

Report of: Simon Swift, Executive Manager

Report to: Outer East Community Committee
Cross Gates & Whinmoor, Garforth & Swillington,
Kippax & Methley, Temple Newsam

Report author: Highways Asset Manager - Ian Moore

Tel: 0113 378 3166

Date: Tuesday 27 September 2022

To Note

Highways – Annual Improvement Consultation

Purpose of report

1. To provide the Outer East Community Committee with an update on the Highways Annual Improvement Consultation.

Main issues

2. The presentation and discussion are intended as an engagement opportunity with ward members, providing the latest information relating to the Highways Annual Improvement Consultation.
3. The update provides relevant background information on the stages of the consultation process conducted and completed, including the challenges faced and progress made to date.
4. The presentation and discussion provide the Outer East Community Committee with key feedback that has been received relevant to the specific Committee area.
5. The presentation and discussion encourage ward members from Cross Gates & Whinmoor, Garforth & Swillington, Kippax & Methley and Temple Newsam to offer any additional requests, and to review lists for their relevant wards in order to prioritise planned work.

Recommendations

6. Elected Members are asked to note the contents of the report and presentation that will be provided by an officer from the Highways Team.

Highways Asset Management Annual Consultation 2023/2028.

Outer East Community Committee.

Tuesday 27 September 2022.



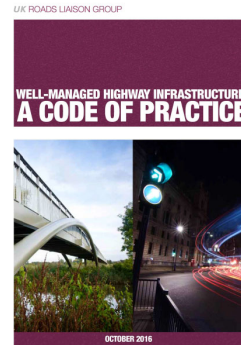
Purpose of Today

- 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.

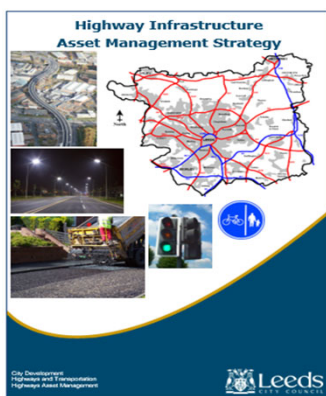


WMHI – Code of Practice

- 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.



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%

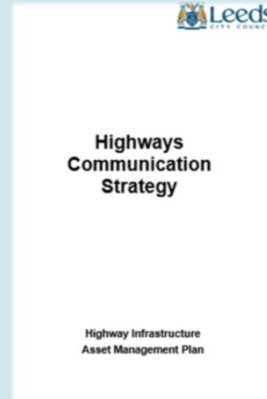
Decline in Network Over the Last Three Years (table 2)

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
JARVIS ROAD	BEESTON	ONE-TIER ROAD TO END
CROSBY STREET	HOLBECK	TWO-ROOF SIDE TO INGRAM ROAD
SHAYTON LANE	HOLBECK	DOMESTIC STREET TO INGRAM ROAD

Preventative Surface Treatment Schemes	Extent of Works	Nature of Work
CARDINAL SQUARE	BEESTON	CARDINAL WALK TO REDFALL GATE FIVE (1 TO 100)
CARDINAL SQUARE	BEESTON	REDFALL GATE TO CARDINAL WALK
CARDINAL WALK	BEESTON	CARDINAL ROAD TO CARDINAL SQUARE
COTTINGLEY DRIVE	BEESTON	ILLAND ROAD TO DULVERTON PLACE
COTTINGLEY DRIVE	BEESTON	DULVERTON PLACE TO COTTINGLEY FIELDS
COTTINGLEY DRIVE	BEESTON	COTTINGLEY FIELDS TO COTTINGLEY APPROACH
INGRAM ROAD	HOLBECK	INGRAM LANE EAST TO CROSS INGRAM RD

2018/2020

Structural Maintenance Schemes	Extent of Works	Nature of Work
CARDINAL CRESCENT	BEESTON	CARDINAL AVE TO CARDINAL AVE
COTTINGLEY ROAD	BEESTON	COTTINGLEY DRIVE TO OS NO 3
DULVERTON GARDENS	BEESTON	COTTINGLEY DRIVE TO OS NO 26
WILLOWAR	BEESTON	BLAND WOOD TO END
WHEELS LANE ROAD	BEESTON	DEWBURY ROAD TO WEST AND SQUARE
LIMFELDS AVENUE	HOLBECK	BOUNDSLEY TO LEIC SLAB GREEN
RECREATION CRESCENT	HOLBECK	CLEVELAY AVE TO CROSSBY RD
RECREATION ROAD	HOLBECK	CROSSBY ROAD TO CLEVELAY AVE

Please note the programme of works above is provisional only and may be subject to change.
 *Some projects may be subject to a change of scope or nature of work or may be subject to cancellation with contractors when the budget is confirmed and the programme has been confirmed.

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 telephone 0113 2722 44 55 INVESTMENT IN PROGRESS

Project Name	Location	Start Date	End Date	Status	Notes
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Key to Highways Planning Levels Implementation

- Red: Highways Planning Level 1 (Highways Act 1980)
- Orange: Highways Planning Level 2 (Highways Act 1980)
- Yellow: Highways Planning Level 3 (Highways Act 1980)
- Green: Highways Planning Level 4 (Highways Act 1980)
- Blue: Highways Planning Level 5 (Highways Act 1980)

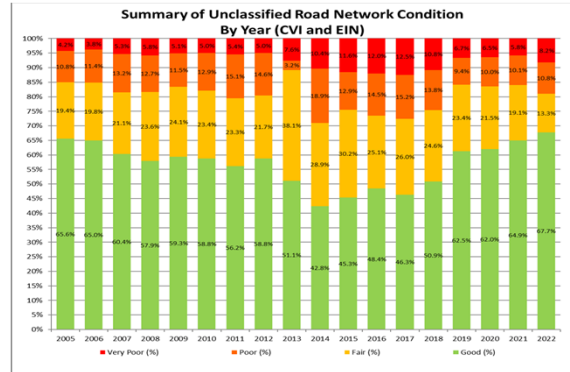


Progress IS being made!

- 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?

