

Highways Infrastructure Maintenance Programmes (Structures) 2023/24

Date: 22 March 2023

Report of: The Bridges Group Manager

Report to: The Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

The Chief Highways and Transportation Officer is requested to give authority to incur expenditure to the limit of the available maintenance budget and to add the schemes included in this report to the Highway Infrastructure Maintenance Capital Programme (Structures) for 2023/24.

The council's highway structures 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.

This report presents the programme of highway infrastructure maintenance (Structures) for the 2023/24 financial year to make best use of the available capital funding of £6,205,088. Major schemes to be delivered as part of this programme include the Calverley River Bridge and the New York Road Viaduct Eastbound, and the Harewood Bridge (Full details provided in Appendix B).

Recommendations

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

- a) give authority to incur expenditure of £6,205,088 (£5,104,325 works costs, £900,763 internal staff, and £200,000 engineering partner fees) funded from the 2023/24 City Region Sustainable Transport Settlement (£4,205,088) and Leeds City Council Capital Resources (£2,000,000); and,
- b) approve the addition of the schemes listed in Appendix B to this report into the Highways Infrastructure Maintenance Programmes (Structures) for 2023/24.

What is this report about?

- 1 The purpose of this report is to seek authority to incur expenditure to the limit of the available budget and to add the schemes shown in the Appendix B to this report to the Highway Infrastructure Maintenance Capital Programme (Structures) for 2023/24.
- 2 The council's highway structures 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 highway infrastructure maintenance (Structures) for the 2023/24 financial year to meet the Best Council Plan priority.
- 4 The capital funding available for the Highway Infrastructure Maintenance Programme (Structures) in 2023/24 is £6,205,088.

Why is the proposal being put forward?

- 5 This report presents the Highway Infrastructure Maintenance Capital Programme (Structures) for 2023/24 and seeks authority to incur expenditure, add schemes into the capital programme.
- 6 Appendix A 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.
- 7 Eight structures that are on the Principal Road Network (PRN) or classified A roads have been identified as being in the very poor category and listed in Table 4 in Appendix A. These structures being risk managed either through dedicated monitoring inspections or as a part of the regular inspection regime to check their condition. Should the condition of any structures deteriorate more rapidly than anticipated and require an intervention, they would be injected into the main programme displacing other work.
- 8 The service aim is to reduce the percentage of structures in need of essential repair. However, the indicator has seen a rising trend since 2009 and is currently at 30.45% with the indicator 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 historic uncertainty around long term funding.
- 9 It is important to note that maintaining the bridges stock in a "steady state" with a "managed deterioration" strategy can only be achieved as a result of Leeds City Council Capital Resources (LCC support borrowing – £2m p/a) alongside CRSTS funding.

What impact will this proposal have?

10 Funding for maintenance of the authority's highway structures assets is made available from the following sources.

Funding Source	Budget
City Region Sustainable Transport Settlements (CRSTS) for devolved Authorities (Capital scheme no. 99508)	£4,205,088
Leeds City Council Capital (Capital scheme no. 33558)	£2,000,000
Total Funding expected 2023/24	£6,205,088

11 The previous Local Transport Plan (LTP) Formula Base Grant has been replaced with a new City Region Sustainable Transport Settlement (CRSTS). This fund has been made available to all Mayoral Authorities to identify, develop and implement transport interventions that support growth and productivity, decarbonisation and levelling up while building long-term fiscal sustainability locally.

12 The 5 year settlement has been agreed for the CRSTS funding, Leeds have allocated this against financial years as shown below for the Highway Infrastructure Maintenance Capital Programme (Structures). We will be flexible in spending this funding as required. Please also note that although the total CRSTS funding has been split internally between "Roads" and "Structures" for 2023/27, this will change based on budget needs for each financial year and the current allocation is indicative of the budget target only.

CRSTS	Year 1 (2022/23)	Year 2 (2023/24)	Year 3 (2024/25)	Year 4 (2025/26)	Year 5 (2026/27)	Total
Proposed Allocation	3,990,816	4,205,088	4,205,088	4,205,088	4,205,088	20,811,168

13 As can be seen from the tables in point 12 above, the funding this financial year has increased by £214,272 from last year. The CRSTS budget is forecast to remain at the same level as 2023/24 until the end of the current 5 year period in 2026/27.

