Annual Status Report

Footways, 2022/23

Summary, March 2023

- **Investment**
  - 2022/23 is the third year of the council additional investment in footways.
  - An additional £625k was invested in the year
- **Public/Customer Satisfaction (NHT Satisfaction Survey)**
  - The level of satisfaction with footways in Reading has reduced in the last year.
  - RBC are top quartile for all footway condition and maintenance indicators
- **Condition (Repair of Minor Defects)**
  - Minor defects quantities (safety and maintenance) were similar to the previous year.
  - The vast majority (84% safety defects and 91% of the maintenance defects) were repaired within their allocated response times.
- **Condition (survey results)**
  - No condition results are available for 2022/23. It is expected the investment will have made a minor improvement in footway condition.
- **Future Condition**
  - Year 1 - 3, investment level will lead to a small level of deterioration.
  - Years 4 – 10, investment levels will lead to constant deterioration
- **Future Strategy**
  - To be agreed by HAM Board

1. Purpose

This report presents the state of the council's footway assets as of March 2023. It enables council to plan, to set targets and to establish budgets based on a view of the predicted impacts.

Status

The report describes the status of the council's footway in terms of condition and investment.

Condition Projection and Impacts

A projection of future condition is presented showing the effects on condition over time using the predicted investment levels. The impact of the predicted future condition is provided by 10-yr forecasts. Assessment of the impact is provided to the extent possible with available data.

2. The Asset

Scale

The council manages 1,027km of footways. They range from busy footways in the town centre to lightly used footways in residential areas.

Value

In July 2016, the total (gross) replacement value of the footway asset was estimated at £73m.

3. Customer Satisfaction

The council participates in annual National Highways and Transportation (NHT) surveys. The surveys provide data on public satisfaction with highways and enable comparison with other authorities. In 2022 111 local authorities took part in the annual NHT Survey

General Levels of Satisfaction: Footways Maintenance

The following table shows the Reading Borough Council (RBC) results for indicators associated with the maintenance of footways. The column labelled 'Overall Average' shows the average result for all 111 local authorities which participated in the 2022 survey. All the average values for the footways are below 45%. This is a national reflection of the low satisfaction the average customer has of how their local footways are maintained.

RBC's results are all in the top quartile of the 111 participating authorities.

A trend has been calculated based on two years of data. This shows that all the indicators are 'getting worse'. The results for 2022 are below those achieved in 2020. The reductions

are all quite small, 3 or 4% so with only two years data it is not possible to know if this is really a trend.

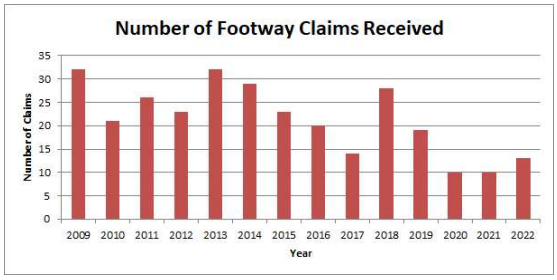
Highway Maintenance Benchmark Indicators - Footways						
Ref	**Indicator**	**RBC 2020**	**RBC 2022**	**RBC Trend**	**Overall Average**	**Quartile**
HMBI23	Speed of repair to damaged pavements	42%	39%	↓	35%	1
HMBI24	Quality of repair to damaged roads	49%	45%	↓	42%	1
HMBI25	Weed killing on pavements	52%	49%	↓	40%	1

Customer Contact/ Potholes

In 2022/23 there were 115 public enquiries relating to the footway. This increased from 81 recorded in 2021/22. Public contact at this level, is a generator of work in terms of both inspection and subsequent repair of defects that warrant repair/meet intervention levels.

3rd Party Claims

13 3rd party claims were received during 2022/23 relating to footway defects. This was slightly more than 2019/20 and 2020/21 but below the average over the last 10 years.



The council can repudiate claims where it can demonstrate that its regime of management (inspection and repair) was reasonable and was adhered to. The council has not had to settle a footway claim since 2018/19.

The repudiation rate for footway claims in 2022/23 was 100% with 1 claim settled without payment. It must be noted that the remaining 12 claims received in 2022/23 are yet to be settled.

The section below reports on compliance in meeting councils repair response times.

