

**Report to the Chief Officer Highways and Transportation**

**Date: 01 March 2016**

**Subject: Highway Refurbishment within Housing PFI Areas 2016 -2018**

**Capital scheme numbers:       32302/ 000/ 000**  
**32444/ 000/ 000**

Are specific electoral wards affected? If relevant, name(s) of ward(s): Hyde Park & Wood House	<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 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. This report will create an additional programme of highway maintenance work valued at £1.43m in the Little London and Beeston Hill and Holbeck Housing PFI area to fulfil the objectives of the project that were not eligible for PFI funding and contribute to the goals of the Best Council Plan.
3. Highway refurbishment in the PFI areas is an integral part of the business case to deliver the objectives of the project approved by Executive Board in 2002. However subsequent changes to funding rules excluded highway maintenance from PFI funding.
4. All the streets in the programme are in need of some level of refurbishment but do not rank high enough in priority against other streets in the City for funding from the Highways Maintenance budgets. In order to restore these streets, therefore additional capital funding has been injected in the Leeds capital programme so that the main highway maintenance programme is not delayed.
5. Executive Board approved the additional injection of borrowing needed for the highways works within the Little London Beeston Hill and Holbeck PFI area in November 2015 as part of the quarter two capital programme report.

6. The work is programmed over the two year period 2016-17 to 2017-18.

## **Recommendations**

7. The Chief Officer (Highways and Transportation) is requested to:

- i) authorise the expenditure of £1,430,000 (£1,303,000 works and £127,000 staff costs) over the years 2016/17 and 2017/18 funded from Leeds City council borrowing; and
- ii) note the programme of works in Appendix A and the proposed phasing over two years.

## **1 Purpose of this report**

1.1 The purpose of this report is to seek authority to spend £1,430,000 capital on the refurbishment of roads in the Housing PFI area over the two year 2016-2017 to 2017-2018.

## **2 Background information**

2.1 The development phase of the housing project is due to reach completion in April 2017. This phase will have delivered the objective to improve homes, some of the external areas and provide some new roads. The outline business case for the project approved by Executive Board in 2002 included objectives to improve the condition of existing highways but the majority of these were not eligible to be funded under PFI arrangements and have not therefore been delivered alongside other improvements.

2.2 One of the principal objectives of the Housing PFI is to deliver "Improvements to poor quality external areas around homes". The condition of the unimproved highways in the PFI areas will limit the success of this objective and fails to deliver on the strategic objective of the regeneration plan of "safe, clean areas and well maintained environment"

2.3 Work to Carlton Gate, Carlton Hill to Clay Pit Lane and Carlton Hill, Oatland Lane to Leicester Place is already programmed via the Planned Highway Asset Maintenance Programmes 2015-16 of which £192,000 was approved in March 2015. This work has been delayed but will now be phased in with the full additional programme of work detailed in this report.

## **3 Main issues**

### **3.1 Design proposals and full scheme description.**

3.1.1 All the streets require complete replacement of the old kerb and kerb race as they were constructed to a substandard design making them vulnerable to being knocked out when struck by vehicles. The new kerbs will be constructed to an approved standard incorporating dropped crossings at junctions.

3.2 **Programme** – Appendix A details the streets to be maintained and the phasing of the work.

## **4 Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 Ward members have been advised of the work to be undertaken by a briefing note issued by the Housing PFI project team in December 2015.

### **4.2 Equality and diversity / cohesion and integration**

4.2.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix B) was carried out and identified that there wasn't a requirement to carry out a full impact assessment. The screening identified the following positive impacts; Reducing the percentage of highways structures in need of essential repair will offer benefits to all users, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people.

### **4.3 Council policies and the best council plan**

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. This work is supplemental to the plan

4.3.3 **Highway Maintenance Policy Statement and Plan.** Priorities are established and work is planned and undertaken in accordance with Leeds City Council's Highway Maintenance Policy Statement and Plan. Whilst these streets are being refurbished out of sequence in terms of overall priority they are all in need of major work and this additional investment does not compromise the main plan. This work fulfils the original objectives of the PFI project.

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**

4.4.1 **Full scheme estimate** - Full estimates are given in Appendix A which total £1,622,000 of which £192,000 already has approval to spend from the 2015-2016 Highways Capital Programme. The remaining £1.43m was injected in to the capital programme in November 2015.