Capital programme

14 The programme of works for the Highways Infrastructure Maintenance (Structures) is contained in Appendix B.

15 The 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 and structural maintenance

- substandard structures
- risk management
- strategic network priorities
- asset management

- 16 The programme contains elements relating to asset management (including principal and special inspections), structural assessments, risk management (including safety inspections, management of sub-standard structures and interim measures), scour assessment and scour protection works. A breakdown of sums allocated to each area is included in Appendix B.
- 17 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 prioritisation system to ensure consistency. The programme will be monitored and revised as necessary throughout 2023/24 as actual costs are realised to ensure that the allocated budget is expended but not exceeded.
- 18 A provisional programme of for the Highways Infrastructure Maintenance (Structures) for the 2024/25 and 2025/26 financial years is included in Appendix C.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 19 **Health and Wellbeing:** By reducing the likelihood of accidents and improving infrastructure, making the roads safer for other more vulnerable road users such as cyclists.
- 20 **Inclusive Growth:** The funding is targeted at maintaining the structures stock in a serviceable condition, assisting in delivery of better journeys for highway users.
- 21 **Zero Carbon / Climate Emergency:** A key part of the Best Council Plan priority on “Sustainable Infrastructure” is how we tackle the risks of climate change. The council’s declaration of a climate emergency in March 2019 requires how the proposals outlined in this report impacts upon this agenda: The maintenance works included within this report will have an impact but will be reduced through early intervention and the use of preventative treatments. This approach reduces the need to carry out more disruptive and extensive repair works in the future. These more invasive works require more traffic management and require a greater quantity of materials like aggregates, which in turn has an adverse effect on the environment and congestion during the ongoing works.
- 22 Where technically appropriate, processes which minimise the use of newly quarried materials (such as recycling) will be considered.

What consultation and engagement has taken place?

Wards Affected:

Have ward members been consulted?

Yes

No

- 23 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 as required.
- 24 The Executive Member for Climate Change, Transport and Sustainable Development has been consulted in respect of this matter.

What are the resource implications?

- 25 The Highways Infrastructure Maintenance (Structures) for 2023/24 will be funded from the following sources:
- City Region Sustainable Transport Settlement (CRSTS); and,
 - Leeds City Council Capital Resources
- 26 These works detailed in Appendix B will be delivered through a combination of in-house resources, specialist contractors and engineering partner to ensure that value for money is achieved.

Capital Funding and Cash Flow

Funding Approval :		Capital Section Reference Number :-		99508 ; 33558			
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH 2023	FORECAST				
	£000's	£000's	2023/24 £000's	2024/25 £000's	2025/26 £000's	2027 on £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	
Authority to Spend required for this Approval	TOTAL	TO MARCH 2023	FORECAST				
	£000's	£000's	2023/24 £000's	2024/25 £000's	2025/26 £000's	2027 on £000's	
LAND (1)	0.0						
CONSTRUCTION (3)	22820.4		6205.1	6205.1	6205.1	4205.1	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	22820.4	0.0	6205.1	6205.1	6205.1	4205.1	
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2023	FORECAST				
	£000's	£000's	2023/24 £000's	2024/25 £000's	2025/26 £000's	2027 on £000's	
LCC Supported Borrowing (33558)	6000.0		2000.0	2000.0	2000.0		
CRSTS (99508)	16820.4		4205.1	4205.1	4205.1	4205.1	
Total Funding	22820.4	0.0	6205.1	6205.1	6205.1	4205.1	
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	

Parent Scheme Numbers: 99508/000/000, 33558/000/000

Title: Highways Infrastructure Maintenance Programmes (Structures) 2023/24

What are the legal implications?

- 27 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.

28 Given the level of spend involved this report is a key decision and as such is eligible for call in, except where this report relates to revenue funded work, no formal approval to spend revenue is required, and the corresponding part of the report is therefore not eligible for Call-in.

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

- 29 The Highways Infrastructure Maintenance programme (Structures) listed in Appendix B 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 programme is 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.
- 30 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.
- 31 There is also a risk that all the works included within this report may not be able to be completed within the financial year, due to matters outside our control, such as when Third-party approval is required. Where works are not able to be completed, we will endeavour to find replacement work within the future years programme, to ensure as much funding is spent within the financial year as possible. Any unspent funding, or uncompleted works will be carried forward into the new financial year.

Options, timescales and measuring success

What other options were considered?

