



**Powys County Council**

**HAMP – Annex 6**

**Annual Status & Options Report**

**Carriageways including  
Footways & Cycleways**

**2019**

## 1. Introduction

This report presents a summary of the council's road assets as at June 2019. It describes the current condition of the asset, details the service that the asset and current budgets are able to provide and presents the options available for the future

The report complements the Highway Asset Management Plan (HAMP). It provides information to assist with budget setting for highways.

### 1.1. Status

The status of each asset group is provided in terms of current condition, the output that are delivered, the standards being achieved and, where possible, and an indication of customer satisfaction.

### 1.2. Options

The report considers the following options:

- A continuance of current funding levels
- The predicted cost of maintaining current standards
- Predicted effect of specified budget change of ... (specify what)

### 1.3. Long Term Forecasts

Highway assets deteriorate slowly. The impact of a level of investment cannot be shown by looking at the next couple of years. The report includes 20 year forecasts to enable decisions to be taken with an understanding of their long term implications.

### 1.4. Impacts Risk

To reflect continuing budgetary pressures the report contains an assessment of the impact for each option presented. In some instances however the level of detail of assessment is currently hindered by an absence of data.

## 2. Status

### 2.1. The Asset

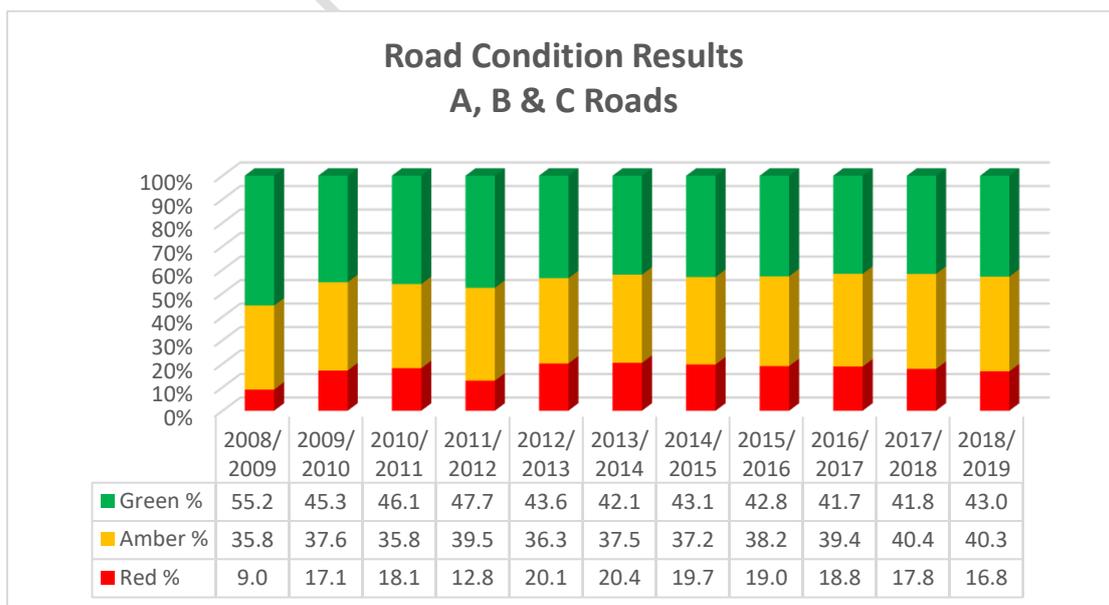
The council's road assets are made up of:

Road Class	Length (km)
Class 1	243 km
Class 2	606 km
Class 3	2,102 km
Unclassified	2,127 km
Unsurfaced	736 km
<b>Total Road Length</b>	<b>5,814 km</b>
Footways	581 km (est.)
Cycleways	10.6 km (est.)
<b>Total Asset Length</b>	<b>6,405.6 km</b>

