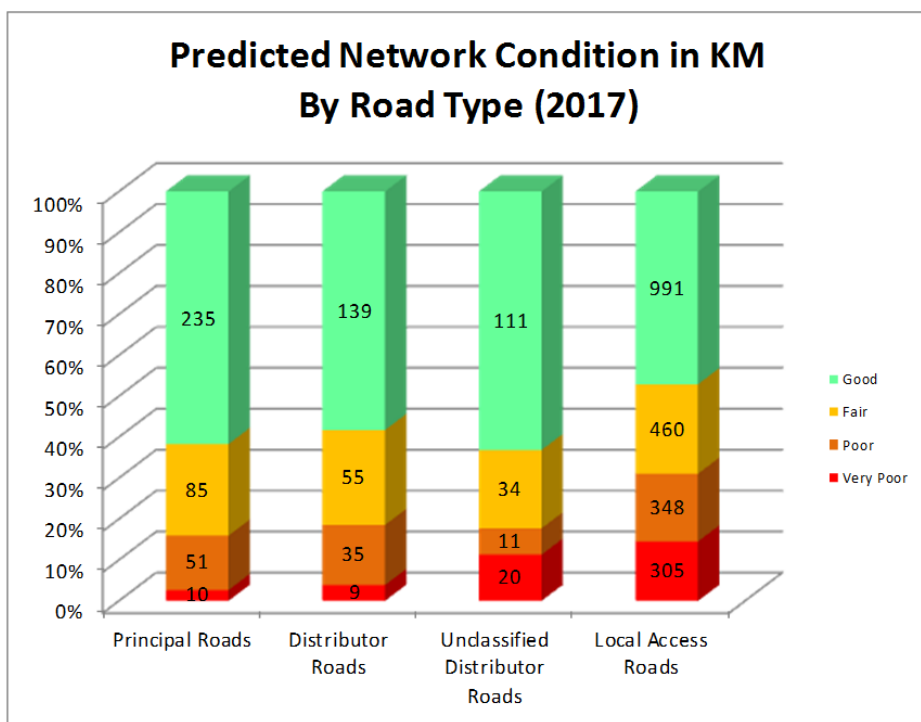
Current road network condition



Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total
Good	234	144	109	981	1,468
Fair	86	56	34	538	714
Poor	50	32	14	321	417
Very Poor	11	7	18	264	300
Total	381	239	175	2,104	2,900

Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total
Good	£0	£0	£0	£0	£0
Fair	£3,984,041	£2,435,468	£580,823	£10,809,406	£17,809,738
Poor	£1,751,573	£1,194,686	£3,627,673	£16,024,441	£22,598,374
Very Poor	£3,526,361	£1,972,790	£4,798,974	£62,811,512	£73,109,636
Total	£9,261,976	£5,602,944	£9,007,469	£89,645,358	£113,517,748

Predicted road network condition (2017) after proposed works are undertaken

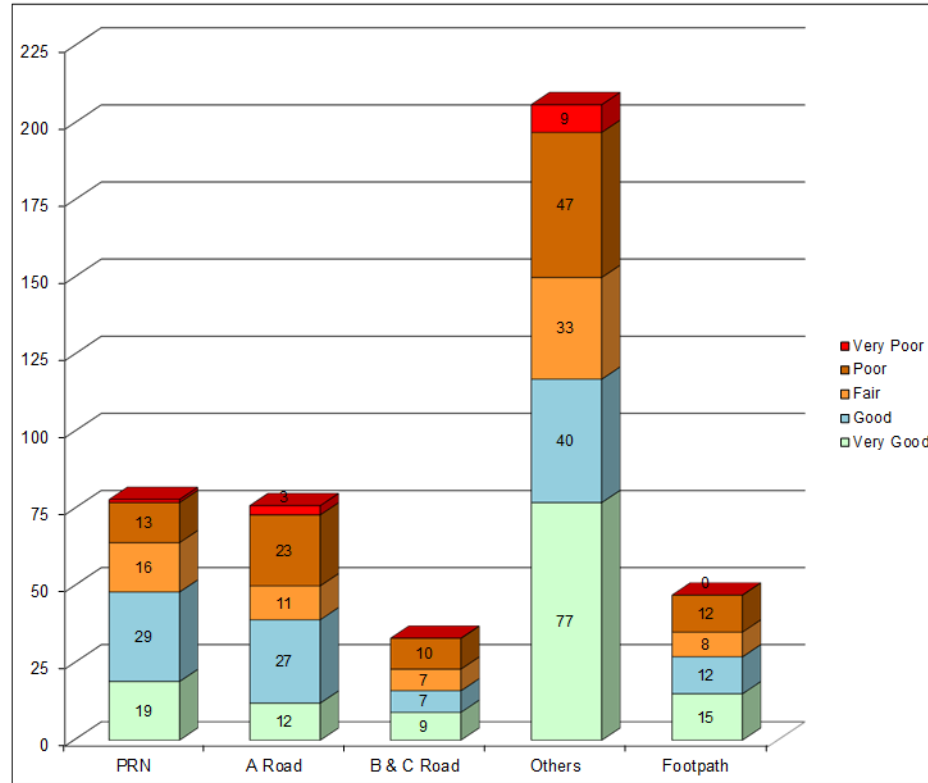


Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total
Good	235	139	111	991	1476
Fair	85	55	34	460	634
Poor	51	35	11	348	445
Very Poor	10	9	20	305	344
Total	381	239	175	2104	2900

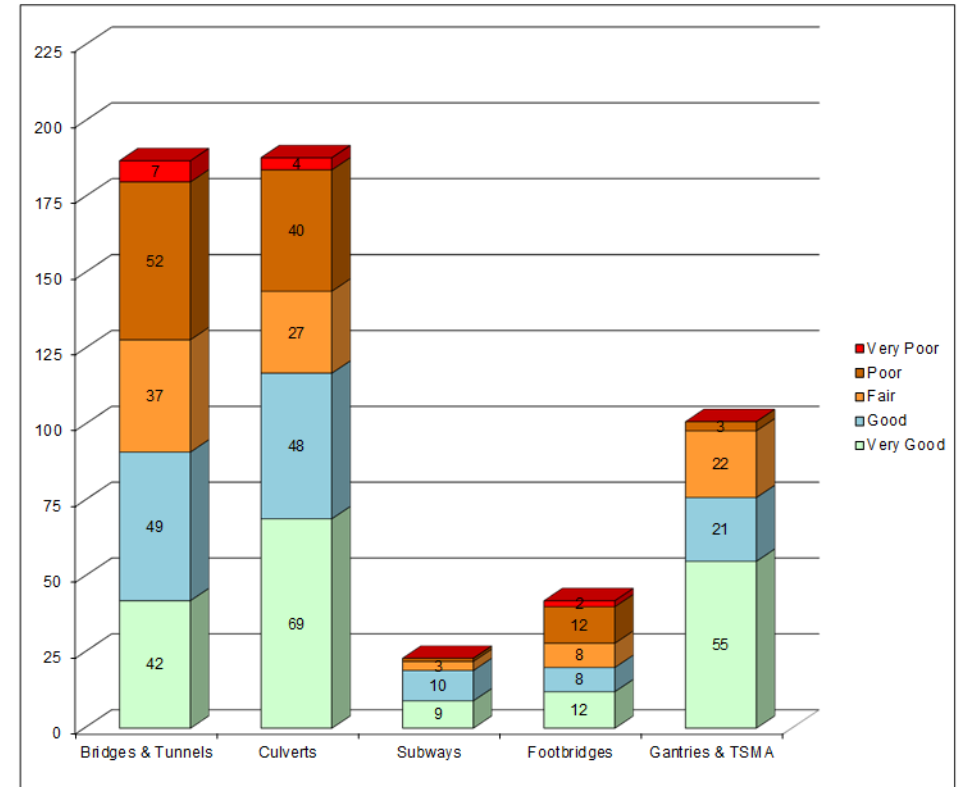
Asset Group	Principal Roads	Distributor Roads	Unclassified Distributor Roads	Local Access Roads	Total
Good	£0	£0	£0	£0	£0
Fair	£3,938,808	£2,392,720	£579,332	£9,236,715	£16,147,576
Poor	£1,762,501	£1,317,110	£2,858,442	£17,389,752	£23,327,805
Very Poor	£3,345,602	£2,541,764	£5,229,100	£72,524,258	£83,640,723
Total	£9,046,911	£6,251,594	£8,666,874	£99,150,725	£123,116,104

