Highway Asset

Annual Status Report

Footways, 2023

Footway Status Summary Statement

1. **Investment:**
    - At no time in the last 10 years has the level of investment been close to that required to maintain the condition (the steady state value).
2. **Works**
    - Based on the last 10 years, on average each road gets a new surface every 336 years.
    - 382 repairs were completed in 2022/23, equivalent to 1 repair for every 2,500m
    - Less than 10% of footway defects were repaired within the 5 working day target in 2022/23
3. **Condition:**
    - A large and growing level of defects requiring reactive repair are being identified
    - 0.07% (630m) of footways have been identified as being in poor condition
4. **Backlog**
    - There is a backlog of £3.1m which would treat all footways in poor or deteriorating condition
5. **Risk Review**
    - The risk posed to user from the condition of the asset is increasing.
    - The “risk” of transferring the cost of today’s use of the asset to a future generation to pay for is not a risk it is a fact. It is occurring now.

1. Purpose

The purpose of this report is to provide managers and elected members with information to enable standards to be set and included in the Highway Asset Management Plan (HAMP).

Status

The report describes the status of the council's footway in terms of

- condition,
- level of defects
- the outputs that are delivered and
- the standards that are being achieved

Status is reported as of April 2023.

The Asset

Scale

The council manages 938km of footways, ranging from predominantly in the urban areas (towns and villages) with a small length of rural footway.

- 99% are bituminous

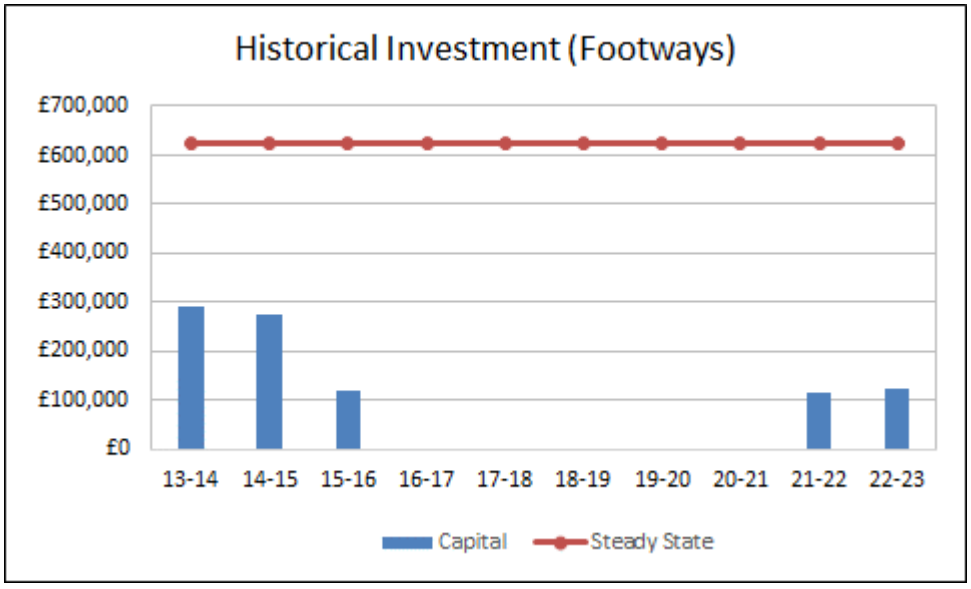
Value

In 2014/15 the total replacement value of the footway asset was estimated at £57 million.

2. Investment

Capital Investment

Historical capital investment in footway maintenance has been as shown below:



Investment / Cost Planned Maintenance (£000's)										
£,000's	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**
Capital	£291	£277	£121	£0	£0	£0	£0	£0	£115	£122

Average Investment

The average investment in planned maintenance between 2013/14 and 2022/23 was £93k pa. The estimated level of investment required to maintain a steady state of measured condition is £626k pa.

Annual Depreciation Charge (ADC)

In April 2014 the ADC of the footway asset was estimated at £941k. This value is derived from a nationally prescribed method devised by CSSW to produce a realistic to estimate of the average investment in replacement of the asset required each year over its lifespan to keep it in service. The ADC and steady state cost both provide an indication of the annual cost required to maintain the footway asset.

- **At no time in the last 10 years has the level of investment been close to that required to maintain the condition (the steady state value).**

Routine Reactive and Cyclic Maintenance Costs

The cost of reactive and routine maintenance are reported in the Annual Status Report for Carriageways.

3. Works Undertaken

Planned Maintenance Outputs

The sums invested above have allowed the following amount of works to be undertaken.

Planned Maintenance Works Undertaken by Treatment Type										
	2013-14	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**
Surface Treatment (km)	0	0	10.4	0	0	0	0	0	0	8.8
Resurfacing (km)	3.8	3.5	0	0	0	0	0	0	1.3	0.1
% with a new surface (Return Period)	0.41% (247yrs)	0.37% (268yrs)	1.11% (90yrs)	0.00% (N/A)	0.00% (N/A)	0.00% (N/A)	0.00% (N/A)	0.00% (N/A)	0.14% (722 yrs)	0.95% (105 yrs)

The average return period over the last 10 years is 336 years. This means that if this level were continued each footway would have a new surface on average every 336 years. This is not considered to be a sustainable level ….