- 32 Whilst all outstanding maintenance was considered for this programme, it is believed that the included elements of asset management (including principal and special inspections), structural assessments, risk management (including safety inspections, management of sub-standard structures and interim measures), scour assessment and scour protection represents a balanced approach for the structures stock.

How will success be measured?

- 33 Completion of the works within budget and programme.

What is the timetable for implementation?

- 34 This funding is to be spent within the financial year 2023/24, it is therefore planned that all works will be delivered by 31 March 2024.

Appendices

- Appendix A – Asset Management Figures and Tables

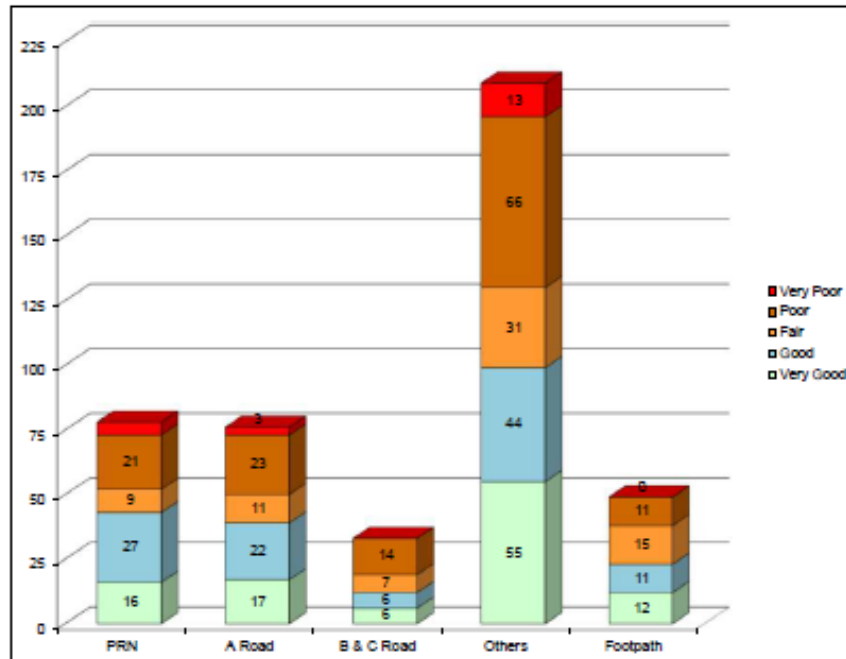
- Appendix B – Highways Infrastructure Maintenance Programmes (Structures) 2023/24
- Appendix C – Provisional Highways Infrastructure Maintenance Programmes (Structures) 2024/25 and 2025/26
- Appendix D – Equality, Diversity, Cohesion and Integration Screening

Background papers

- None.