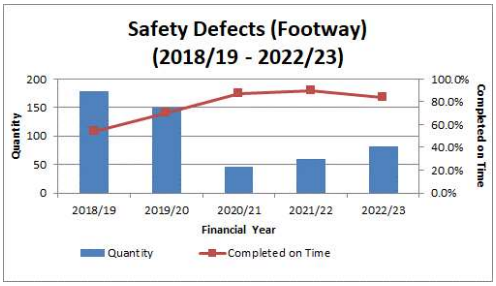
4. Condition

The condition of footways is reflected by the number of defects requiring repair (recorded during inspections) and the lengths of footway that require resurfacing (recorded by condition surveys). Both measures are required to understand condition and the service provided to users.

Safety Defect (Cat R1e and Cat R1 Repairs)

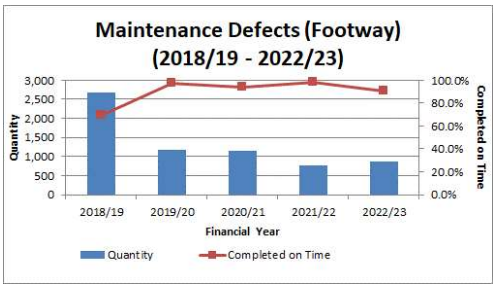
Defects that are considered potentially hazardous to users are categorised as Cat R1e and Cat R1 repairs. Cat R1e are defects classified as those that require the most urgent response, 1 hour. Cat R1 defects must be responded to by the end of the next working day.

- The number of safety defects recorded in 2022/23 was 82.
- 84% of these defects were responded to within the allocated response time.
- 3 year trend shows footway defects are increasing



Maintenance Defects (Cat R2, Cat R3 and Programmed Works)

Maintenance defects are defects that do not require an urgent response. They are allocated either a 7-day response, a 28-day response or recorded to aid future maintenance.



- In 2022/23 a total of 865 maintenance defects were recorded.
- 91% of these defects were responded to within the respective response time.
- The quantity of defects over the last four years has remained steady.

A substantial quantity of repairs is required to keep footways safe and fit for purpose.

Visual Condition Survey

The condition of footways has been measured using a visual condition survey which has been undertaken annually since 2012. The survey is undertaken by the Highway Inspectors in conjunction with the safety inspections based upon a method included in UKPMS.

The rating produces a visual condition score. The table shows how the visual condition scoring has been converted to the three condition levels, 'Acceptable', 'Deteriorating' and 'Poor'.

Condition Level	Visual Condition Score
Acceptable	0 - 9
Deteriorating	10 - 24
Poor	25+

Visual condition information was not available for 2021/22 or 2022/23. Most footways have a low level of annual deterioration with the predominant user pedestrians. The amount of footways renewed every year is low. Tt is estimated therefore that the condition will not have changed significantly in the last year. The same condition information from 2020/21 will therefore be used within this report.

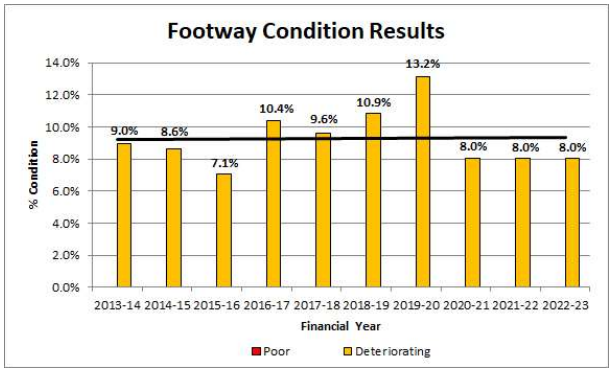
Current Condition

Current footway condition is:

- No footway in a poor condition
- 8.0% (82km) is in a deteriorating condition.

8.0% (82km) of footway is in a condition where resurfacing is desirable.

Condition: Trends



Poor Condition:

– Steady at 0%

Deteriorating Condition:

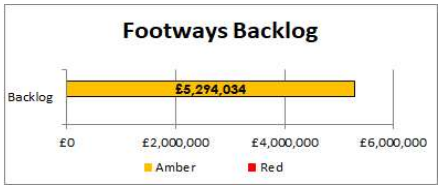
- Increasing (Getting worse)
- (Improvement in last year)

The amount of footway in a deteriorating condition increased between 2013/14 and 2019/20. In 2020/21 deteriorating condition reduced to 8%. This may be a result of works carried out using additional investment monies but may also be partially attributable to variation in ratings in the survey. It should be noted that the accuracy of a visual condition survey is limited. Results may reflect some inconsistencies between the Highway Inspectors views as

well as actual condition. This can be seen in the chart specifically values recorded in 2015/16 and 2019/20. This information provides only an approximate overall state of the footways. It is predominantly used to identify potential schemes.