Current Structures Condition

BCI_{crit} by Road Type



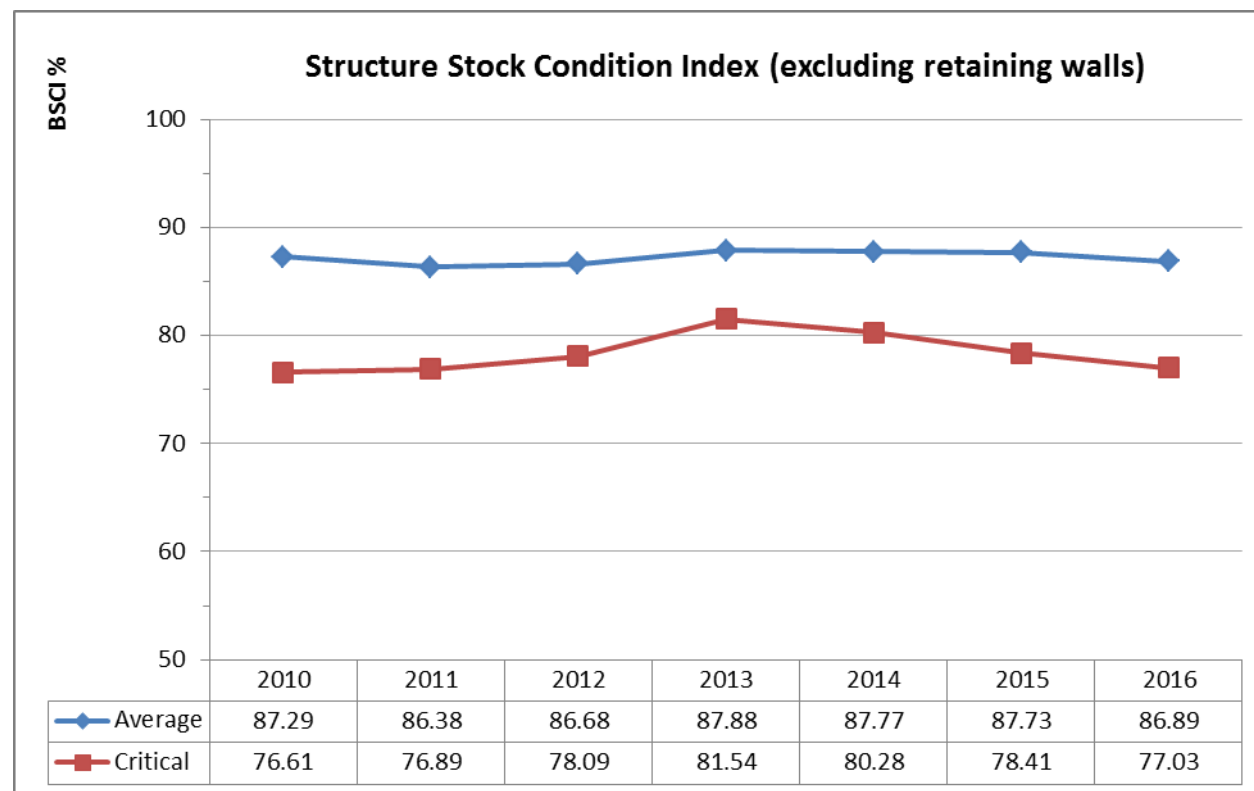
BCI_{crit} by Structure



Road Type	PRN	A Road	B & C Road	Others	Footpath	Total
Very Good	19	12	9	77	15	132
Good	29	27	7	40	12	115
Fair	16	11	7	33	8	75
Poor	13	23	10	47	12	105
Very Poor	1	3	0	9	0	13
Total	78	76	33	206	47	440

Asset Group	Bridges and Tunnels	Culverts	Subways	Footbridges	Gantries and TSMA	Total
Very Good	42	69	9	12	55	187
Good	49	48	10	8	21	136
Fair	37	27	3	8	22	97
Poor	52	40	1	12	3	108
Very Poor	7	4	0	2	0	13
Total	187	188	23	42	101	541

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



Current Leeds stock condition is between 65 and 90 for both indicators for which the national guidance for performance measurement of highway structures suggests the following:	
Average Stock Condition (80-90)	Structure stock is in a good condition. Some structures may be in a severe condition.
Critical Stock Condition (65-80)	A number of critical load bearing elements may be in a severe condition. Some structures may represent a significant risk to public safety unless mitigation measures are in place.
Additional Comments	<p>Historical maintenance work under funded and structures not managed in accordance with Asset Management.</p> <p>It is essential to implement Asset Management practices to ensure work is adequately funded and prioritised and risks assessed and managed.</p> <p>Moderate to large backlog of maintenance work, essential work dominates spending.</p>

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 have peaked and started a steady decline, with the critical score now falling 4% in 4 years. With the predicted reduced funding levels available for bridge maintenance in the next five years, it is expected that the downward trend will continue leading to a poor rating within the next decade. While asset management principles are being implemented (where possible), the inadequate and uncertain funding levels reduce the impact of this approach and shift focus to reducing major risks on the network. The backlog of maintenance is £51.8M and increasing at a rate of approximately 8% per year.

Table 2: Details of sub-standard structures and risk management

		As of 1 st Mar 2013	As of 21 st Jan 2014	As of 21 st Jan 2015	As of 22 nd December 2015
Best Council Plan KPI - percentage of highways structures in need of essential repair.		34.8%	37.4%	37.2%	40.3%
Number of LCC substandard or provisionally substandard structures monitored in accordance with BD79 (Tables 4 and 5)		53 LCC	42 LCC	36 LCC 13 Other	38 LCC 12 Other
Number of LCC structures with Piers substandard or potentially substandard for impact loading (Table 6)		n/a	n/a	20	20
Number of weight restrictions implemented on LCC-owned structures (Table 8)		12: 4 permanent; 8 environmental	12: 4 permanent; 8 environmental	13: 5 permanent; 8 environmental	16: 7 permanent; 8 environmental; 1 temporary
Number of weight restrictions implemented on non LCC-owned structures (Table 8)		10: 2 permanent; 6 environmental; 2 temporary	10: 2 permanent; 6 environmental; 2 temporary	11: 3 permanent; 7 environmental; 1 temporary	10: 3 permanent; 7 environmental;
Number of structures with physical interim measures in place (e.g. protection of substandard footways, parapets or other substandard elements) (Table 9)		18 LCC 11 NR	18 LCC 11 NR	22 LCC 14 Other	24 LCC 13 Other
Number of structures which have special safety inspections on high capacity routes (Table 3)		4	4	4	4
Scour affected main river LCC structures * scour protection works are dependent on level 2 assessment result	Inspected for scour yearly	20	20	20	20
	Assessed for scour, lvi 2	n/a	0 completed; 1 ongoing; 2 outstanding	1 completed; 2 ongoing; 6 outstanding	3 completed; 6 ongoing; 0 outstanding
	Scour protection installed (no. outstanding)*	2 completed (0 outstanding)	2 completed (0 outstanding)	3 completed (0 outstanding)	3 completed (2 outstanding)

Table 3: 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)	3 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 4: List of substandard or provisionally substandard structures monitored in accordance with BD79

Number	Name	Road Carried/Crossed	Monitoring Frequency	Owner	Comments
L0002	Kirkstall	B6157/River Aire	6 monthly	Leeds City Council	
L0003	Bridge Road	B6157/Rvr Aire	Yearly	Leeds City Council	
L0012	Victoria Bridge	Uncl/Rvr Aire	With PI (6yrs)	Leeds City Council	Monitoring of leaning parapet walls and NE pilaster.
L0013	Leeds Bridge	Uncl/Rvr Aire	6 monthly	Leeds City Council	
L0032	Front Street	C13/Carr Beck	6 monthly	Leeds City Council	
L0034	Linton	Uncl/Rvr Wharfe	Continuous	Leeds City Council	Remote monitoring system.
L0037	Thorp Arch Bridge	Uncl/Rvr Wharfe	Monthly	Leeds City Council	Monitoring for High Scour Risk
L0058	Hope Road	Uncl/Lady Beck	6 monthly	Leeds City Council	Monitoring of bulging spandrel wall
L0066	Parkin Lane	Uncl/Canal	6 monthly	Leeds City Council	Monitoring bridge deck surfacing defects
L0070	Berry Lane	Uncl/F'way	6 monthly	Leeds City Council	Monitoring of abutments
L0077	West Garforth Railway No 4	A63/F'way	6 monthly	Leeds City Council	Monitoring of cracks to seating beam.
L0090	Otley Bridge	Uncl/Rvr Wharfe	6 monthly	Leeds City Council	Monitor for defects/deterioration of footbridge cantilever
L0112	Dunhill Rise	Uncl/Wyke Beck	Yearly	Leeds City Council	
L0114	Cartmell Drive	Uncl/Wyke Beck	Yearly	Leeds City Council	
L0119	Calverly River Bridge	A6120/Rvr Aire	Yearly	Leeds City Council	
L0131	Blackburn Court	Uncl/Carlton Beck	Yearly	Leeds City Council	
L0132	Gillet Bridge	Uncl/Oulton Beck	Yearly	Leeds City Council	
L0146	Methley Bridge	A639/Rvr Calder	6 monthly	Leeds City Council	
L0177	Brigshaw Lane	Uncl/Beck	Yearly	Leeds City Council	
L0179	Bagley Lane	C507/Beck	Yearly	Leeds City Council	
L0181	Laverack	C140/Cock Beck	Monthly	Leeds City Council	
L0198	Waddington Railway Bridge	A61/R'way	6 monthly	Leeds City Council	

Table 4: Continued

Number	Name	Road Carried/Crossed	Monitoring Frequency	Owner	Comments
L0220	Lovell Park Road	Uncl/A64(M)	Yearly	Leeds City Council	Monitoring abutment cracks
L0221	North Street Junction	Uncl/A64(M)	Yearly	Leeds City Council	
L1050	None-Go-Byes	Uncl/Beck	6 Monthly	Leeds City Council	Monitoring cracks in soffit and carriageway for defects
L0225	Oatland Lane	Uncl/A58	6 Monthly	Leeds City Council	Monitoring abutment cracks
L0235	York Road Underpass	A64/Uncl	Yearly	Leeds City Council	
L0243	New Wellington River Bridge	A58(M)/Rvr Aire	Yearly	Leeds City Council	
L0244	Wellington Canal Bridge	A58(M)/Canal	Yearly	Leeds City Council	
L0299	Sutton Approach	F'way/R'way	6 Monthly	Leeds City Council	Departmental ownership in doubt
L0340	Oxford Road Bridge	Uncl/R'way	Yearly	Leeds City Council	Monitor for defects/deterioration
L1039	Ellar Ghyll North	A6038/Beck	Yearly	Leeds City Council	Monitor movement of spandrel wall
L2124	Gipton Beck Cantilever	F'way/Beck	Yearly	Leeds City Council	
L2154	Water Lane Cantilever	F'way/Hol Beck	Yearly	Leeds City Council	
L2237	Ivy Street Footbridge	F'way/Uncl	2 monthly	Leeds City Council	Monitoring extensive cracks in concrete main beam due to Alkali Silica Reaction.
L2336	Wellington Rd North FB	F'way/A58	3 monthly	Leeds City Council	Monitoring condition of temporary span (bridge strike)
L3197	Doncasters Whitehall Rd Burr Wall	B/Land	Yearly	Leeds City Council	Monitoring of cracking to wall and parapet
L3266	Leeds Bradford Rd Burr Wall	B6157/Land	Yearly	Leeds City Council	Monitoring movement of wall
L3344	Old Unicorn RW Bramley	Land/A657	2 monthly	Leeds City Council	
L9850	The Meadows RW	Otley Park	Monthly	Leeds City Council	Monitoring footpath defects for RW movement
L10703	Water Lane Beck Wall	Uncl/Hol Beck	Yearly	Leeds City Council	Monitoring of bulging section of wall