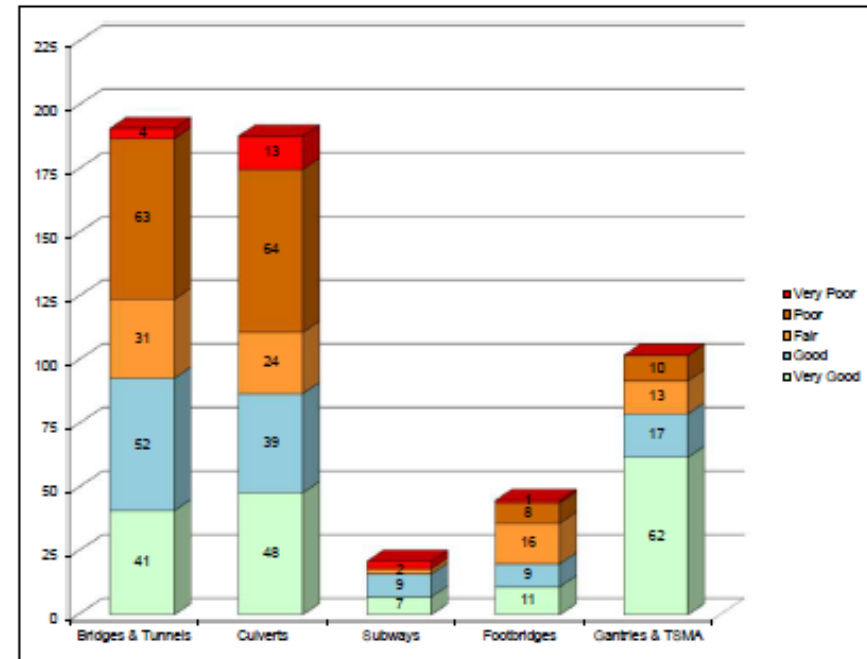
Current Structures Condition

BCI_{crit} by Road Type



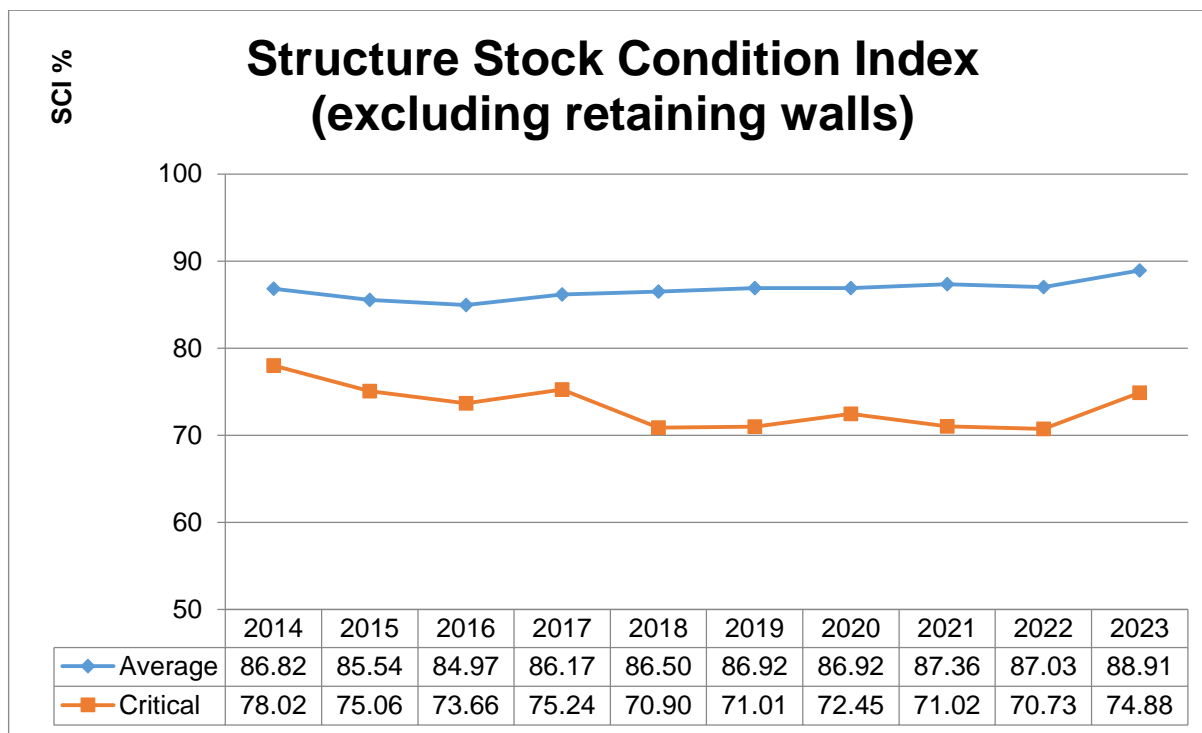
Road Type	PRN	A Road	B & C Road	Others	Footpath	Total
Very Good	16	17	6	55	12	106
Good	27	22	6	44	11	110
Fair	9	11	7	31	15	73
Poor	21	23	14	66	11	135
Very Poor	5	3	0	13	0	21
Total	78	76	33	209	49	445

BCI_{crit} by Structure



Asset Group	Bridges and Tunnels	Culverts	Subways	Footbridges	Gables and TSMA	Total
Very Good	41	48	7	11	62	169
Good	52	39	9	9	17	126
Fair	31	23	2	16	13	85
Poor	63	64	0	8	10	145
Very Poor	4	14	3	1	0	22
Total	191	188	21	45	102	547

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



<p>The stock condition index is taken from the Atkins (HE/ADEPT) Performance Measurement of Highway Structures Report which gives the descriptions below: The current Leeds stock condition is between 65 and 90 for both indicators</p>	
<p>Average Stock Condition (80-90)</p>	<p>Structure stock is in a good condition. Some structures may be in a severe condition.</p>
<p>Critical Stock Condition (65-80)</p>	<p>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.</p>
<p>Additional Comments</p>	<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 Structure Condition Indicator (SCICrit) values for individual structures, which is a score out of a 100. The critical Structure 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 SCICrit score is calculated by a set method based on the individual condition of a predefined list of elements.