Reactive and Routine Maintenance Outputs

The following amount of reactive maintenance works have been undertaken.

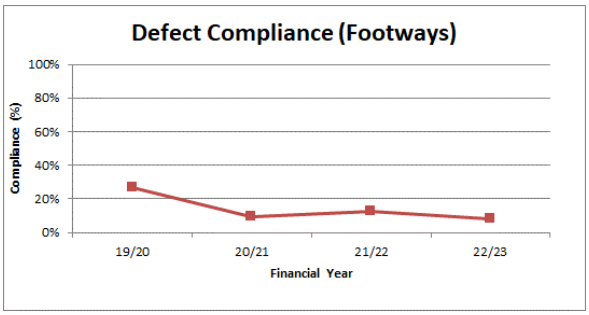
Reactive Maintenance Works Identified and Repaired				
	2019-20	**2020-21**	**2021-22**	**2022-23**
Total Repairs	174	292	352	382

In 2022/23 382 footway repairs were completed. The level of repairs completed equates to 1 repair for every 2,500m.

- **382 repairs were completed in 2022/23, equivalent to 1 repair for every 2,500m**

Defect Repair Compliance

Since October 2018 the council standard has required that all defects are repaired within 5 working days of identification. The chart shows that less than 10% of footway defects were repaired within this response time in 2022/23.



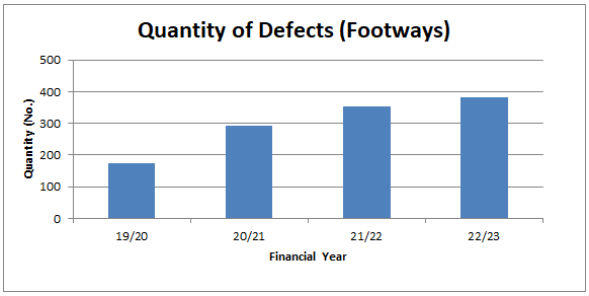
Less than 10% of footway defects were repaired within the 5 working day target in 2022/23

4. Condition

The condition of roads is reflected by the number of defects requiring repair (recorded during inspections) and the lengths of road that require resurfacing (recorded by condition surveys).

Defects

Current standards for defect repair are in the Maintenance Manual. Defects considered potentially hazardous to users are identified for repair. The quantity of defects being identified is large and continuing to increase



- **A large and growing level of defects requiring reactive repair are being identified.**

It should be noted that the defects recorded via inspection are only those that meet the council's standard for assessment and potential repair. Details of the full extent of defects on the network is given later in this report.

Measured Condition

In 2021/22 a condition survey of all footways in Wrexham was undertaken by Gaist. Gaist uses Artificial Intelligence (AI) to identify defects on the footway which are then processed to provide an overall condition indicator. The survey reports condition in relation to:

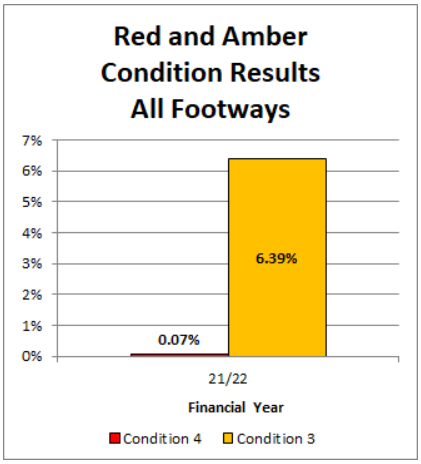
- Poor Condition (red): sections of footway in the worst state are reported as red. Most 'poor' footways are very small in area. The most cost-efficient treatment is to patch the defective areas.
- Deteriorating Condition (amber): sections of footway in a state where maintenance should be considered are reported as amber. The majority of defects on amber footways occur on the surface which can be treated with a resurfacing or relaying of the existing materials including slabs and blocks.

Condition – All Footways

The results of the footway survey are shown in the chart.

The results show that 0.07% (0.63km) of the footway require some patching to be completed.

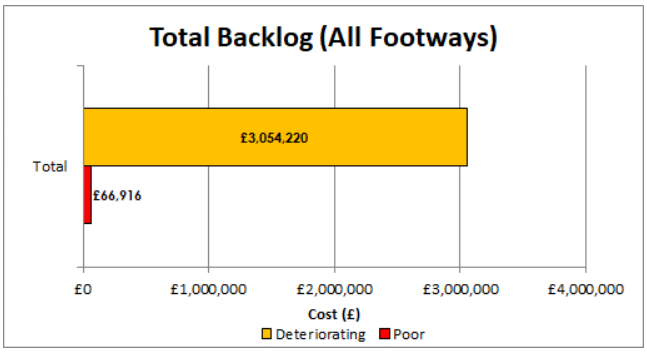
6.51% (61.02km) of the footway requires a new surface. This would include resurfacing of bituminous footways and replacing or relaying materials on slab or block footways.



- **0.07% (630m) of footways have been identified as being in poor condition**

Backlog

The total cost of repairing all the lengths of footway identified as in poor or deteriorating condition is £3.1m.



There is a backlog of £3.1m which would treat all footways in poor or deteriorating condition.

5. Risk Review

The risk posed to user from the condition of the asset is increasing.

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