#### 4.4.2 Capital funding and cash flow.

4.4.3 Appendix A show the scheduling of the work. The spend profile over the two year programme is shown in the cash flow table below :

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2015 £000's	FORECAST			
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0					
CONSTRUCTION (3)	192.0		192.0			
FURN & EQPT (5)	0.0					
DESIGN FEES (6)	0.0					
OTHER COSTS (7)	0.0					
<b>TOTALS</b>	<b>192.0</b>	<b>0.0</b>	<b>192.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2015 £000's	FORECAST			
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0					
CONSTRUCTION (3)	1303.0		520.7	782.3		
FURN & EQPT (5)	0.0					
DESIGN FEES (6)	127.0		63.5	63.5		
OTHER COSTS (7)	0.0					
<b>TOTALS</b>	<b>1430.0</b>	<b>0.0</b>	<b>584.2</b>	<b>845.8</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2015 £000's	FORECAST			
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LCC Supported Borrowing	1622.0		776.2	845.8		
Total Funding	1622.0	0.0	776.2	845.8	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

32302/000/000 - £192k approved as part of 2015/16 Hways Maint Programme

#### 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.

#### 4.6 Risk management

4.6.1 The schemes listed in the Appendix A 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.

## **5 Conclusions**

- 5.1 The proposed work in the Little London area covered by the Little London and Beeston Hill and Holbeck Housing PFI will fulfil the objectives of the original PFI project brief of improving the condition of the highways in the area along with other environmental transformations.

## **6 Recommendations**

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

- i) give authority to incur the expenditure of £1,430,000 (£1,303,000 works and £127,000 staff costs ) over the years 2016/17 and 2017/18 funded from Leeds City Council borrowing; and
- ii) note the programme of works in Appendix A and the proposed phasing over two years.

## **7 Background documents<sup>1</sup>**

7.1 None

---

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

**Highway refurbishment programme for Highway Refurbishment within Housing PFI Area  
2016 to 2018 Appendix A**

<b>Street</b>	<b>Extent</b>	<b>Length (m)</b>	<b>Maintenance Cost</b>
<b>Work to be completed during 2016-2017</b>			
Carlton Carr	Lovell Park Road to Carlton Gate	223	£95,900
Carlton Gardens	Carlton Carr to Carlton Hill	147	£64,288
Carlton Gate	Carlton Hill to Claypit Lane ( see Para 2.3)	241	£113,000
Carlton Grove	Carlton Hill to End Wall	69	£31,844
Carlton Hill	Oatland Lane to Leicester Place ( see Para 2.3)	173	£77,000
Carlton Hill	Leicester Place to Lofthouse Terrace	200	£86,333
Carlton Hill	Carlton Gate to Carlton Hill	30	£15,622
Carlton Place	Oatland Lane to End	58	£27,269
Carlton Rise	Carlton Gardens to Carlton Gate	209	£78,152
Carlton View	Grosvenor Hill to End (Front of Garages Private)	136	£48,811
Grosvenor Hill	Servia Hill to End	88	£39,747
Leicester Place	Blackman Lane to Carlton Hill	224	£96,316
	Cost of work marked * not included	Total	£584,200
<b>Work to be completed during 2017-2018</b>			
Oatland Close	Oatland Road to End	201	£86,749
Oatland Drive	Oatland Lane to End of 'T' shape	298	£127,095
Oatland Gardens	Oatland Drive to End	207	£89,245
Oatland Green	Oatland Lane to End	149	£65,120
Oatland Place	Oatland Road to End	42	£20,614
Oatland Road	Meanwood Road to Oatland Lane	146	£63,872
Servia Drive	Servia Road to End	173	£75,103
Servia Gardens	Servia Hill to End	160	£69,695
Servia Road	Servia Hill to Cambridge Road	190	£82,174
Lovell Park View	Wintoun Street to End	66	£30,054
Lovell Park Hill	Lovell Park Road to End	264	£65,931
Lovell Park Gate	Lovell Park Hill to End	56	£29,297
Wintoun Street	North Street to End (Lovell Park View)	76	£41,006
		Total	£845,800
<b>Total</b>			<b>£1,620,00</b>

# Appendix B

## 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.

<b>Directorate: City Development</b>	<b>Service area: Highways &amp; Transportation</b>
<b>Lead person: Andrew Bellamy</b>	<b>Contact number: 77552</b>

**1. Title:** Highway Refurbishment with Housing PFI Area

Is this a:

**Strategy / Policy**
 **Service / Function**
 **Other**

**If other, please specify**

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

This screening focuses on the highway maintenance of specific streets within Little London In the Housing PFI project. The work is being promoted to fulfil one of the original out comes of the housing PFI of improving the highways in the area.

**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 <ol style="list-style-type: none"> <li>1. Eliminating unlawful discrimination, victimisation and harassment</li> <li>2. Advancing equality of opportunity</li> <li>3. Fostering good relations</li> </ol>		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?**  
(**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)

- **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)

Reducing the percentage of highways structures in need of essential repair will offer benefits to all users, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people

- **Actions**

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



**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

<b>Name</b>	<b>Job title</b>	<b>Date</b>
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

<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	