Total "Backlog"

The total cost of repairing <u>all</u> the lengths of footways identified as deteriorating is **£5.3m**.



Approx. £5.3m would be required to repair all deteriorating (amber) lengths of footways.

Condition Standard Targets & "Maintenance Backlog"

A proposed condition standard of not greater than 1% in poor condition and not greater than 25% in a deteriorating condition is proposed. Current condition is within the proposed target condition level. There is therefore currently no maintenance backlog currently.

Condition Summary

Road Class	Criteria	Standard	Actual 2022/2023	Met?	Trend (last 5 years)
All	Cat R1e &Cat R1 Defects	150	82	n/a	Improving
	Cat R2 & Cat R3 Repair	1,182	865	n/a	Improving
All	Poor Footways#	1%	0%		Steady
	Deteriorating Footways#	25%	8%		Steady

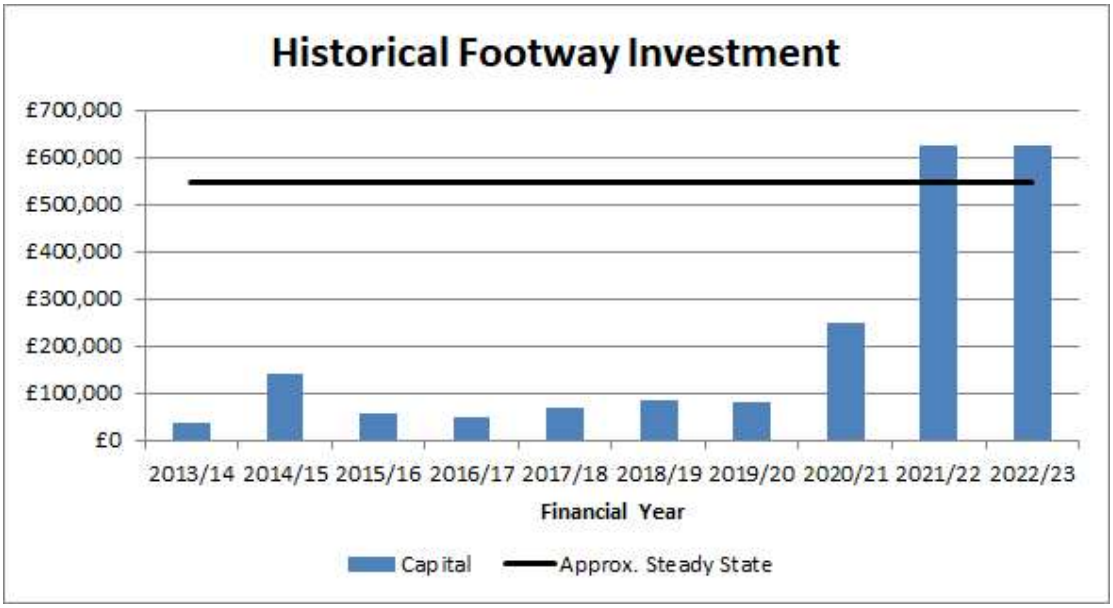
Given the potential for inconsistencies in the visual inspections and the relatively small amount of footways treated it would be hard to make an accurate assessment of condition

5. Investment and Output

The results above have been achieved from investment over the period reported. The levels of investment made to deliver the standards that have been achieved are reported below.

Total Investment

Capital investment in footways has been as shown below in the chart and the table.



	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Capital	£35.0k	£140.0k	£55.4k	£50.0k	£70.0k	£83.6k	£80.0k	£250.0k	£625.0k	£625.0k

Between 2020/21 and 2022/23 RBC provided additional funding of £9m to invest on residential roads over a 3-year period. The above chart shows that £1.5m of the funding was used on footways between 2020/21 and 2022/23.

Revenue investment is made in footway but the cost of this is within budgets that include carriageway repairs and cannot be reported separately.

Average Investment

Prior to the additional investment provided in 2020/21 the average annual investment over the previous 8 years was £76k pa. This was lower than the estimated level of investment required to maintain a steady state of measured condition of £545k pa.

Prior to the additional investment the planned maintenance of footways was at a level predicted to lead to ongoing deterioration.

6. Projection of Condition

Projection of condition has been created using the CSSW* condition projection tool (4FW).

Results

The result of this projection is detailed below.

Option	Annual Investment		Total 10 Year	Network Outturn Condition		
	0 to 3yrs	4 to 10yrs		Condition	Yr. 10	Benefit above Base
1	£400k	£350k	£3.7m	Poor	0%	
				Deteriorating	19%	88km more after 10yrs

(*CSSW = County Surveyors Society of Wales, a group coordinating all Welsh highway authorities who have developed the projection tool used. This has been calibrated against both data from authorities in Scotland and Wales, including several urban authorities with networks similar to Reading).