Table 5: Private Structures

Number	Name	Road Carried/Crossed	Monitoring Frequency	Owner	Comments
L4106	Balm Road	Uncl/R'way	6 monthly	Network Rail	
L4107	Pepper Road	Uncl/R'way	6 monthly	Network Rail	
L4202	Wesley Place	Uncl/R'way	6 monthly	Network Rail	
L4208	Park Parade	Uncl/R'way	6 monthly	Network Rail	
L4317	Armley Link Road	Uncl/R'way	6 monthly	Network Rail	
L4409	Whingate	Uncl/R'way	6 monthly	Network Rail	
L4412	Tong Road	Uncl/R'way	6 monthly	Network Rail	
L4504	Canal Road	Uncl/R'way	6 monthly	Network Rail	
L4510	Dewsbury Road	A653/R'way	6 monthly	Network Rail	
L4705	Town Street - Millshaw	Uncl/R'way	6 monthly	Network Rail	
L4801	Gelderd Road No.4	A62/R'way	6 monthly	Network Rail	
L4922	Spofforth Hill	A661/R.R'way	6 monthly	HA Historic Railway Estate	

Table 6: List of structures with piers substandard or potentially substandard for impact loading

Number	Name	Road Crossed	Owner	Comments
L2230	Spring Valley Crescent FB	A647 Stanningley By-Pass	Leeds City Council	Strengthening or mitigation required
L2232	Hough End FB	A647 Stanningley By-Pass	Leeds City Council	Strengthening or mitigation required
L0122	Richardshaw Lane	A647 Stanningley By-Pass	Leeds City Council	Assessment required
L2296	Whitehall Road FB	A58 Ingram Rd Distributor	Leeds City Council	Strengthening or mitigation required
L0212	Woodhouse Tunnel	A58(M) IRR	Leeds City Council	Strengthening on site currently
L2336	Wellington Rd Nth FB	A58 Wellington Road	Leeds City Council	Strengthening or mitigation required
L2241	Westgate FB	A58(M) IRR	Leeds City Council	Strengthening on site currently
L2263	Alpha Street FB - C	A653 Dewsbury Rd	Leeds City Council	Strengthening or mitigation required
L2395	Station Road FB	A660 Otley By-Pass	Leeds City Council	Risk assessment required
L2212	Clarendon Road Footbridge	A58(M) LIRR	Leeds City Council	Risk assessment required, Assessment required
L2396	Silver Mill Hill FB	A660 Otley By-Pass	Leeds City Council	Risk assessment required
L2334	Armley Road FB	A647 Canal Street	Leeds City Council	Strengthening or mitigation required
L0219	Claypit Lane	A58(M) IRR	Leeds City Council	Risk assessment required, Assessment required
L0302	New York Rd WB	A653 Marsh Lane	Leeds City Council	Risk assessment required, Assessment required
L0242	Wellington St Viaduct	A65 Wellington Street	Leeds City Council	Strengthening or mitigation required
L2333	Gloucester Terrace FB	A647 Canal Street	Leeds City Council	Strengthening or mitigation required

Table 6 cont.

Number	Name	Road Crossed	Owner	Comments
L2237	Ivy Street FB	A643 Ingram Rd Distributor	Leeds City Council	Strengthening or mitigation required
L2246	Quarry Hill FB	A64(M) New York Rd	Leeds City Council	Risk assessment required
L2338	Spence Lane FB	A643 Ingram Rd Distributor	Leeds City Council	Strengthening or mitigation required
L2215	Park Lane FB	A58 Westgate	Leeds City Council	Risk assessment required

Table 7: Details of current weight and width restrictions on structures

Number/owner	Name	Road Carried / Crossed	Details
Leeds City Council			
L00013	Leeds Bridge	Uncl	7.5t permanent weight restriction. 7.5t assessed capacity.
L00034	Linton Bridge	Uncl	Temporary closure due to scour/flooding.
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. 40t strengthened capacity.
L00070	Berry Lane Bridge	Uncl	18t permanent weight limit.
L00107	Whackhouse Lane	Uncl	Permanent width restriction (6'6").
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.
L00186	South Parkway Approach		7.5t environmental weight limit. 40t strengthened capacity.
L00212	Woodhouse Tunnel	Private Road/A58(M)	3.5t temporary weight restriction on Little Woodhouse Street (private).
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.

Table 7 cont.

Number/owner	Name	Road Carried / Crossed	Details
Private Structures			
HA Historic Railways Estate	Scholes Bridge	Uncl	18t environmental weight limit. 40t assessed capacity.
HA Historic Railways Estate	Spofforth Hill Bridge	A661	7.5t environmental weight limit. 3t assessed capacity.
Network Rail	Fall Lane Bridge	Uncl	3t permanent weight restriction.
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 8: List of structures with Physical Interim Measures in place

Number/owner	Name	Road Carried / Crossed	Details
Leeds City Council			
L00002	Kirkstall	B6157	Weak Footway protected by guardrail
L00004	Canal Road	Uncl	Weak Parapet protected by bollards
L00013	Leeds	Uncl	Weak Footway protected by bollards
L00034	Linton	Uncl	Weak bridge closed by TVCB and fencing
L00058	Hope Road	Uncl	Weak Footway protected by bollards
L00066	Parkin Lane	Uncl	Weak Parapet protected by bollards
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
L00131	Blackburn Court	Uncl	Weak Footway protected by bollard
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

Table 8 cont.

Number/owner	Name	Road Carried / Crossed	Details
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
L00225	Oatland Lane	Uncl/A58	Weak Parapet protected by guardrail
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 L4411	Carr Crofts	Uncl	Weak Footway protected by MASS barriers installed approx. 2007.
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.
Historic Railways Estate L4922	Spofforth Hill	A661	Temporary Steel Props to bridge deck
YE L5266	Northern Street Service Tunnel	Uncl	Weak Roof slab supported by Temporary Steel Props

LTP Capital Highways Maintenance Programme Carried forward from 2015/16

Programme Area				Estimated Cost
Schemes Carried over from 2015/16				
The schemes detailed below have carried over from the 2015/16 programme for a variety of reasons, and will be carried out within the 2016/17 years programme				
Street	Extents	Ward	Comments	
York Road	Selby Road To Osmondthorpe Lane	Burmantofts and Richmond Hill	Due to City Connect Cycle Project	
York Road	Sutton Approach To Selby Road	Killingbeck and Seacroft	Due to City Connect Cycle Project	
Church Lane	Radcliffe Lane To Lidgett Hill	Pudsey	Lack of design resource	
Church Causeway	The Village To Dowkell Lane	Wetherby	Lack of design resource	
Walton Road	Dowkell Lane To C78 Wetherby Road	Wetherby	Lack of design resource	
High Street	Market Place To Horsefair	Wetherby	Lack of design resource	
North Street	Horsefair To York Road	Wetherby	Lack of design resource	
Stainbeck Lane	Stonegate Road To Scott Hall Road	Moortown	Lack of design resource	
Park Lane	Inner Ring Road To Slip From Inner Ring Road	City and Hunslet	Lack of design resource	
Harehills Lane	Roundhay Road To Compton Road	Gipton and harehills	Lack of design resource	
Dewsbury Road	Lowry Road To Syke Road	Morley South	Lack of design resource	
Rodley Lane	Brookfield Avenue To Calverley Lane	Calverley and Farsley	Contractor	
Street Lane	Roman Terrace To Park View Crescent	Roundhay	Contractor	
Total LTP Capital Highways Maintenance Programme Carried forward from 2015/16				£2,052,013
Total LTP Capital Highways Maintenance Funding Carried forward from 2015/16				£1,614,780
Total LTP Capital Highways Maintenance Funding Shortfall from 2015/16				£437,233

LTP Capital Highways Maintenance Programme 2016/2017

Programme Area			Estimated Cost
Principal & Classified Distributor Road Structural Maintenance			
A Programme of structural maintenance to the more strategic classified distributor road network to strengthen and resurface with associated kerb and footway works where required			
Street	Extents	Ward	
Principal Roads			
Victoria Road	Brunswick Street To Church Street	Morley North	
Easterly Road	Harehills Lane To Arlington Road N/B	Roundhay	
Easterly Road	Arlington Road To Oakwood Lane N/B	Roundhay	
Ring Road Weetwood	A6120/A660 Roundabout	Weetwood	
Classified Distributor Roads			
Park Road	Back Lane To A65 Otley Road	Guiseley And Rawdon	
Stonegate Road	Stainbeck Lane To Carr Manor Crescent	Moortown	
Town Street	Highfield Drive To Street Lane	Morley North	
Middleton Road	Wide Lane To Wide Lane	Morley South	
Wide Lane	Middleton Road To Albert Road	Morley South	
Littlemoor Road	Valley Road To Radcliffe Lane	Pudsey	
Robin Lane	Radcliffe Lane To Lowtown	Pudsey	
Water Lane	Victoria Road to Globe Road	City and Hunslet	Contribution to Engineering projects Scheme
Throstle Road North	Sharp Lane to Ring Road Middleton	Middleton Park	Contribution to Engineering projects Scheme
Total Principal & Classified Distributor Road Structural Maintenance			£2,805,973
City Centre Structural Maintenance			
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.			
Street	Extents	Street	
Belgrave Street	Cross Belgrave Street To Wade Lane	Belgrave Street	
Britannia Street	Wellington St To York Place	Britannia Street	City Connect 2
Calverley Street	Grt George Street To Portland Way	Calverley Street	
Park Place	Queen Street To King Street	Park Place	City Connect 2
Portland Street	Calverley St To Great George St	Portland Street	
The Headrow	Briggate To Albion Street	The Headrow	
Total City Centre Structural Maintenance			£331,808