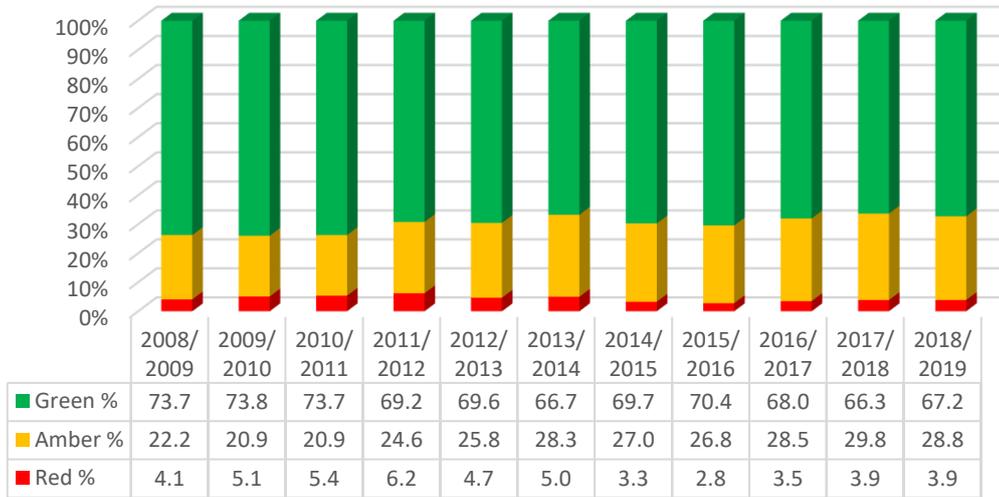
### 2.2. Carriageway & Footway Condition

#### 2.2.1. Measured Condition

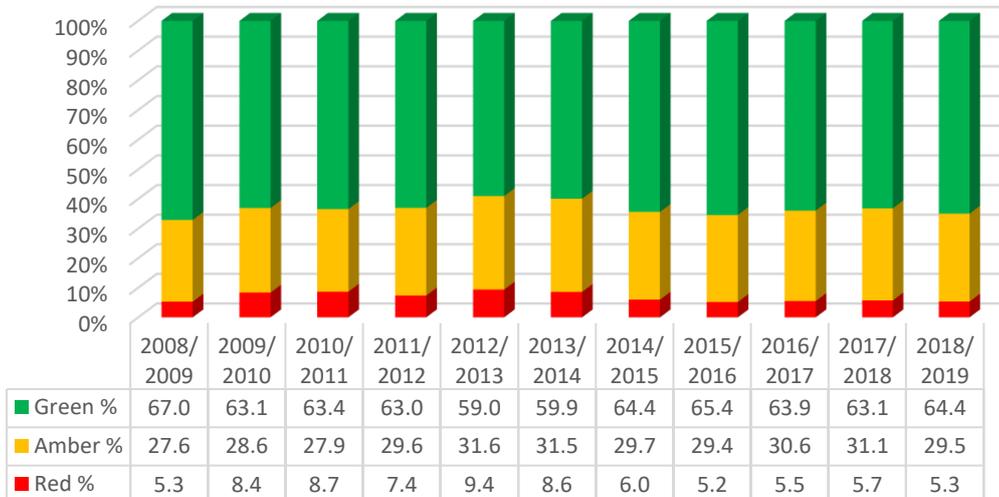
The condition of the carriageway is measured annually using machine surveys. Surveys are completed over a two year (A and B roads) or four year (C roads) period. The results provide an indication of the condition of the carriageway and how it is changing over time. The results from the last 11 years are shown below as a combined view and for individual classes of road.