Projection: Current Budget for Planned and Routine Maintenance

Budget

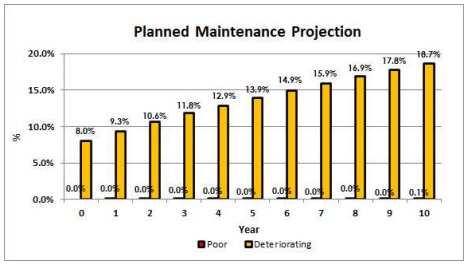
The projection is based on the following assumed funding levels.

- Year 1 to 3: RBC Investment (including additional funding from borrowing)
- Years 4 to 10: RBC Investment

The strategy of the projection is to limit the level of deterioration on footways. All funding will be invested in resurfacing treatments.

Annual Investment	Years 1 to 3	Years 4 to 10
Planned Maintenance – Corrective.	£400k	£350k

Predicted Condition



Years 1 to 3:

Poor Condition:

- Steady at 0%

Deteriorating Condition:

- Getting worse (from 8% to 12%)

Years 4 to 10

Poor Condition:

- Steady at 0%

Deteriorating Condition:

- Getting worse (from 12% to 19%)

Predicted Impacts

It is predicted that at the end of three years increased investment there will be no footways in poor condition and 32km more deteriorating footways. However, because of reverting to a deteriorating condition in the subsequent years part of that improvement will be eroded. At the end of ten years there will remain no poor footways but there will be 88km more deteriorating footways than currently exists. It can be expected that the number of reactive repairs and 3rd party claims as well as customer satisfaction will remain consistent in the years of the additional investment and for a period after that. Those benefits however would be progressively eroded if this strategy were adopted.

Option Summary

- Deteriorating condition
- Increasing reactive repairs, 3rd party claims and decreasing public satisfaction with footways

Appendix A: Defect Repair Standards

Footways / Footpaths / Cycleways / Cyclepath etc	Pothole/Spalling	300mm x 300mm	FH1a/FH1	Greater than 20mm	R1e/R1	3hrs/ 24hr
				Less than 20mm, greater than 10mm	R3	Pr.
			FH2/FH3 /FH4	Greater than 20mm	R2b	28d
				Less than 20mm, greater than 10mm	R3	Pr
	Any vertical level difference including slabs, kerbs, ironwork** etc.	All sizes	FH1a/FH1	Greater than 20mm	R1e/R1	3hrs/ 24hrs
				Less than 20mm, greater than 10mm	R3	Pr
			FH2FH/3/ FH4	Greater than 20mm	R2b	28d
	Gap/Crack	1m minimum length		Less than 20mm, greater than 10mm	R3	Pr
	Any horizontal displacement between adjacent kerbs or setts		FH1a/ FH1	Greater than 20mm depth and 40mm wide	R1e/R1	3hrs/ 24hrs
				Less than 20mm, greater than 10mm	R3	Pr
			FH2/FH3/ FH4	Greater than 20mm depth and 40mm wide	R2b	28d
				Less than 20mm, greater than 10mm	R3	Pr
	All defects		All	Less than 10mm	NA	

Appendix B: CSSW Footway Condition Projection Tool

CSSWales has created a footway cost projection tool designed to enable the condition of footways to be predicted into the future. The tool recognises that limited data is available for most authorities on their footway asset but that footways do over time deteriorate from a result of use and age.

The tool has been based upon the data available for condition coupled with experienced practitioners estimates of the deterioration rates of different footway materials. The approximate rates of deterioration used in the tool are based upon the following assumed lives:

- Bituminous: 40yrs
- Concrete: 100yrs
- Blocks and Stone Slabs: 60yrs
- PCC slabs 50yrs

Appendix C: Visual Condition Survey Categories

Poor Condition

Footways in a state where structural maintenance should be considered, e.g., strengthening.

Footways in this condition typically **require a structural treatment** e.g., reconstruction or resurfacing to restore the surface and the strength of the footway (# stock image used as there are no footways in this condition in Reading)

Deteriorating Condition

Footways in a state where maintenance should be considered, e.g., resurfacing.

Footways in this condition typically only **require a resurfacing treatment** to renew the surface as the underlying structure is still considered to be acceptable.

Acceptable Condition

The footway is in an acceptable condition.

Footways that require no work to be carried out them.