

Highways Asset Management Annual Consultation 2023/2028.

**Outer South
Community Committee.**
Monday 26 September 2022.



Purpose of Today

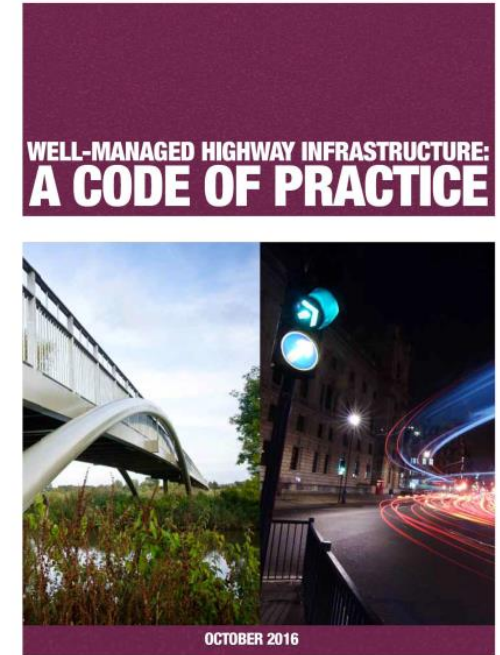
- To provide an update on how our annual program is produced and what outcomes we are aiming for.
- To provide an opportunity for additional comments to be received regarding the current and future program.



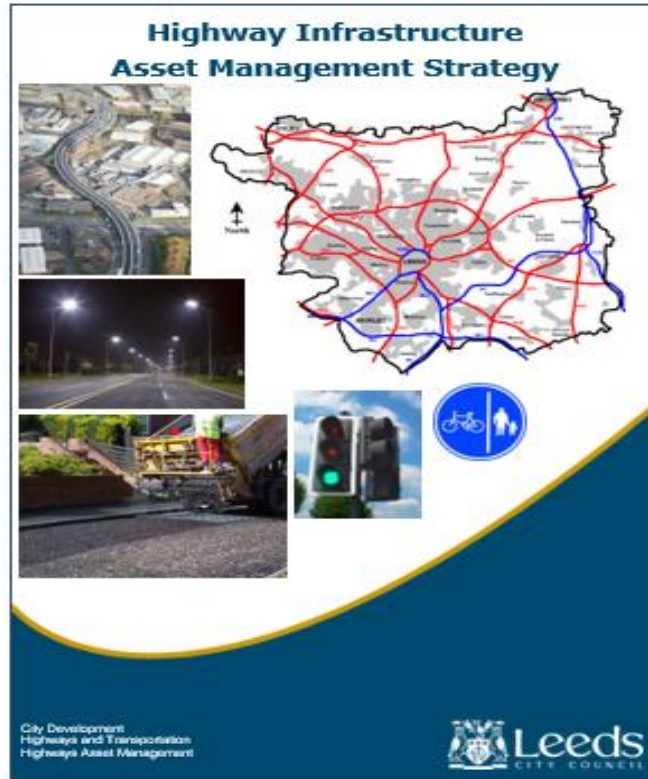
WMHI – Code of Practice

- 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%
Local Road	4784	221	5%	2466	110	4%
Grand Total	5629	301	8%	2871	134	6%

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%
Averages	2844	126	4.4%	102	3.6%	-24	0.9%

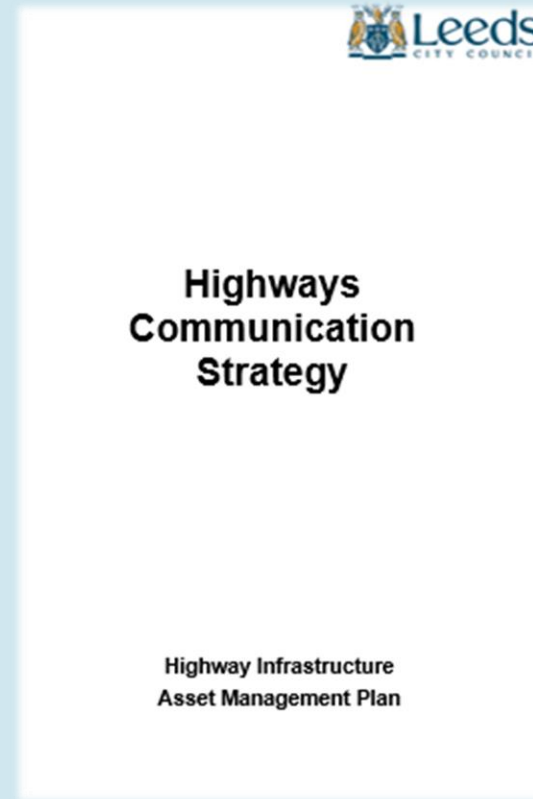
Decline in Network Over the Last Three Years (table 2)

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.