LTP Capital Highways Maintenance Programme 2016/2017

Principal and Classified 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
Principal Roads		
Stanningley Bypass	Stanningley Road To Slip From A657 O/B	Armley
Stanningley Bypass	Slip From A657 To Slip From A6110 O/B	Armley
Stanningley Bypass	Slip From A6110 To Slip To Swinnow Road O/B	Armley
Stanningley Bypass	Opp Slip From Swinnow Road To Slip To Swinnow Road I/B	Armley
Stanningley Bypass	Slip From Swinnow Road To Slip To A6110 I/B	Armley
Stanningley Bypass	Slip From A6110 To Slip To A657 I/B	Armley
Stanningley Bypass	Slip To A657 To Stanningley Road I/B	Armley
Ring Road Beeston	A62 Gelderd Road To Railway Bridge	Beeston And Holbeck
Ring Road Beeston	Railway Bridge To A62 Gelderd Road	Beeston And Holbeck
Ring Road Beeston	A62 Gelderd Road To M621 R/Bout	Beeston And Holbeck
Stanningley Bypass	Slip To Richardshaw Lane To Slip From Richardshaw Ln O/B	Calverley And Farsley
Stanningley Bypass	Slip From Richardshaw Ln To Slip From Owlcotes O/B	Calverley And Farsley
Stanningley Bypass	Slip From Owlcotes To Roundabout	Calverley And Farsley
Stanningley Bypass	Roundabout To Slip To Owlcotes I/B	Calverley And Farsley
Stanningley Bypass	Slip To Owlcotes To Slip From Owlcotes I/B	Calverley And Farsley
Stanningley Bypass	Slip From Owlcotes To Slip From Richardshaw Lane I/B	Calverley And Farsley
York Road	A6120 R/Bout To End D/Cway	Cross Gates And Whinmoor
York Road	End D/Cway To C12 Scholes Lane	Cross Gates And Whinmoor
York Road	Start D/Way To A6120 R/Bout	Cross Gates And Whinmoor
Ring Road Farnley	Stonebridge Lane R/Bout To Tong Road	Farnley And Wortley
Ring Road Farnley	Tong Road To Butt Lane	Farnley And Wortley
Ring Road Farnley	Butt Lane To Tong Road	Farnley And Wortley
Ring Road Farnley	Tong Road To Stonebridge Lane	Farnley And Wortley
Ring Road Lower Wortley	Railway Bridge To Royds Lane R/Bout	Farnley And Wortley
Ring Road Lower Wortley	Royds Lane R/Bout To A58 R/Bout	Farnley And Wortley
Ring Road Lower Wortley	A58 R/Bout To Branch Road	Farnley And Wortley
Ring Road Lower Wortley	Branch Road To Whincover Drive	Farnley And Wortley
Ring Road Lower Wortley	Whincover Drive To Stonebridge Lane R/B	Farnley And Wortley
Ring Road Lower Wortley	Stonebridge Lane To Butterbowl Drive	Farnley And Wortley
Ring Road Lower Wortley	Butterbowl Drive To Branch Road	Farnley And Wortley
Ring Road Lower Wortley	Branch Road To A58 R/Bout	Farnley And Wortley

LTP Capital Highways Maintenance Programme 2016/2017

Ring Road Lower Wortley	A58 R/Bout To Royds Lane R/Bout	Farnley And Wortley
Ring Road Lower Wortley	Royds Lane R/Bout To Railway Bridge	Farnley And Wortley
Selby Road	A642 R/Bout To Lidgett Lane	Garforth And Swillington
Selby Road	M1 R/Bout To A642 R/Bout	Garforth And Swillington
Main Street	Crabtree Green To Start D/Cway	Harewood
Main Street	Start D/Cway To A659 Harewood Road	Harewood
Main Street	A659 Harewood Road To End D/Cway	Harewood
Main Street	End D/Cway To Jewitt Lane	Harewood
Wattlesyke	A58 Wetherby Road To Birdale Field Lane	Harewood
Wattlesyke	Birdale Field Lane To Moor Ln Rdbt	Harewood
Wetherby Road	Jewitt Lane To A659 Wattle Syke	Harewood
York Road	Kiddal Lane To Mile Stone	Harewood
Broadway	A65 Roundabout To Fink Hill	Horsforth
Broadway	Fink Hill To Stanhope Drive	Horsforth
Broadway	Stanhope Drive To Wood Lane	Horsforth
Broadway	Wood Lane To Low Lane Roundabout	Horsforth
Rawdon Road	A6120 Ring Road R/Bout To Hall Lane	Horsforth
Rawdon Road	Hall Lane To Layton Lane	Horsforth
Easterly Road	End D/Cway To Dib Lane S/B	Killingbeck And Seacroft
Stanningley Bypass	Slip To Swinnow Road To Slip From Swinnow Road O/B	Pudsey
Stanningley Bypass	Slip From Swinnow Road To Center Bridge O/B	Pudsey
Stanningley Bypass	Center Bridge To Slip To Richardshaw Lane O/B	Pudsey
Stanningley Bypass	Slip From Richardshaw Ln To Center Bridge I/B	Pudsey
Stanningley Bypass	Center Bridge To Opp Slip From Swinnow Road I/B	Pudsey
Easterly Road	North Lane To End D/Cway N/B	Roundhay
Wetherby Road	End D/Cway To A6120 Ring Road	Roundhay
Ring Road Shadwell	Roundhay Park Lane To Elmet Lane	Roundhay
Ring Road Shadwell	Elmet Lane To A58 Roundabout	Roundhay
Selby Road	Ring Road R/Bout To Sainsburys R/Bout	Temple Newsam
Classified Distributor Roads		
Main Street	Cattle Lane To Haverthwaites Drive	Harewood
Main Street	Haverthwaites Drive To Underpass	Harewood
Main Street	Underpass To Rdbt A64/A1M	Harewood
Main Street	Station Road To C134 Leeds Road	Harewood
Scholes Lane	A64 York Road To Rakehill Road	Harewood

LTP Capital Highways Maintenance Programme 2016/2017

Station Road	Rakehill Road To Main Street	Harewood	
Brownberrie Lane	Scotland Lane To Station Road R/Bout	Horsforth	
York Road	Race Course R/Bout To Dist Boundary	Wetherby	
York Road	Carr Lane To Race Course Roundabout	Wetherby	
Total Principal and Distributor Road Preventative Maintenance			£1,599,167
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.			£459,815
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 2015/2016 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
Course Visual Inspection Surveys For the continuation of the course visual inspections on local roads to assess their condition against national guidance / criteria, it is necessary to outsource this work through the West Yorkshire partnership, this will allow us to continue to complete assessments of a quarter of the city every year. At present we are not sure of the final figure for this work as the contract is currently out to tender, however it is believe that this will be more than sufficient to carry out the necessary work. The surveys are carried out by a specialist contractor.			£50,000
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.			£43,000
			Sub total
Total LTP Capital Highways Maintenance Programme Carried forward from 2015/16 (From Appendix B1)			£5,314,763
			Sub total
Total LTP Capital Highways Maintenance Funding Carried forward from 2015/16 (From Appendix B1)			£2,052,013
			Sub total
Total LTP Capital Highways Maintenance Funding Carried forward from 2015/16 (From Appendix B1)			£7,366,776
			Sub total
Total LTP Capital Highways Maintenance Programme 2016/2017			-£1,614,780
			Sub total
Total LTP Capital Highways Maintenance Programme 2016/2017			£5,751,996

LTP Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)

Programme Area				Estimated Cost
<p>Principal & Classified Distributor Road Structural Maintenance (Provisional)</p> <p>A provisional Programme of structural maintenance to the more strategic classified and unclassified distributor road network to strengthen and resurface with associated kerb and footway works where required. These provisional schemes in for 2016/17 will be brought forward into the 2015/16 year programme should planned schemes be delayed or savings accrue on delivery of the planned schemes.</p>				
Street	Extents	Ward	Comment	
Principal Roads				
Ring Road Beeston	A643 Elland Road To A643 R/Bout	Beeston And Holbeck		
Town Street	Town End Roundabout	Bramley And Stanningley		
York Road	Harehills Lane To A63 Selby Road	Burmantofts And Richmond Hill		
St Peters Street	Eastgate R/Bout To York Street	City And Hunslet		
New Road Side	A65/Green Lane R/Bout	Guiseley And Rawdon		
New Road	Whackhouse Lane To Start D/Cway	Guiseley And Rawdon		
York Road	A63 Selby Road To Killingbeck Drive	Killingbeck And Seacroft		
Classified Distributor Roads				
Wellington Road	Copley Hill To Armley Gyrator	Armley		
King Lane	A6120 To Bus Turn Round	Alwoodley		
King Lane	Bus Turnround	Alwoodley		
Pontefract Road	Wakefield Road To Skelton Grange Road	City And Hunslet		
Pontefract Road	Skelton Grange Road To Roundabout	City And Hunslet		
Gildersome Lane	New Lane To A58 Whitehall Road	Farnley And Wortley		
Scott Green	Greenfield Avenue To New Lane	Morley North		
Bridge Street	A650 Britannia Road To High Street R/Bout	Morley South		
Lidget Hill	Church Lane To Cemetery Road	Pudsey		
Selby Road	End D/Cway To Chapel Street	Temple Newsam		
Bridge Road	A659 High Street To Mill Hill	Wetherby		
Total Principal & Classified Distributor Road Structural Maintenance 2017/18 (Provisional)				£3,009,000
<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>				£350,000
<p>Minor Works</p> <p>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.</p>				£625,000

LTP Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)
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 2015/2016 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
Course Visual Inspection Surveys

For the continuation of the course visual inspections on local roads to assess their condition against national guidance / criteria, it is necessary to outsource this work through the West Yorkshire partnership, this will allow us to continue to complete assessments of a quarter of the city every year. At present we are not sure of the final figure for this work as the contract is currently out to tender, however it is believed that this will be more than sufficient to carry out the necessary work. The surveys are carried out by a specialist contractor.

£50,000
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.