Stock Condition Trend

The structure stock condition, for both average score and critical load carrying elements, peaked in 2014 and the critical score shows an overall decline despite an increase in the 2023 figure, with the critical score now falling 4% in 10 years. With the increasing pressure on funding levels available for bridge maintenance over the next five years, it is expected that the downward trend will continue leading to a poor rating within the next decade with the associated network restrictions and pressures. While asset management principles are being implemented (where possible), the inadequate and uncertain funding levels reduce the impact of this approach and focus has been shifted to reducing major risks on the network.

Table 2: Details of substandard structures and risk management

	As of 26 th Feb 2019	As of 11 th Feb 2020	As of 03 rd Feb 2021	As of 11 th Feb 2022	As of 24 th Feb 2023
Best Council Plan KPI - % of highway structures in need of essential repair	30.83%	31.50%	31.55%	30.43%	30.45%
Substandard/provisionally substandard structures monitored to CS 470 (Formerly BD79) (Table 5)	47 LCC 13 Other	46 LCC 13 Other	45 LCC 13 Other	45 LCC 13 Other	45 LCC 12 Other
Substandard/potentially substandard structure for pier impact loading	15 LCC	16 LCC	16 LCC	16 LCC	16 LCC
Weight restrictions on LCC structures	13: 6 permanent 7 environmental	14: 6 permanent 7 environmental 1 temporary	14: 6 permanent 7 environmental 1 temporary	14: 6 permanent 7 environmental 1 temporary	13: 6 permanent 7 environmental
Weight restrictions on non LCC structures	9: 3 permanent 6 environment	9: 3 permanent 6 environment	9: 3 permanent 6 environment	9: 3 permanent 6 environment	9: 3 permanent 6 environment
Structures with physical protection to substandard footways, parapets or other substandard elements	25 LCC 13 Other	27 LCC 13 Other	30 LCC 13 Other	30 LCC 13 Other	26 LCC 12 Other
Structures on high-capacity routes with safety inspections	14	14	14	14	14
LCC Main River structures: <small>* Scour protection works are dependent on level 2 assessment result. Previous reports are being further refined.</small>	20 3 complete 6 ongoing 6 remain	20 9 complete 6 remain	20 9 complete 6 remain	20 9 complete 6 remain	20 5 complete 10 for further refinement*
Protection installed	3 complete (1 remain)	3 complete (1 remain)	3 complete (1 remain)	4 complete	4 complete

Table 3: List of structures with Special Safety Inspections on High-Capacity Routes

Number	Name	Road Carried / Crossed
L211	Woodhouse Lane Car Park S	IRR/UNCL
L214	Woodhouse Lane	A660/A58(M)
L215	New Woodhouse Lane No.2	Private/A58(M)
L216	New Woodhouse Lane No.1	A660/A58(M)
L217	New Woodhouse Lane No.3	Private/A58(M)
L221	North Street Junction	UNCL/A64(M)
L225	Oatland Lane	UNCL/A58
L228	New York Road Viaduct Eastbound	A64(M)/UNCL
L2237	Ivy Street Footbridge	Fway/UNCL
L212	Woodhouse Tunnel	UNCL/A58(M)
L295	Mill Green Bridge	A58/A643
L2212	Clarendon Road Fb	FW/A58(M)
L213	Calverley Street	UNCL/A58(M)
L2013	Hansby Gate Subway	A6120/FW

Table 4: List of PRN and A Road Structures in ‘Very Poor’ Condition

Number	Name	Road Carried	Comment
L00077	West Garforth Rly No4	A63	Under monitoring
L01003	White Cross	A65	Current draft report raises condition to ‘Poor’
L01039	Ellar Ghyll North	A6038	Under monitoring
L01047	Carlton Bramhope	A658	Regular inspection
L01100	Haigh Beck	A61	Regular inspection
L01105	Easterly Road North	A58	Regular inspection
L02009	Services Subway	A61	Regular inspection
L02032	Portland Subway	A660	Under monitoring

Table 5: List of At-Risk Structures monitored in accordance with CS470 (Formerly BD79)

