

# Highways Asset Management Annual Consultation 2023/2028.

## Outer West Community Committee.

Monday 05 September 2022.



# Purpose of Today

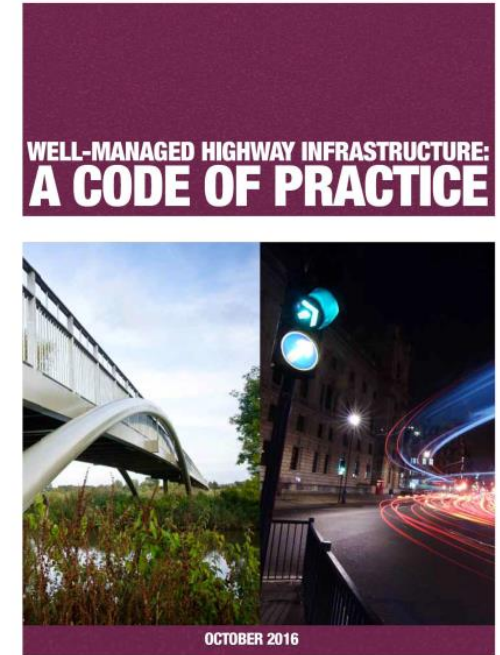
- To provide an update on how our annual program is produced and what outcomes we are aiming for.
- To provide an opportunity for additional comments to be received regarding the current and future program.



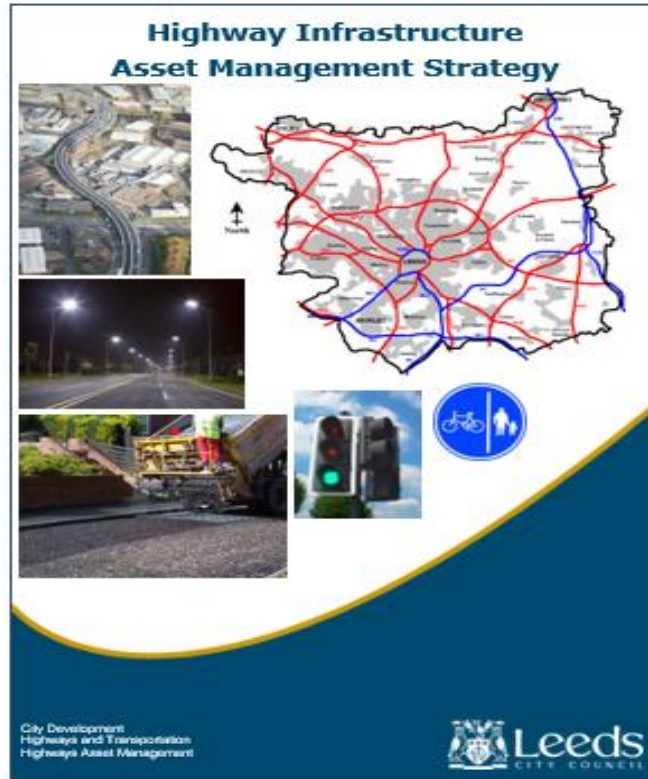
# WMHI – Code of Practice

- DfT Code of Practice – Best Practice.
- Published 28 Oct. 2016
- **36** Recommendations inc. Lifecycle Plans, Inspections, Risk Management and Defect Repair.
- Funding Allocation inc. CRSTS & Leeds Capital.
- Not Statutory. but e.g. Section 58 defence.

UK ROADS LIAISON GROUP



# RECOMMENDATION 3 – ASSET MANAGEMENT POLICY AND STRATEGY



An asset management **policy** and a **strategy** should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision.



# Key Factors to Our Strategy:

## Regional Context

Major changes have occurred, in terms of the position of the Council within both the West Yorkshire Combined Authority (2014). The devolution deal for West Yorkshire (2020) and subsequent Mayoral Combined Authority (2021). The West Yorkshire Transport Strategy (2040)

## Sustainability and Climate Emergency

Aligned with the **Leeds City Council: Best Council Plan 2020-2025** and the Inclusive Growth and Health and Well-Being Strategies that can deliver a strong economy within a compassionate city whilst addressing the Climate Emergency ambition. The **Connecting Leeds Travel Strategy** seeks to achieve these strategic visions through six key transport areas to provide connections between the city, communities and business are made in the most sustainable way and that everyone has an affordable zero carbon choice to travel.

## Communication and Engagement

Effective communication, both with the local communities and key stakeholders, is critical to ensure that HIAM strategies align with these needs and subsequent markers are set for both the setting of service levels and the subsequent monitoring of highway asset performance. The strategy will provide a position on how both communication and engagement take place, how the various community and stakeholder needs are identified and importantly, how through the delivery of the HIAM strategy these are managed.



# The Challenge

The following table demonstrates what is likely to be delivered in a typical year from the current backlog of identified planned maintenance work.