£43,000

Sub total

£4,102,000
Provisional LTP Highway Maintenance Settlement 2017/2018

The difference will be used to fund a programme of Preventative Maintenance in 2017/2018

£5,702,870

LTP Capital Structures Maintenance and Strengthening Programme 2016/2017

Programme Area							Estimated Cost
Schemes brought forward from 2015/16							
Scheme No.	Location	Description	Estimated Costs (£)				
			Up to & inc 2015/16	2016/17	2017/18 onwards	Total	
716140	Leeds Bradford Road RW (L3266)	Reconstruction of failed sections of retaining wall.	325,500	55,000	0	380,500	
732065	Thorp Arch Bridge Scour Assessment (L37)	Strengthening of structure for undermining / scour.	59,000	50,000	250,000	359,000	
732066	Otley Bridge Footway Cantilever (L90)	Refurbishment of cantilever footway.	24,500	60,000	550,000	634,500	
732074	Pool Bank Culvert Replacement L1051)	Replacement of culvert due to failed section.	141,500	150,000	7,500	299,000	
732233	Laverack Bridge (L181)	Reconstruction of failed section of masonry arch.	9,000	30,000	210,000	249,000	
732288	Leeds Scour Assessments 2015/16	Assessment of structures for undermining / scour.	15,500	225,000	595,000	835,500	
732380	Alpha Street C Footbridge	Pier impact protection steel pier.	5,000	25,000	0	30,000	
732293	Regent Street Flyover	Concrete repairs to abutments and deck.	67,000	20,000	540,000	627,000	
	Retaining Walls on Leeds Inner Ring Road	Essential repairs to the reinforced concrete retaining walls.	0	200,000	725,000	925,000	
Various	Retentions	Retentions for small schemes		30,000		30,000	
Total spend within 2016/17 on Schemes brought forward from 2015/16							£845,000
Contribution to Network Rail Bridge Maintenance 2015/16							
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 2015/16	2016/17	2017/18 onwards	Total	
716611	Fall Lane (L4715)	Contribution to Network Rail for maintenance / strengthening scheme.	8,000	5,000	850,000	863,000	
Total Contribution to Network Rail Bridge Maintenance 2016/17							£5,000
Whole Programme Sub Totals			655,000	850,000	3,827,500	5,232,500	

LTP Capital Structures Maintenance and Strengthening Programme 2016/2017

New Strengthening and Maintenance Schemes 2016/17

Route	Location	Description	Ward	Estimated Costs (£)		
				2016/17	2017/18 onwards	Total
Little Woodhouse Street (Uncl) over A58(M) LIRR	Woodhouse Tunnel (L212)	Strengthen section of tunnel beneath Little Woodhouse Street to carry normal traffic.	City & Hunslet	660,000	55,000	715,000
A64(M) over New York Road (Uncl)	New York Road Viaduct Eastbound	Replacement of failing deck joints at carriageway level	City & Hunslet	40,000	180,000	220,000
Various	Leeds Bridges Minor Works 2016/17	Minor repair schemes at various locations around Leeds.	Various	145,000	10,000	155,000
Various	Leeds Planned Maintenance 2016/17	Planned maintenance for structures around Leeds.	Various	80,000	0	80,000
Whole Programme Sub Totals				925,000	245,000	1,170,000
Total Spend on New Strengthening and Maintenance Schemes 2016/17						£925,000

LTP Capital Structures Maintenance and Strengthening Programme 2016/2017

Asset Management and Valuation 2016/17

The structures capital programme includes an 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. 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 2015/16	2016/17
712234	Various	<u>Asset Management</u> 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). Project close-out/data transfer for completed bridge maintenance and strengthening schemes Development of major bid for regent Street Flyover. Preperation of Challenge Fund bid Retaining Wall data collection	Various	135,000	177,000
				10,000	30,000
713454	Various	<u>Asset Valuation</u> This is a mandatory Government requirement in 2013/14 in accordance with the 'Whole of Government Accounting' procedures.	Various	6,000	10,000
Whole Programme Sub Totals				151,000	217,000
Total Spend on Asset Management and Valuation 2016/17					£217,000

LTP Capital Structures Maintenance and Strengthening Programme 2016/2017

Assessments, Inspections and Monitoring 2016/17

Scheme No.	Route	Location / Description	Ward	Estimated Costs (£)	
				Out-turn costs 2015/16	2016/17
	Various	Structural Assessments and Structural Reviews of District bridges	Various	165,000	385,000
	Various	Principal Inspections (includes confined spaces and underwater inspections)	Various	550,500	529,000
	Various	Special Inspections Post Tensioned structures Half Joints Cast Iron structures Steel and carbon fibre reinforced structures Ecological Surveys	Various	125,000	106,000
			Sub total	840,500	1,020,000
	Various	Monitoring of Sub-Standard structures. High Capacity Routes - Special Safety Inspections (prev. incl. in special inspections)	Various	41,000 20,000	30,000 15,000
			Sub total	61,000	45,000
			Whole Programme Sub Totals	901,500	1,065,000
Total spend on Assessments, Inspections and Monitoring 2016/17					£1,065,000
Total LTP Structures Capital Expenditure 2016/17					£3,057,000

Leeds Capital Structures Maintenance and Strengthening Programme 2016/2017

Programme Area						Estimated Cost
Schemes brought forward from 2015/16						
Scheme No.	Location	Description	Estimated Costs (£)			
			Out-turn costs 2015/16	2016/17	2017/18 onwards	Total
716221	Balm Road Bridge	Contribution to Network Rail for maintenance / strengthening scheme.	5,500	400,000	0	405,500
732143	Leeds Bridge	Strengthening of Leeds Bridge to maintain vehicular traffic.	665,000	1,465,000	970,000	3,100,000
732379	Armley Road Footbridge	Pier impact protection to reinforced concrete pier.	7,000	35,000	0	42,000
		Whole Programme Sub Totals	677,500	1,900,000	2,015,000	3,152,000
Total Leeds Capital Maintenance (Structures)						£1,900,000

Leeds Capital Highway Maintenance Programme Carried forward from 2015/16

Programme Area				Estimated Cost
Local Roads Carry over schemes The Local Roads Schemes detailed below have carried over from the 2015/16 programme for a variety of reasons. These works will be carried out within the 2016/17 years programme.				
Street	Extents	Ward	Comments	
Lane End	Lowtown To Mount Pleasant Rd	Pudsey	Awaiting developers works	
Avenue Crescent	Harehills La To Avenue Hill	Chapel Allerton	Lack of replacement stone products	
Carlton Gate	Carlton Hill To Claypit Lane	Hyde Park and Woodhouse	Awaiting completion of Housing PFI	
Carlton Hill	Oatland Lane To Leicester Place	Hyde Park and Woodhouse	Awaiting completion of Housing PFI	
Fenton Street	Woodhouse Lane To Car Park Entrance	Hyde Park and Woodhouse	Contractor	
Cartmell Drive	Halton Moor Ave To Halton Moor Rd	Temple Newsam	Contractor	
Bridge Street	Templar Street To Lady Lane	City and Hunslet	Awaiting completion of Victoria Gate Phase 1	
Moor Road	Tunstall Road R/Bt To Balm Road	City and Hunslet	Statutory Undertakers (Gas) works	
Knowle Avenue	Stanmore Hill To St Anns Mount	Kirkstall	Contractor	
St Anns Mount	Knowle Terrace To St Michaels La	Kirkstall	Contractor	
Park Street	Elland Road To Park Gates	Morley North	Awaiting completion of Playground redevelopment	
Parkside	New Road Side To Broadway	Horsforth	Clash with proposed works on Broadway/Fink Hill Jct	
High Ash Drive	High Ash Avenue To Wigton lane	Alwoodley	Contractor	
Bowcliffe Road	Gibraltar Island Road To End	City and Hunslet	Contractor	
Wesley Street	Boroughgate To North Parade	Otley & Yeadon	Contractor	
Plantation Avenue	Plantation Gardens To End	Alwoodley	Contractor	
Tranquility	Austhorpe Road To Manston Cres	Cross Gates and Whinmoor	Contractor	
Moorlands Avenue	Bayton Lane To End	Otley and Yeadon	Contractor	
King Street	Wellington Street To St Pauls St	City and Hunslet	City Centre - Works Permit Issues	
East Parade	St Pauls St To Westgate	City and Hunslet	City Centre - Works Permit Issues	
Oxford Place	Westgate To Great George Street	City and Hunslet	City Centre - Works Permit Issues	
Great George Street	Calverley Street To Park Street	City and Hunslet	City Centre - Works Permit Issues	
Harper Street	New York Street To Kirkgate	City and Hunslet	City Centre - Clash with CCM Footway Scheme	
New York Street	Kirkgate To Harper Street	City and Hunslet	City Centre – Clash with CCM Footway Scheme	
Woodhouse Lane	Clay Pit Lane To Merrion Street	City and Hunslet	City Centre – Clash with proposed Gas Works	
Church Lane	Radcliffe Lane To Lidgett Hill	Pudsey	Strategic Footway Scheme - Contractor	
Various	Various	Various	Micro Asphalt Treatment as part of LRS Schemes	
Total Local Roads Carry Over Schemes from 2015/16				£1,334,622
Total Local Roads Funding Carried forward from 2015/16				£783,605
Total Local Roads Funding Shortfall from 2015/16				£551,017

Leeds Capital Highways Maintenance Programme 2016/2017

Programme Area			Comments / Estimated Cost
Unclassified Distributor and Local Roads Structural Maintenance			
A Programme of structural maintenance to the Unclassified Distributor Roads and Local Road network to strengthen and resurface with associated kerb, footway and verge works where required.			
Street	Extents	Ward	
Unclassified Distributor Roads			
Armley Ridge Road	Cockshott La To Houghley Ave	Armley	
Henconner Lane	Railway Bridge To Houses 64/66	Armley	
North Street	New York Rd To St Thomas Row	City And Hunslet	
Back Lane	Tong Road To Opp L/C 9	Farnley And Wortley	
Back Lane	Opp L/C 9 To L/C 17	Farnley And Wortley	
Back Lane	Opp L/C 17 To Uplands Farm	Farnley And Wortley	
Back Lane	Uplands Farm To Op L/C 33	Farnley And Wortley	
Foundry Lane	Wykbeck Valley Road To Okwood Lane	Gipton And Harehills	
Linton Road	Linton Br Inclusive To Beck Lane	Harewood	May be dependant on Bridgeworks
Linton Road	Beck Lane To House N0 1 Bus Stop	Harewood	May be dependant on Bridgeworks
Linton Road	House N0 1 Bus Stop To Harewood Rd	Harewood	May be dependant on Bridgeworks
Town Street	High Street To Kirk Lane	Otley And Yeadon	
Oakwood Lane	Easterly Rd To Montagu Place	Roundhay	
Oakwood Lane	Montagu PI To Oakwood Grove	Roundhay	
Oakwood Lane	Oakwood Grove To Roundhay Road	Roundhay	
Weetwood Lane	Ent Tennis Cts Sl 19 To Glen Rd	Weetwood	
Local Roads			
Holt Park Service Road	Holt Park Road To Holt Crescent	Adel And Wharfedale	
Long Causeway	A6120 To Glendower Park	Adel And Wharfedale	
Wrenbury Avenue	Wrenbury Cres To Kirkwood Vw	Adel And Wharfedale	
The Avenue	The Grove To The Valley	Alwoodley	
The Avenue	The Valley To House 90	Alwoodley	
The Avenue	House 90 To Alwoodley Lane	Alwoodley	
Haigh Moor Road	Batley Road To Haigh Moor Avenue	Ardsley And Robin Hood	
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	
Wortley Road	Town Street To Whingate	Armley	
Waincliffe Mount	Dewsbury Road To Cardinal Road	Beeston And Holbeck	
Back Dalton Avenue	Wooler Avenue To Dalton Avenue	Beeston And Holbeck	