Number	Name	Road Carried/Crossed
L0002	Kirkstall	B6157/River Aire
L0003	Bridge Road	B6157/River Aire
L0007	Viaduct Road	Uncl/River Aire
L0012	Victoria Bridge	Uncl/River Aire
L0037	Thorp Arch Bridge	Uncl/River Wharfe
L0058	Hope Road	Uncl/Lady Beck
L0065	Ledston Mill	Uncl/Lin Dyke
L0066	Parkin Lane	Uncl/Canal
L0077	West Garforth Railway No 4	A63/Fway
L0085	Woodacre Green	Uncl/Bardsey Beck
L0090	Otley Bridge	Uncl/River Wharfe
L0093	Mickle Ings	A660/Mickle Ing Beck
L0112	Dunhill Rise	Uncl/Wyke Beck
L0114	Cartmell Drive	Uncl/Wyke Beck
L0119	Calverley River Bridge	A6120/River Aire
L0120	Calverley Railway Bridge	A6120/River Aire
L0121	Newley Bridge	Fway/River Aire
L0131	Blackburn Court	Uncl/Carlton Beck
L0132	Gillet Bridge	Uncl/Oulton Beck
L0146	Methley Bridge	A639/River Calder
L0167	Ass Bridge	C Road/Beck
L0177	Brigshaw Lane	Uncl/Beck
L0179	Bagley Lane	C507/Beck
L0198	Waddington Railway Bridge	A61/R'way
L0221	North Street Junction	Uncl/A64(M)
L0225	Oatland Lane	Uncl/A58
L0235	York Road Underpass	A64/Uncl
L0243	New Wellington River Bridge	A58(M)/River Aire

Number	Name	Road Carried/Crossed
L0244	Wellington Canal Bridge	A58(M)/Canal
L0299	Sutton Approach	Fway/R'way
L0340	Oxford Road Bridge	Uncl/R'way
L1039	Ellar Ghyll North	A6038/Beck
L1043	Pudsey Road	B Road/Beck
L1050	None-Go-Byes	Uncl/Beck
L2013	Hansbygate Subway	A6120/Fway
L2047	Calverley Old FB	Fway/River Aire
L2124	Gipton Beck Cantilever	Fway/Beck
L2154	Water Lane Cantilever	Fway/Hol Beck
L2263	Alpha Street Fb (A653) C	Fway/A653
L2237	Ivy Street Footbridge	Fway/Uncl
L2310	Shaftsbury FB	Fway/PRN
L2334	Armley Road Fb	Fway/A647
L2336	Wellington Rd North FB	Fway/A58
L3197	Doncasters Whitehall Rd RW	B/Land
L10703	Water Lane Beck Wall	Uncl/Hol Beck
L4106	Balm Road	Uncl/R'way
L4107	Pepper Road	Uncl/R'way
L4202	Wesley Place	Uncl/R'way
L4208	Park Parade	Uncl/R'way
L4317	Armley Link Road	Uncl/R'way
L4409	Whingate	Uncl/R'way
L4504	Canal Road	Uncl/R'way
L4510	Dewsbury Road	A653/R'way
L4705	Town Street - Millshaw	Uncl/R'way
L4801	Gelder Road No.4	A62/R'way
L4922	Spofforth Hill	A661/R.R'way
L5266	Northern Street Service Tunnel	Uncl/Tunnel

Highways Infrastructure Maintenance Programmes (Structures) 2023/24

Appendix B

Schemes brought forward from previous years and schemes introduced for 2023/24						
Scheme No.	Structure	Description	Ward	Estimated Costs (£)		
				2023/24	2024/25 Onwards	Status
Various	Retentions	Retentions for completed schemes	Various	41,000	-	C/fwd
733513	Structures over Rivers Aire, Calder and Wharfe	Scour assessment and scour protection works	Various	200,000	-	C/fwd
732745	Wellington Street Viaduct	Replacement of failed deck joints, repairs to drainage system and re-waterproofing of bridge deck	City & Hunslet	10,000	1,000,000	C/fwd
733530	Calverley River Bridge	Special inspection, materials testing and repairs	Calverley & Farsley / Horsforth	1,562,500*	-	C/fwd
733353	Calverley Railway Bridge	Installation of remote monitoring system and vehicle restraint system	Bramley & Stanningley / Horsforth	130,000	-	C/fwd
733354	Oatland Lane Bridge Phase 1	Structural maintenance including repairs to cathodic protection system	Little London & Woodhouse	90,000	2,000,000	C/fwd
	New York Road Viaduct Eastbound	Replacement of failed bearings	Burmantofts & Richmond Hill	2,250,000**	1,750,000	New
	Structures Minor Works	Minor repair/structural maintenance schemes at various locations around Leeds (Including Harewood Bridge: Replacement of failed waterproofing)	Various	682,000	-	New
<p>*. Total estimated costs for the scheme are 3,062,000. 1,500,000 brought forward from 2022/23.</p> <p>** Total estimated costs for the scheme are 3,250,000. 1,000,000 brought forward from 2022/23.</p>						
Total Highways Infrastructure Maintenance Programme (Structures) – Schemes 2023/24						£4,965,000