Continual Review – Consultation:

Highways Maintenance Programme BEESTON AND HOLBECK - LOCAL ROADS



2017/2018

Structural Maintenance Schemes		Extent of Works	Nature of Work
FARFAX ROAD	BEESTON	CEMETERY ROAD TO END	FC
CROSBY STREET	HOLBECK	TOP MOOR SIDE TO INGRAM ROAD	KFC
SHAFTON LANE	HOLBECK	DOMESTIC STREET TO INGRAM ROAD	KFC

Preventative Surface Treatment Schemes		Extent of Works	Nature of Work
CARDINAL SQUARE	BEESTON	CARDINAL WALK TO REDHALL GATE (HSE 1 TO 125)	Micro Asphalt
CARDINAL SQUARE	BEESTON	REDHALL GATE TO CARDINAL WALK	Micro Asphalt
CARDINAL WALK	BEESTON	CARDINAL ROAD TO CARDINAL SQUARE	Micro Asphalt
COTTINGLEY DRIVE	BEESTON	ELLAND ROAD TO DULVERTON PLACE	Surface Dressing
COTTINGLEY DRIVE	BEESTON	DULVERTON PLACE TO COTTINGLEY FOLD	Surface Dressing
COTTINGLEY DRIVE	BEESTON	COTTINGLEY FOLD TO COTTINGLEY APPROACH	Surface Dressing
INGRAM ROAD	HOLBECK	BROWN LANE EAST TO CROSS INGRAM RD	Surface Dressing

2018/2020

Structural Maintenance Schemes		Extent of Works	Nature of Work
CARDINAL CRESCENT	BEESTON	CARDINAL AVE TO CARDINAL AVE	KF
COTTINGLEY ROAD	BEESTON	COTTINGLEY DRIVE TO DIS NO 5	KFC
DULVERTON GARDENS	BEESTON	COTTINGLEY DRIVE TO DIS NO 20	KFC
MILLSHAW	BEESTON	ELLAND ROAD TO END	KFC
WESTLAND ROAD	BEESTON	DEWSBURY ROAD TO WESTLAND SQUARE	C
LOWFIELDS AVENUE	HOLBECK	ROUNDAABOUT TO LIC LIC 1L486 (GREEN GATES)	KFC
RECREATION CRESCENT	HOLBECK	CLEVELLEY AVE TO CROSBY RD	KFC
RECREATION ROW	HOLBECK	CROSBY ROAD TO CLEVELLEYS AVE	KFC

Please note the programme of works above is provisional only and may be subject to change.
 *Stone products: Any street where the proposal is to replace either stone kerbs or flags will be subject to consultation with residents after the budget is confirmed and the programme has been finalised.
 Please see 'Guide to Maintenance Treatments' for an explanation of the various programme types.
 Key to Work Types:
 K = Kerb works F = Footway work C = Carriageway works
 www.leeds.gov.uk Highways Helpline 0113 222 44 07

Name	Description	Generic Treatment	Treatment	Delivery Year
ALBERT ROAD	ADVERSE ROAD TO SANDHURST PLACE	Micro Asphalt	FC	2018/2019
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(Note: This table is a representative sample of the full data provided in the image, which includes a large 'Priority Work Beyond 2 Year Forward Works Programme' section.)

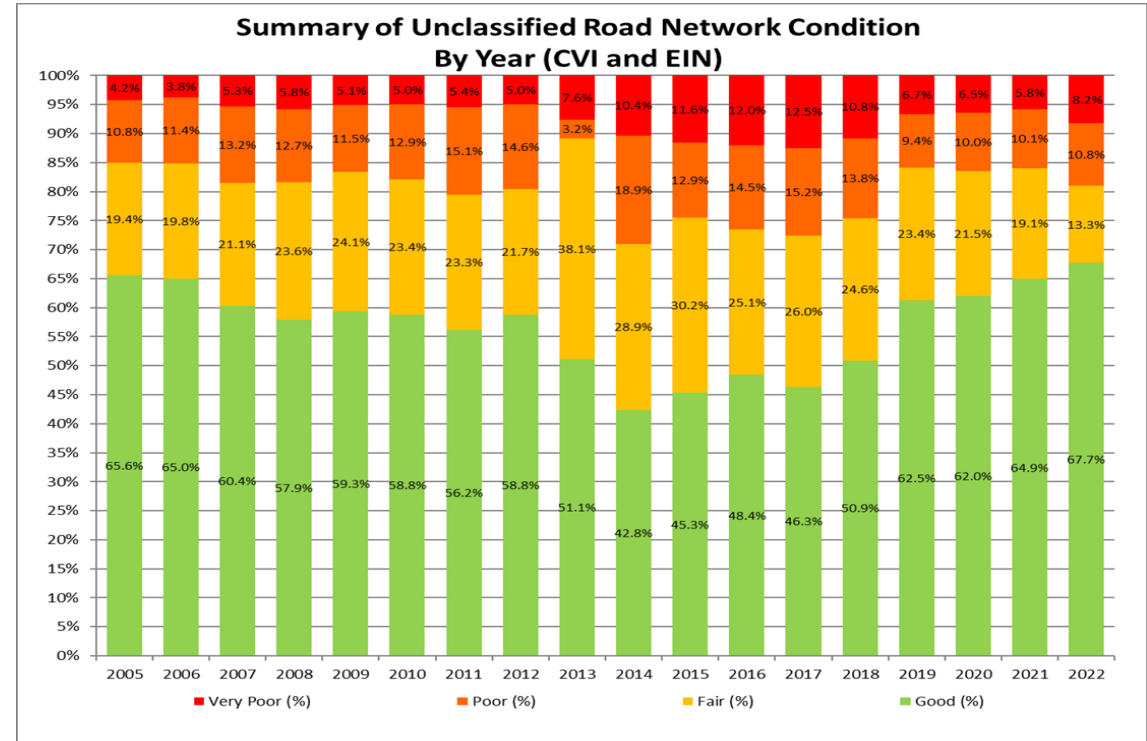


Progress IS being made!

- 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?