Leeds Capital Highways Maintenance Programme 2016/2017

Back Dalton Grove	Cross Flatts Ave To Cross Flts Gr	Beeston And Holbeck	Contribution to Engineering projects Scheme Contribution to Engineering projects Scheme
Bellmount Place	Broad Lane To End (Hs 18)	Bramley And Stanningley	
Pollard Lane	Leeds & Bradford Road To S/L 7	Bramley And Stanningley	
Pollard Lane	S/Lamp 7 To S/Lamp 17	Bramley And Stanningley	
Pollard Lane	S/Lamp 17 To S/Lamp 24	Bramley And Stanningley	
Pollard Lane	S/Lamp 24 To Abbey Inn	Bramley And Stanningley	
Pollard Lane	Abbey Inn To Newlay Bridge	Bramley And Stanningley	
Grangefield Road	Town Street To Bollards	Bramley And Stanningley	
Cross Green Lane	Easy Road To Knowsthorpe Crescent	Burmantofts And Richmond Hill	
Cross Green Lane	Knowsthorpe Crescent To Pontefract Lane	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	
Intercity Way	Swinnow Lane To S/L A7	Calverley And Farsley	
Intercity Way	S/L A7 To End (S/L A13)	Calverley And Farsley	
King George Avenue	Harehills Ln To Montreal Ave	Chapel Allerton	
King George Avenue	Montreal Ave To Gledhow Lane	Chapel Allerton	
Roxholme Road	Sunny Bank To Roxholme Pl	Chapel Allerton	
Sunny Bank	Bracken Edge To Roxholme Rd	Chapel Allerton	
Beckhill Approach	Stainbeck Rd To Beckhill Lawn	Chapel Allerton	
Beckhill Approach	Beckhill Lawn To End	Chapel Allerton	
Midland Road	Pepper Road To Balm Road	City And Hunslet	
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	
Stanks Lane North	A64 York Road To Bdy43\45	Cross Gates And Whinmoor	
Stanks Lane North	Bdy43\45 To Gate Post 114.	Cross Gates And Whinmoor	
Stanks Lane North	Gate Post 114 To Swarcliffe Avenue	Cross Gates And Whinmoor	
Butterbowl Drive	Whincover Drive To O/S 45	Farnley And Wortley	
Butterbowl Drive	O/S No 45 To O/S No 71	Farnley And Wortley	
Butterbowl Drive	O/S No 71 To O/S 121 And R/About	Farnley And Wortley	
Oak Tree Drive	Roundabout (Amberton 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	
Greenacre Park Mews	Greenacre Pk Rise To End	Guiseley And Rawdon	
Greenacre Park Rise	Green Lane To End	Guiseley And Rawdon	
Park Avenue	Kirk Ln To Swainhill Terr	Guiseley And Rawdon	

Leeds Capital Highways Maintenance Programme 2016/2017

Greystones Close	Main Street To House No 12	Harewood
Greystones Close	House No 24 To House No 18	Harewood
Upper Langwith	Harewood Road To End	Harewood
Belle Vue Road	Oaklea Road To Gable No 49	Harewood
Back Manor Terrace	Richmond Ave To Richmond Rd	Headingley
Broomfield Terrace	Chapel Lane To Newport Road	Headingley
Ashville Avenue	Cardigan Road To End	Headingley
Ashville Grove	Cardigan Road To End	Headingley
Back Hessle Avenue	Walmsley Rd To Brudenell Rd	Headingley
Back Rose Terrace	New Road Side To Rose Street	Horsforth
King Edward Avenue	Broadgate Lane To No 53	Horsforth
King Edward Avenue	No 25 To No 35	Horsforth
Melrose Walk	Broadgate Lane To End	Horsforth
Southway	Southway Rdbt (North) To 35/37.	Horsforth
Southway	35/37 To 97.	Horsforth
Southway	97 To 123/125.	Horsforth
Southway	Opp 97 S/L 15 To Lee Lane West.	Horsforth
Layton Park Avenue	Layton Park Drive To End	Horsforth
Layton Park Drive	Layton Ln To Layton Park Ave	Horsforth
Layton Park Drive	Layton Park Ave To Emmott Dr	Horsforth
Cliff Lane	Cross Cliff Road To End	Hyde Park And Woodhouse
Midland Road	Kensington Terr To Hyde Park Terr	Hyde Park And Woodhouse
Fearnville Close	Dib Lane To End	Killingbeck And Seacroft
Hawkshead Crescent	Ironwood Approach To Dufton Appr	Killingbeck And Seacroft
Moresdale Lane	South Parkway To Foundry Mill St	Killingbeck And Seacroft
Hesketh Mount	Morris Lane To Hesketh Road	Kirkstall
Hesketh Road	Park Mount To Hesketh Mount	Kirkstall
Lea Farm Road	House 72/90 To End	Kirkstall
Vesper Road	Cragside Place To Cragside Walk	Kirkstall
Vesper Road	Cragside Walk To Woodhall Drive	Kirkstall
Padstow Mount	Bodmin Road To End	Middleton Park
Sissons Road	Sissons Row To House 175	Middleton Park
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

Leeds Capital Highways Maintenance Programme 2016/2017

Moorland Grove	O/S Hse 1/35 To Hse 15	Moortown
Moorland Grove	Moorland Rise To End O/S Hse 14/12	Moortown
Hammond Crescent	Bradford Road To Bradford Road	Morley North
Moorside Mount	Moorside Road To Moorside Terrace	Morley North
Ingle Grove	Opp Ingle Cres To Opp Ingle Court	Morley North
Woodlands Drive	Horsfall St To Ingle Avenue	Morley North
Glen Road	Magpie Lane To Bus Terminus	Morley South
Glen Road	Bus Terminus E To Topcliffe Lane	Morley South
Wellington Street	Queensway To Rear East Corner Town Hall	Morley South
Wellington Street	Rear Corner Town Hall To Queen Street	Morley South
Back Billams Hill	Weston Lane To Newall Mount	Otley And Yeadon
Newall Mount	Billams Hill To End Hse 11	Otley And Yeadon
Carlisle Road	Fartown To Station Street	Pudsey
Carlisle Road	Station Street To Chapeltown	Pudsey
Troydale Lane	Valley Road To 250m East	Pudsey
Troydale Lane	250m E Valley Rd To Troydale Gdns	Pudsey
Tyersal Road	Arkwright Street To Tyersal Walk	Pudsey
Tyersal Road	Tyersal Walk To End	Pudsey
Fleet Lane	Norfolk Close To W.Y.C.F.A	Rothwell
Chandos Terrace	Lidgett Lane To End	Roundhay
Jackson Avenue	Lidgett Walk To Lidgett Avenue	Roundhay
Jackson Avenue	Lidgett Ave To Gledhow Ave	Roundhay
Oakwood Park	Oakwood Lane To Oakwood Grange Ln	Roundhay
Cross Street	Chapel St To End	Temple Newsam
Temple Rise	Temple Avenue To End	Temple Newsam
Templegate Drive	Temple Gr To New Templegate	Temple Newsam
Silk Mill Way	Iveson Dr To Silk Mill Mews	Weetwood
Silk Mill Way	Silk Mill Mews To Silk Mill App	Weetwood
Silk Mill Way	Silk Mill App To Silkmill Drive	Weetwood
Castle Grove Avenue	Moor Road To End	Weetwood
Clayton Wood Close	Clayton Wd Rise To Clayton Wd Ct	Weetwood
Fourth Avenue	Third Ave To Walton Rd	Wetherby
Third Avenue	Hallfield Lane To Hallfield Cres	Wetherby
Third Avenue	Hallfield Cres To Ends	Wetherby
Total Unclassified Distributor and Local Roads Structural Maintenance		£8,636,382

Leeds Capital Highways Maintenance Programme 2016/2017

Footway Structural Maintenance

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 LKI187 which indicates that over 19% of these surfaces are in need of maintenance.

Street	Extents	Ward	
Albion Street	Butts Court To The Headrow	City And Hunslet	
Albion Street	The Headrow To Woodhouse Lane	City And Hunslet	May be affected by City Connect Phase 2
Call Lane	Cloth Hall Street To Briggate	City And Hunslet	May be affected by City Connect Phase 2
Merrion Street	Albion Street To New Briggate	City And Hunslet	May be affected by City Connect Phase 2
Commercial Street	Marsh Street To S/O Hare And Hound Ph (Extended)	Rothwell	
Total Footway Structural Maintenance			£101,317

Local Roads Preventative Maintenance

A programme of Preventative Maintenance Carriageway and footway schemes to the Local Road network. This is made up of a 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) on carriageways and Footway Sealing Schemes on Local Roads.

Micro Asphalt			
Street	Extents	Ward	
Holtdale Approach	Otley Old Rd(North) To Holtdale Ave	Adel And Wharfedale	
Holtdale Approach	Holtdale Ave To Holtdale Lawn	Adel And Wharfedale	
Holtdale Approach	Holtdale Lawn To Holtdale Road	Adel And Wharfedale	
Holtdale Approach	Holtdale Rd To Otley Old Rd	Adel And Wharfedale	
Long Causeway	Glendower Park To Adel Towers Cour	Adel And Wharfedale	
Long Causeway	Adel Towers Ct To Sir G/M Drive	Adel And Wharfedale	
East Park Terrace	East Park Road To East Park Drive	Burmantofts And Richmond Hill	
Glensdale Mount	East Park Road To East Park Drive	Burmantofts And Richmond Hill	
Haslewood Drive	Rigton App To End (Planter)	Burmantofts And Richmond Hill	
Rigton Approach	Burmantofts Street To Haslewood Drive	Burmantofts And Richmond Hill	
Rigton Drive	Torre Rd To Rigton Approach	Burmantofts And Richmond Hill	
Shakespeare Close	Stoney Rock Lane To End	Burmantofts And Richmond Hill	
Dial Street	Ellerby Lane To Easy Road	Burmantofts And Richmond Hill	
Milner Gardens	Temple View To End	Burmantofts And Richmond Hill	
Bracken Edge	Roundhay Ave To Sycamore Ave	Chapel Allerton	
Bracken Edge	Sunnybank To End	Chapel Allerton	
Roundhay Avenue	Harehills Ln To Bracken Edge	Chapel Allerton	
Cross Roundhay Avenue	Roundhay Ave To Roundhay Veiw	Chapel Allerton	
Alandale Crescent	Wakefield Road To Kingsway	Garforth And Swillington	

