

Target Setting - Presentation Scrutiny working.
Wednesday 2nd September 15.00-17.00

NI 169 - % of B&C classified roads where maintenance needs to be considered

Place target setting into context:-

4 condition indicators

Indicator	Streets covered	Total length	2008-09 result
NI168	Principal roads	240km	5%
NI169	B&C classified roads	230km	9%
Local	Unclassified roads	2400km	12%
Local	Most important footways	90km	17%

Unclassified roads had historically received very little funding and these were in the poorest state of repair. They are arguably the roads which are of most importance to the residents of Leeds in terms of quality of the street environment and the where most journeys start or end.

NI 169 was chosen for inclusion in the LAA basket because of the priority highway condition has within the council and because it covers roads which are closest in nature to local roads.

Effectively a proxy for performance on rest of network. And as such, we must not target work to achieve on this NI at cost of rest of network.

Result was actually 9.3% in 2008-09 against a target of 10%. 2009-10 target already pre-set at 9% in accordance with GO guidance.

Maintenance Strategy

Targets are set taking into account the improvements which can be achieved with existing funding and with the current strategy.

In broad terms we are looking to spend money wisely to make a real and lasting improvement to condition of whole network.

The condition surveys assess every 10m length of road as RAG and the condition indicators report on the % red.

R – Can't do all reds at once but want to eat away at backlog on worst first basis. But actually, they won't cost significantly more if leave for a year.

Dark A – on other hand are next year's reds. They can be treated cheaply with preventative maintenance if do them now. If left, they will drag out indicators down and cost a lot more.

Doing a balance of R and dark A, together with safety and routine maintenance. These address local repairs, particularly ones which could result in trips and claims if not addressed.

Working with Area Management / Area Committees

Primarily around agreement as to which schemes should be included on the planned maintenance programme.

Priorities are largely driven by the condition data.

But local factors will determine whether a street is accelerated up the priority list, eg due to residents concern about trips if it is near a day centre.

Local input can also help with co-ordination with closer knowledge of non highway proposals for an area, eg housing regeneration.

Therefore around September each year, send out a consultation schedule on a three year rolling programme of work on local roads in each ward. Goes to ward members, area management teams, parish clerks etc.

Programme for the next year is then finalised based on the consultation response.