Asset Management			
Scheme No.	Description	Ward	Estimated Costs (£)
			2023/24
712234	Development and on-going implementation of Leeds City Council Highway Infrastructure Asset Management Plan Review and implementation of the 2016 Code of Practice: Well-Managed Highway Infrastructure including Recommendations, Value Management and Whole Life Costing Review and development of scheme and programme prioritisation Risk assessment of Principal Inspection programme Management of low bridge register Development and management of the Bridge Management System (AMX) Project close-out/data transfer for completed bridge maintenance and strengthening schemes Development of long-term strategy for Leeds Inner Ring Road	Various	265,000
Total Highways Infrastructure Maintenance Programme (Structures) – Asset Management 2023/24			£265,000

Assessments, Inspections and Monitoring 2023/24			
Scheme No.	Description	Ward	Estimated Costs (£)
			2023/24
	Structural Assessments and Structural Reviews of District bridges	Various	333,088
	Principal Inspections (includes confined spaces and underwater inspections)	Various	480,000
	Special Inspections Post Tensioned structures Half Joints Cast Iron structures Steel and carbon fibre reinforced structures Ecological Surveys	Various	90,000
		Sub total	903,088
	Management of Sub-Standard Structures High-Capacity Routes Special Safety Inspections	Various	22,000 50,000
		Sub total	72,000
		Whole Programme Sub Totals	975,088
Total Highways Infrastructure Maintenance Programme (Structures) – Assessments, Inspections and Monitoring 2023/24			£975,088
Total Highways Infrastructure Maintenance Programme (Structures) 2023/24			£6,205,088

Highways Infrastructure Maintenance Programmes (Structures) 2024/25 and 2025/26 (Provisional)

Appendix C

Structure	Works Description	Route
Provisional Programme of Works 2024/25		
Structures Minor Works	Minor repair schemes at various locations around Leeds.	Various
Oxford Road Bridge	Concrete repairs	Uncl / Railway
Scour Protection Scheme	Scour Protection Works	River Aire
Wellington Street Viaduct	Replace waterproofing and carriageway joints	A58(M) / A65
New York Road Viaduct Eastbound	Replacement of failed bearings	A64(M)
Provisional Programme of Works 2025/26		
Structures Minor Works	Minor repair schemes at various locations around Leeds.	Various
Scour Protection Scheme	Scour Protection Works	River Aire
Oatland Lane Bridge	Crosshead and edge beam replacement	Uncl / A58
Woodhouse Lane	Replacement of edge beams	A660/A64(M)

Appendix D
Equality, Diversity, Cohesion and Integration Screen



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 & Infrastructure, Bridges
Lead person: Babak Ahmadian	Contact number: N/A

<p>1. Title: Highways Infrastructure Maintenance (Structures) Programme 2023/24</p> <p>Is this a:</p> <p><input type="checkbox"/> Strategy / Policy <input checked="" type="checkbox"/> Service / Function <input type="checkbox"/> Other</p> <p>If other, please specify</p>

<p>2. Please provide a brief description of what you are screening</p> <p>This screening document assesses the equality implications of the proposed Highway Structures Capital Maintenance, Assessment and Strengthening Plan for a five year period from 2022/23 to 2026/27. The maintenance and strengthening capital budget for 2023/24 is anticipated to be £6.205m. Similar funding is anticipated for 2024/25 through to 2026/27.</p> <p>The Bridges Service aims to ensure that all Highway 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.</p> <p>Leeds is responsible for maintaining approximately 1200 highway structures. When developing the plan, the service uses information from inspections for each structure to</p>

identify the maintenance work needed. Work is prioritised using a weighted system based on:

- 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.
- Condition of asset – (approximately 40% weighting) which considers technical aspects including structural capacity and condition.
- 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 <ol 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

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
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

6. Governance, ownership and approval

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

Name	Job title	Date
Babak Ahmadian	Bridges Group Manager	24/02/2023

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