Leeds Capital Highways Maintenance Programme 2016/2017

Queensway	Barleyhill Road To End	Garforth And Swillington
Neville Grove	Church Lane To House No 52	Garforth And Swillington
Neville Grove	B/Dary 50/52 To Swillington Lane	Garforth And Swillington
Foundry Walk	Foundry Dr To St Wilfreds Circus	Gipton And Harehills
St Wilfrids Avenue	Foundry Dr To North Farm Road	Gipton And Harehills
St Wilfrids Garth	St Wilfreds Ave 1 To End	Gipton And Harehills
Calverley Lane	A6120 To Public F/Path Rh Bend	Horsforth
Calverley Lane	Public Footpath To Gate B Sandoz	Horsforth
Calverley Lane	Gate B "Sandoz" To End Jct Low Hall Rd	Horsforth
Aintree Close	Epsom Road To End	Kippax And Methley
Calvert Close	Leeds Road To House No13	Kippax And Methley
Calvert Close	House No13 To Roach Grange Avenue	Kippax And Methley
Greenfield Close	Ebor Mount To End	Kippax And Methley
Greenfield View	Ebor Mount To End	Kippax And Methley
Leeds Road	Moorgate Road To Calvert Close	Kippax And Methley
Roach Grange Avenue	Leeds Road To End	Kippax And Methley
Westfield Avenue	Westfield Lane To End.	Kippax And Methley
Green Lane	Main St. To End School.	Kippax And Methley
Ring Road Middleton	Sharp Lane R/Bt	Middleton Park
The Spinney	Street Ln To 49/Rumble Strip	Moortown
The Spinney	49/Rumble Strip To End	Moortown
Moorside Avenue	Moorside Walk To Moorside Drive	Morley North
Moorside Close	Moorside Drive To O/S No 8	Morley North
Moorside Crescent	Moorside Parade To Start Of Blocks	Morley North
Moorside Drive	Moorside Walk To Moorside Parade	Morley North
Moorside Gardens	Moorside Mount To O/S No 22	Morley North
Moorside Parade	Moorside Walk To Moorside Crescent	Morley North
Moorside Terrace	Moorside Cres To Drake Lane	Morley North
Moorside View	Walton Drive To O/S No 1	Morley North
Moorside Walk	Moorside View To O/S No 1	Morley North
Burras Lane	Kirkgate To Saville Court	Otley And Yeadon
Burras Lane	Saville Court To Ash Grove	Otley And Yeadon
Burras Lane	Ash Grove To West Chevin Rd	Otley And Yeadon
Batcliffe Drive	Batcliffe Mount To St Chads Drive	Weetwood
Batcliffe Mount	St Annes Rd To Batcliffe Drive	Weetwood

Leeds Capital Highways Maintenance Programme 2016/2017

St Annes Road	Otley Rd To Headingley Mt	Weetwood	
St Annes Road	Headingley Mt To Batcliffe Mount	Weetwood	
Hawthorne Avenue	Ainsty Rd To Aire Rd	Wetherby	
Footway Sealing Schemes			
Street	Extents	Ward	
St Wilfrids Avenue	Foundry Dr To North Farm Road	Gipton And Harehills	
St Wilfrids Garth	St Wilfreds Ave 1 To End	Gipton And Harehills	
Winrose Avenue	House 34 To House 12.	Middleton Park	
Winrose Crescent	Belle Isle Road To West Garage Rd	Middleton Park	
Winrose Crescent	Serving Houses 39 To 49.	Middleton Park	
Winrose Hill	Winrose Cres To Winrose Avenue	Middleton Park	
North Park Avenue	Talbot Rd To Lidgett Ln	Roundhay	
Wetherby Road	End D/Cway To A6120 Ring Road	Roundhay	
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 Local Roads Preventative Maintenance			£711,284
Sub total			£9,448,983
Carry Over Schemes to be constructed within 2015/16 As detailed in Appendix C1			£1,334,622
Sub total			£10,783,605
Total Carry Over Funding from 2014/15 From Appendix C1			-£783,605
Total Leeds Capital Maintenance (Roads)			£10,000,000

Leeds Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)

Programme Area			Estimated Cost
Unclassified Distributor and Local Roads Structural Maintenance (PROVISIONAL)			
A Provisional Programme of structural maintenance to the Unclassified Distributor Roads and Local Road network 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 2017/18. Should reserve schemes be needed for the year 2016/17 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.			
Street	Extents	Ward	
Unclassified Distributor Roads			
Stainbeck Lane	Scott Hall Road To Wensley Drive	Chapel Allerton	
Henconner Lane	Gamble Hill Drive To Railway Bridge	Farnley And Wortley	
Kirkstall Hill	Kirkstall Lane To Argie Avenue	Kirkstall	
Street Lane	Harrogate Road To Limetree Avenue	Moortown	
Street Lane	Limetree Ave To Southfield Dr	Moortown	
Street Lane	Southfield Dr To Chelwood Dr	Moortown	
Street Lane	Chelwood Drive To Talbot Road	Roundhay	
Street Lane	Talbot Road To Westcombe Ave	Roundhay	
Street Lane	Westcombe Ave To Roman Terrace	Roundhay	
Meanwood Road	Grove Lane To Bentley Lane	Weetwood	
Wetherby Road	Distributor Rd To Milnthorpe Clos	Wetherby	
Local Roads			
Nursery Lane	Primley Pk Cr To Harrogate Rd	Alwoodley	
The Grove	Common Lane To O/S Nos 33-36	Ardsley And Robin Hood	
Clyde Approach	Clyde Court To Bruce Gdns	Armley	
Wesley Road	Church Road To Tong Road	Armley	
Cross Flatts Place	Beeston Road To Wooler Street	Beeston And Holbeck	
Cross Flatts Place	Wooler Street To Wooler Avenue	Beeston And Holbeck	
Sydenham Street	Domestic Street To Ingram Dist	Beeston And Holbeck	
Whitehall Road	From End Near Pedestrian Bridge To End	Beeston And Holbeck	
Atlanta Street	Newport Ave To Bndry Hse 27/29 (Rest Private)	Bramley And Stanningley	
Bellmount Gardens	Bell Lane To End	Bramley And Stanningley	
Broad Lane	Swinnow Lane To End	Bramley And Stanningley	
Calverley Lane	Broad Lane To House 47	Bramley And Stanningley	
Fairfield Street	Fairfield Rd To Fairfield Grove	Bramley And Stanningley	
Ganners Way	Ganners Walk To Newlay Lane	Bramley And Stanningley	
Nora Terrace	Broad La To Leeds & Bradford Road	Bramley And Stanningley	
Rossefield Close	Rossefield Approach To End	Bramley And Stanningley	

Leeds Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)

Bellbrooke Avenue	Foundry App To Back Coldcotes Ave	Burmantofts And Richmond Hill
Felnex Road	Newmarket Lane To To End	Burmantofts And Richmond Hill
Woodhall Park Crescent East	Woodhall Pk Gdns To Woodhall Pk Gr	Calverley And Farsley
Alberta Avenue	Montreal Avenue To Dominion Ave	Chapel Allerton
Dominion Avenue	King George Ave To Gledhow Lane	Chapel Allerton
Scott Hall Crescent	Scott Hall Road To End	Chapel Allerton
Victoria Street	Woodland Lane To No 64 On Corner	Chapel Allerton
Victoria Street	No64 On Corner To Short Lane	Chapel Allerton
Wensley Drive	Stainbeck Lane To 34/36	Chapel Allerton
Wensley Drive	34/36 To Scott Hall Road	Chapel Allerton
Reginald Street	Chapletown Road To Hall Lane	Chapel Allerton
Moor Road	Dewsbury Road To End	City And Hunslet
Manor Road	Victoria Road To Marshall St	City And Hunslet
Sweet Street West	Rail Way Bridge To Marshall Street	City And Hunslet
Grape Street	Jack Lane To End	City And Hunslet
Mabgate	Skinner Ln To Argle Road	City And Hunslet
Studio Road	Burley Rd To Kirkstall Road	City And Hunslet
Kelmscott Green	Pendas Way To Kelmscott Lane	Cross Gates And Whinmoor
Stanks Drive	Stanks Lane North To Gable No 458	Cross Gates And Whinmoor
Stanks Drive	Gable 458 To Gable 420-432.	Cross Gates And Whinmoor
Stanks Drive	Gable 420-432 To Bdy 362\364.	Cross Gates And Whinmoor
Stanks Drive	Bdy 362\364 To Bdy 131\133.	Cross Gates And Whinmoor
Gamble Hill Drive	Pudsey Road To O/S No 120	Farnley And Wortley
Gamble Hill Drive	O/S No 120 To O/S No 82	Farnley And Wortley
Butterbowl Lawn	Butterbowl Drive To O/S No 6	Farnley And Wortley
Stonecliffe Mount	Stonebridge Lane To End	Farnley And Wortley
Greenside Close	Greenside Road To O/S No 32	Farnley And Wortley
Low Moor Side Lane	Whitehall Road To Walsh Lane	Farnley And Wortley
Low Moor Side Lane	Walsh Lane To Low Moor Side	Farnley And Wortley
Green Top Gardens	Greenhill Lane To O/S No 28	Farnley And Wortley
Victoria Road	Otley Road To Park Road	Guiseley And Rawdon
Salisbury Street	Micklefield Lane To End	Guiseley And Rawdon
Ash Terrace	Chapel Street To End Wall	Headingley
Broomfield Road	Newport Rd To Chapel Lane	Headingley
North Hill Road	Headingley Ln To House N0 5	Headingley

Leeds Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)