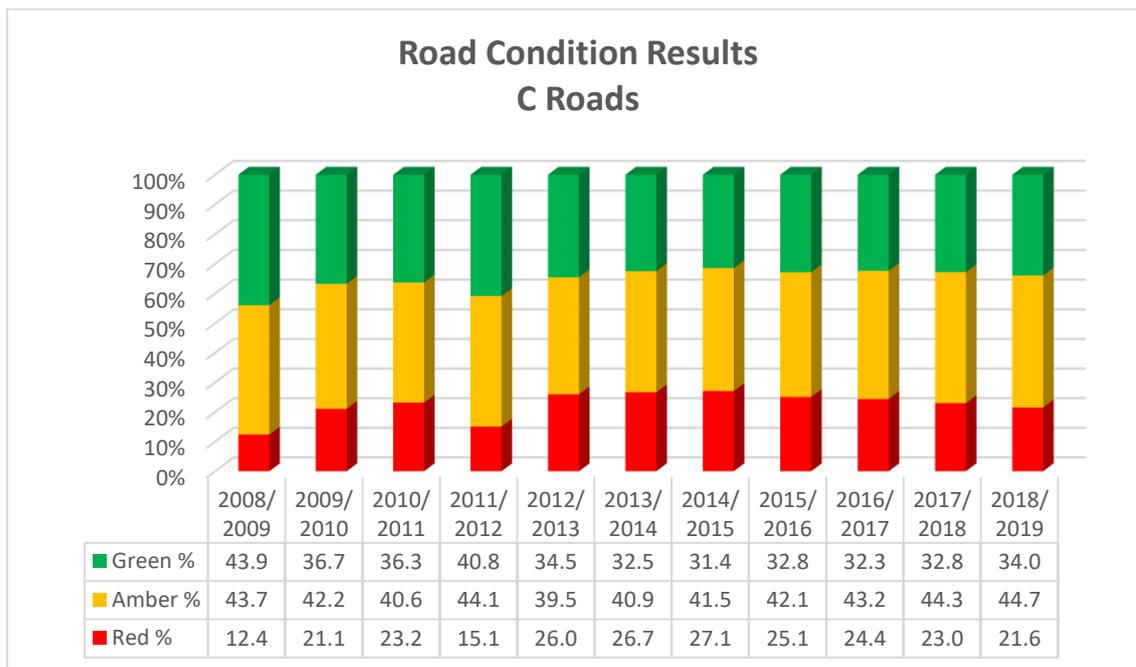


### Road Condition Results A Roads



### Road Condition Results B Roads

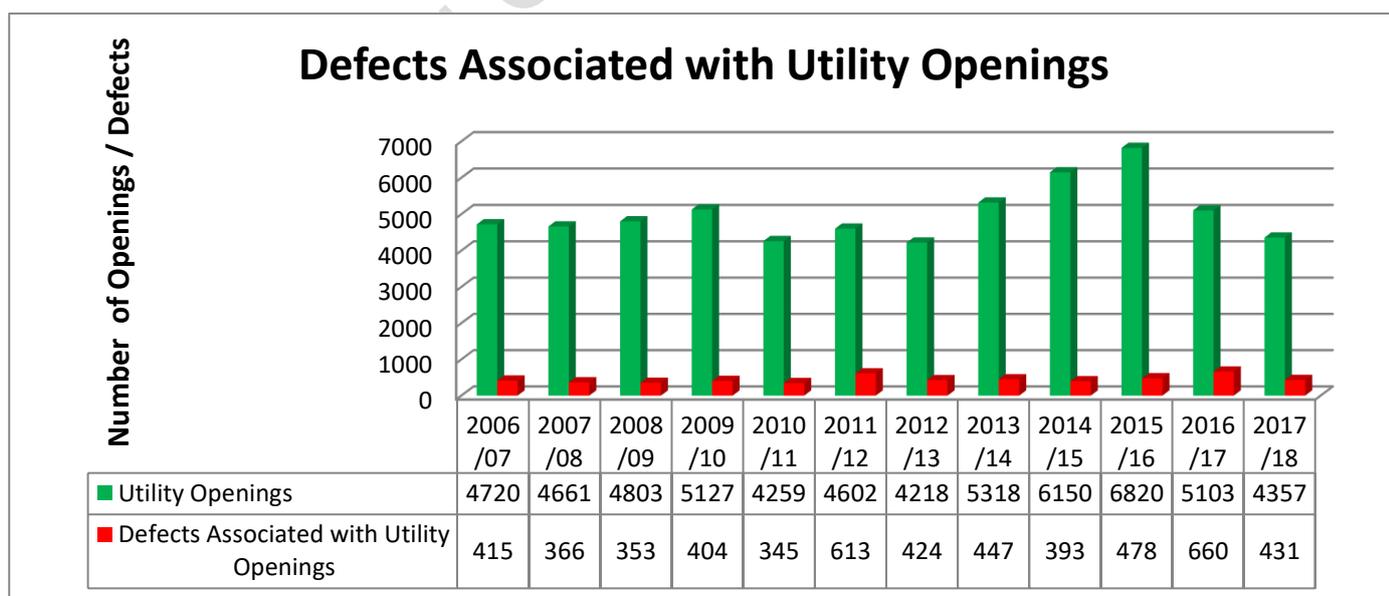




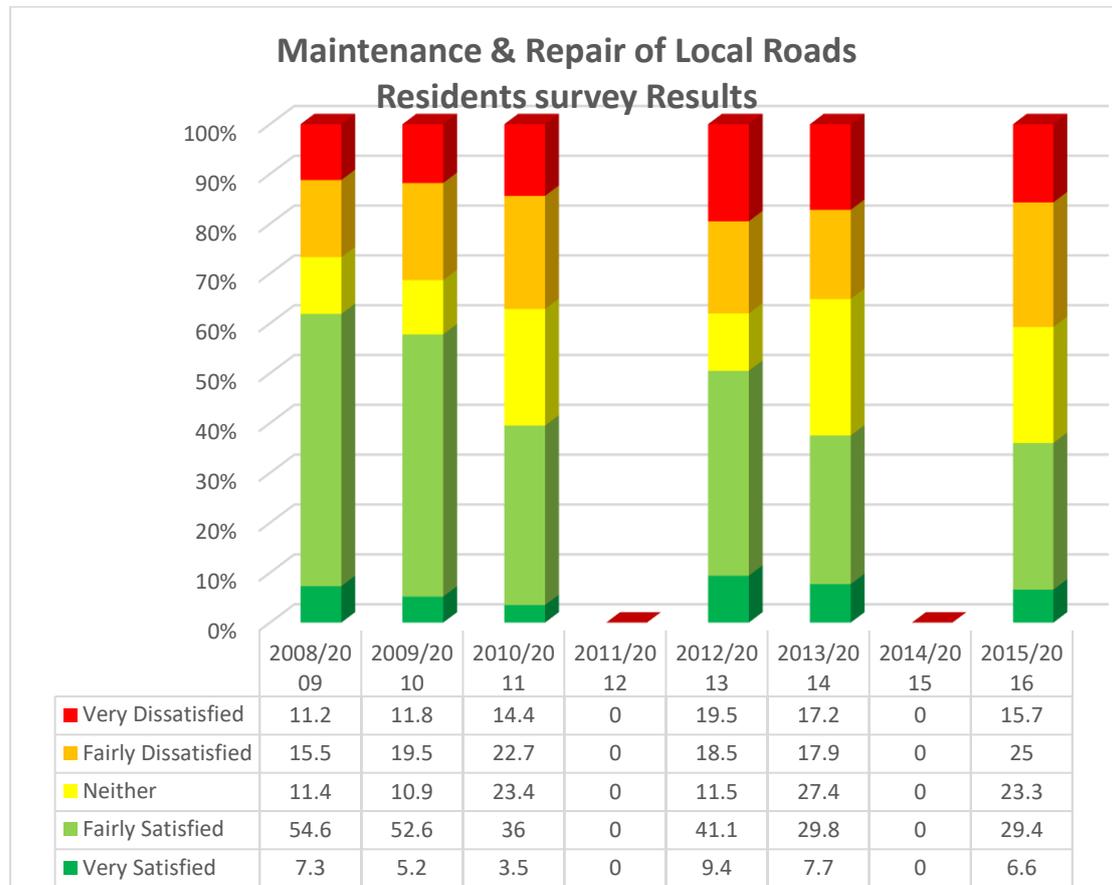
### Comment

Overall condition is most influenced by the quantity of surface treatment that is undertaken. Some aspects of carriageway condition, such as minor defects, may not be fully represented by the machine based survey.