Road Category	Preventative (Dark Amber / Amber)			Refurbishment (Red)		
	Backlog (No.)	Estimated Delivery (No.)	% Delivered	Backlog (No.)	Estimated Delivery (No.)	% Delivered
Principle Road	340	34	10%	174	7	4%
Distributor Road	199	19	10%	83	6	7%
Unclassified Road	306	27	9%	148	11	7%
<b>Local Road</b>	<b>4784</b>	<b>221</b>	<b>5%</b>	<b>2466</b>	<b>110</b>	<b>4%</b>
<b>Grand Total</b>	<b>5629</b>	<b>301</b>	<b>8%</b>	<b>2871</b>	<b>134</b>	<b>6%</b>

Year	Network Length (Km)	Deterioration (Km)	Deterioration (%)	Improvement (Km)	Improvement (%)	Net Deterioration (Km)	Net Deterioration (%)
2019/20	2840	86	3.0%	74	2.6%	-12	0.4%
2020/21	2814	146	5.2%	129	4.6%	-17	0.6%
2021/22	2877	147	5.1%	103	3.6%	-44	1.5%
<b>Averages</b>	<b>2844</b>	<b>126</b>	<b>4.4%</b>	<b>102</b>	<b>3.6%</b>	<b>-24</b>	<b>0.9%</b>

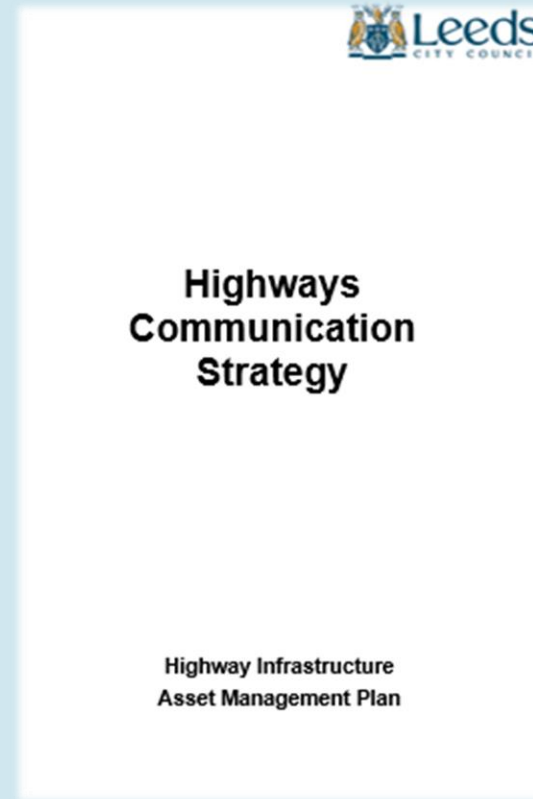
Decline in Network Over the Last Three Years (table 2)

Whilst the net deterioration of 1% may appear relatively small, it represents a decline of 24km or 115 streets falling into decline each year despite the sums invested in improving the network.



# Key Requirement - Communication

All key stakeholders have been identified. Progress has been made in communicating with them around the benefits of and the reasons behind decisions that affect them. This should be supported by a procedure for communicating and, where appropriate, consulting on relevant issues on a regular basis that is transparent and understood.





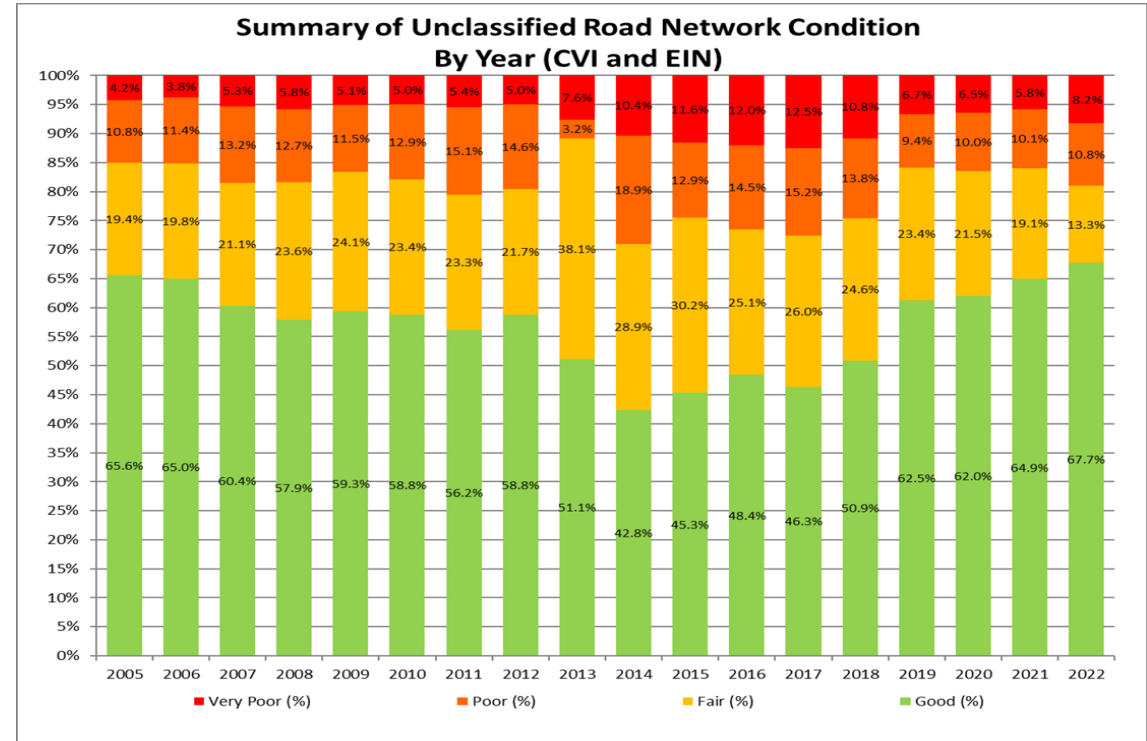


# Progress IS being made!

- Our Target:

Asset Group	Hierarchy Class	Very Poor
Principal Roads	2	>3%
Distributor Roads	3a	>3%
Unclassified Distributor Roads	3b	>3%
Local Access Roads	4a&b	>10%

Maintain Steady state of roads in a poor condition



# Thank you for Listening

## Any questions?