North Hill Road	House N0 5 To Ridge Field Flats	Headingley
Rochester Terrace	Broomfield Cres To Broomfield Rd	Headingley
Beamsley Mount	Royal Park Road To End	Headingley
Beamsley Terrace	Royal Park Road To End	Headingley
Harold Grove	Thornville Rd To Queens Rd	Headingley
Harold Place	Thornville Rd To Queens Rd	Headingley
Harold Terrace	Cardigan Rd To Thornville Rd	Headingley
Harold Terrace	Thornville Rd To Queens Rd	Headingley
Thornville Place	Thornville Street To End	Headingley
Thornville Terrace	Royal Park Rd To Harold Ave	Headingley
Airedale Grove	Airedale Drive To End	Horsforth
Clarence Road	New Rd Side To Low Wood S/L 7	Horsforth
St Margarets Road	Old Ball To 27	Horsforth
Royal Park View	Brudenell Gr To Royal Park Grove	Hyde Park And Woodhouse
Claremont View	Claremont Ave To End	Hyde Park And Woodhouse
Lodge Street	Woodhouse Lane To Bollards.	Hyde Park And Woodhouse
Pennington Street	Woodhouse St To Lucas Place	Hyde Park And Woodhouse
Grange Park Crescent	Grange Park Rise To Dibb Lane	Killingbeck And Seacroft
Brooklands Avenue	Brooklands Cres To Kentmere Ave	Killingbeck And Seacroft
Brooklands Avenue	Kentmere Avenue To House No 198	Killingbeck And Seacroft
Brooklands Avenue	198 To Seacroft Crescent.	Killingbeck And Seacroft
Beechwood Grove	Beechwood Crescent To End	Kirkstall
Graham Mount	Graham Avenue To End	Kirkstall
Knowle Place	Knowle Terrace To Knowle Mount	Kirkstall
Park View Avenue	Park View Rd To Ashville Rd	Kirkstall
St Matthias Street	Burley Road To St Matthias Grove	Kirkstall
Beecroft Street	Commercial Road To Kirkstall Hill	Kirkstall
Beecroft Street Access Road West	Beecroft St (Opp. Milford Sports Club) To End	Kirkstall
Kepstorn Close	End (S/L 1) To End (S/L 7)	Kirkstall
Latchmere View	No 54 To No 28	Kirkstall
West Grange Gardens	West Grange Road To End	Middleton Park
Acre Road	Sissons Terr To Middleton Park Ave	Middleton Park
Ring Road Middleton	Belle Isle Road To Broom Place	Middleton Park
St Philips Avenue	Middleton Pk Circus To Town Street (Incs Both Slips To Town St)	Middleton Park
Green Road	Church Lane To Os No 79a	Moortown

Leeds Capital Highways Maintenance Programme 2017/2018 (PROVISIONAL)

Barthorpe Avenue	Carr Man Parade To Barthorpe Cres	Moortown	
Church Crescent	Queenshill Ave To Ring Road	Moortown	
Harwill Road	Harwill Approach To O/S No 34	Morley North	
Dean Park Drive	A650 Bradford Road To O/S No 46	Morley North	
Dean Park Drive	O/S 46-75 To Dean Park Drive	Morley North	
Scott Green Drive	Scott Green Cres To Scott Green	Morley North	
Newlands Crescent	Newlands Drive To Newlands Drive (House No. 61)	Morley South	
Pipit Meadow	Sandpiper Approach To End	Morley South	
Sandpiper Approach	Peacock Green To End	Morley South	
Scott Lane	Bruntcliffe Road To S/L 6	Morley South	
Guycroft	Westgate To End	Otley And Yeadon	
Waterloo Grove	Inghams Avenue To End	Pudsey	
Tyersal View	Tyersal Rd To Tyersal Terrace	Pudsey	
Copgrove Road	Hetton Road To Upland Grove	Roundhay	
Dean Avenue	Oakwell Ave To Gledhow Wood Rd	Roundhay	
Lincombe Drive	Larkhill Rd To Turning Circle 2nd O/S Hse 76	Roundhay	
Lincombe Drive	Turning Circle O/Sd Hse 76 To Lincombe Bank	Roundhay	
Lincombe Drive	Lincombe Bank To Lincombe Rise	Roundhay	
Lincombe Drive	Lincombe Rise To Brackenwood Dr	Roundhay	
Ingledeew Crescent	Ingledeew Dr To Cross Ingledeew Cres	Roundhay	
Earlswood Avenue	Bideford Ave To Westcombe Ave	Roundhay	
Roman View	Street Lane To End	Roundhay	
Moor Park Drive	Moor Rd To Moor Park Mount	Weetwood	
Moor Park Villas	Moor Road To End	Weetwood	
The Grange Road	Otley Old Road To End	Weetwood	
Bentley Grove	Bentley Parade To Bentley Mount	Weetwood	
Bentley Lane	Meanwood Rd To Stainbeck Ave	Weetwood	
Hollin Mount	Hollin Road To End	Weetwood	
Kepstorn Road	Otley Road To Harrowby Road	Weetwood	
Parkstone Green	Parkstone Grove To End	Weetwood	
Total Unclassified Distributor and Local Roads Structural Maintenance 2017/18 (PROVISIONAL)			£7,000,000
Provisional Leeds Capital Highways Maintenance Budget 2017/2018			£10,000,000
The difference will be used to fund a programme of Strategic Footway and Preventative Maintenance in 2017/2018			

Revenue Highway Maintenance Programme 2015/2016 (For Information Only)

Programme Area			Estimated Cost
Unclassified Distributor and Local Roads Structural Maintenance			
A programme of Preventative Maintenance Carriageway schemes to the Unclassified Distributor Roads and Local Road network. This is made up of a surface dressing programme on both the Unclassified Distributor Roads and Local Road network, and a thin surfacing / micro asphalt follow-up treatments specifically for those streets that have had a re-tread treatment in the last ten years on Local Roads.			
Surface dressing			
Street	Extents	Ward	
Unclassified Distributor Roads			
Stanningley Bypass	Wb Slip Round From Bypass To A647 Bradford Rd	Calverley And Farsley	
Stanningley Bypass	Ns Lane Wb Bullnose A6110 To Bullnose Slip Leaves	Pudsey	
Stanningley Bypass	Slip Wb To Swinnow Road	Pudsey	
Stanningley Bypass	Slip Wb Swinnow Road To Bypass	Pudsey	
Local Roads			
Canada Road	Harrogate Rd To Larkfield Rd	Guiseley And Rawdon	
Larkfield Road	Canada Rd To Batter Ln	Guiseley And Rawdon	
Larkfield Road	Batter Ln To No 71 [O/S Storey Ev	Guiseley And Rawdon	
Larkfield Road	No 71 To Town Street	Guiseley And Rawdon	
Markham Avenue	Harrogate Rd To Bdy 25/27	Guiseley And Rawdon	
Markham Avenue	25/27 To 69/71	Guiseley And Rawdon	
Markham Avenue	69/71 To Canada Rd	Guiseley And Rawdon	
Blackmoor Lane	Tarn Lane To Spear Fir	Harewood	
Blackmoor Lane	Spear Fir To Church Lane.	Harewood	
Woodacre Lane	Keswick Lane To 300m South	Harewood	
Woodacre Lane	300m Sth Keswick Lane To Woodacre Cres	Harewood	
Woodacre Lane	Woodacre Cres To Church Lane	Harewood	
Compton Lane	Rigton Green To Jewitt Lane	Harewood	
New Road	Park Lane To Old Vicarage (Access On Lhs)	Kippax And Methley	
New Road	Old Vicarage (Access On Lhs) To 2nd Track On Rhs	Kippax And Methley	
New Road	2nd Track On Rhs To Entrance To Lodge	Kippax And Methley	
New Road	Entrance Lodge To A63 Slip From B6122	Kippax And Methley	
Weston Drive	Weston Ln To 30/32. J/W Wilkinson	Otley And Yeadon	
Weston Drive	Wilkinson Way To 74/76 Meagill Rs	Otley And Yeadon	
Weston Drive	Meagill Rise To 138 Jct Hollin Gt	Otley And Yeadon	
Weston Drive	138 Jct Hollin Gate To 87/89	Otley And Yeadon	
Weston Drive	87/89 To Meagill Rise	Otley And Yeadon	

Revenue Highway Maintenance Programme 2015/2016 (For Information Only)
Micro Asphalt Follow up treatments – Local Roads only

Street	Extents	Ward	
North Farm Road	St Wilfreds Circus To Foundry Ave	Gipton And Harehills	
Cross Gates Lane	York Road To Cross Gates Road	Killingbeck And Seacroft	
Goodwood Avenue	Westfield Lane To Opp No 19	Kippax And Methley	
Shaftesbury Avenue	Street Lane To Sutherland Cres	Roundhay	
Shaftesbury Avenue	Sutherland Cres To Lidgett Pk Ave	Roundhay	
Oakwood Green	Foxglove Ave To Sycamore Ct	Roundhay	
Austhorpe Grove	Selby Road To Barrowby Lane	Temple Newsam	
Primrose Avenue	Primrose Lane To Primrose Cres	Temple Newsam	
Primrose Crescent	Primrose Avenue To Bdy 26/24	Temple Newsam	
Primrose Crescent	Bdy 26\24 To Primrose Avenue	Temple Newsam	
Glen Road	Weetwood Lane To Otley Road	Weetwood	
Total Revenue Work on Unclassified Distributor and Local Roads Preventative Maintenance 2016/17			£441,110
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.			£3,670,000
Total Leeds Revenue Highway Maintenance			£4,111,110

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 2016-17		
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 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"> 1. Eliminating unlawful discrimination, victimisation and harassment 2. Advancing equality of opportunity 3. 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. <ul style="list-style-type: none"> • Actions (think about how you will promote positive impact and remove/ reduce negative impact) <ol style="list-style-type: none"> 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)	
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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
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	
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(To be completed by the Equality Team)

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 2016-17		
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 4. Eliminating unlawful discrimination, victimisation and harassment 5. Advancing equality of opportunity 6. 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).
<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) 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. 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
<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) Key findings from both EIA’s were as follows: Positive Impacts 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. Refresh the EIA conducted in 2008
2. 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.
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:

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 2016-17

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 2015-16 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"> 1. Eliminating unlawful discrimination, victimisation and harassment 2. Advancing equality of opportunity 3. 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>90% 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>10% 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 <p>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</p>

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

1. Highway maintenance work is an opportunity to provide improved mobility features.
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

3. 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. 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 in particular those with wheel chairs and push chairs.
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. 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: Claire Richardson	Contact number: 0113 2475719

1. Title: Highways Structures Capital Maintenance and Strengthening Plan 2015/16 to 2017/18

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 2015/16 to 2017/18. The maintenance and strengthening capital budget for 2016/17 is in the region of £4.957 million, however, the exact figure is yet to be confirmed. Similar funding is anticipated for 2016/17 and 2017/18.

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 4. Eliminating unlawful discrimination, victimisation and harassment 5. Advancing equality of opportunity 6. 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
Claire Richardson	Bridges Group Manager	10/02/2016

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	10/02/2016
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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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