The latest data for condition and investment is currently being assessed to provide to inform the next budget planning considerations.



## 2.3. Customer Satisfaction



The results from the customer satisfaction survey have shown over the last eight years there has been an increase in dissatisfaction with the maintenance and repair of the council's roads. Further examination of the results reveals the main reason for the dissatisfaction relates to the number of pot holes. This increase is mainly due to the severe winters and flooding that occurred over this period. Whilst the results are disappointing they are understandable given the abnormally high number of defects that needed to be dealt with with the limited resources available.

Information is also received via the contact centre and this is collated and the results presented to management on a quarterly basis. This together with the annual survey allows the council to formulate a strategy to deliver services based on customer expectations.

## 2.4. Financial Information

### 2.4.1. Asset Value

Calculation of Gross Replacement Cost (GRC), Depreciated Replacement Cost (DRC) and Annualised Depreciation (AD) were completed for the purposes of Whole of Government Accounts (WGA). The WGA methodology has now been abandoned by and the relevance of the future for calculating these figures is being assessed.

The value of the carriageway asset at September 2012 is shown in the table below:

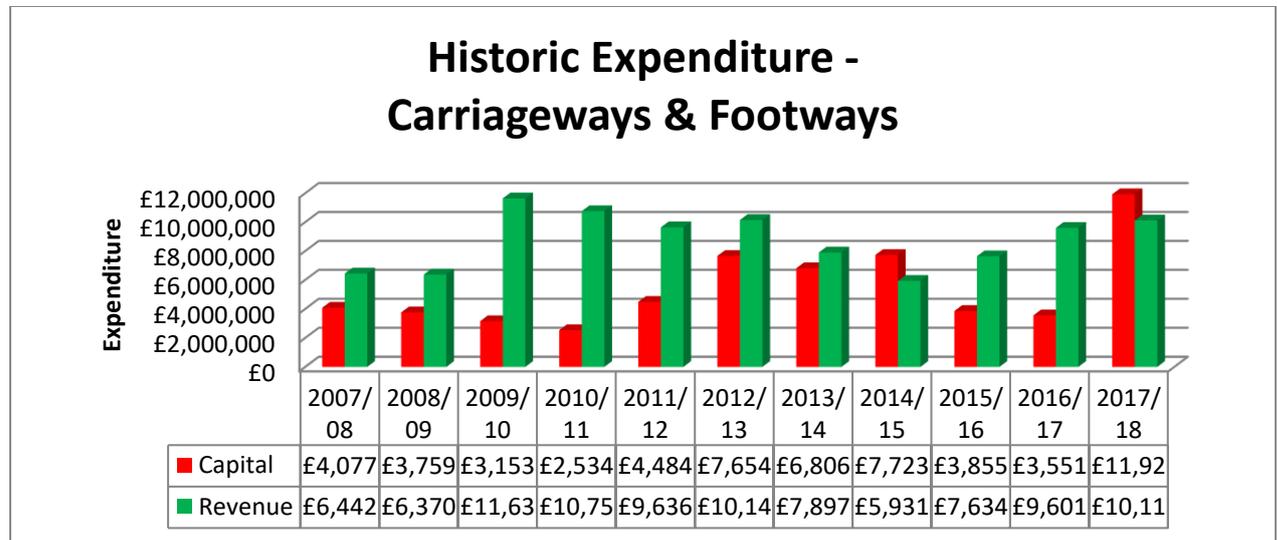
<b>Carriageway Asset Valuation</b>		
<b>Asset Valuation</b>	<b>Description</b>	<b>2012/2013 Cost</b>
Gross Replacement Cost (GRC)	Estimate of the current cost of replacing an asset using a standardised procedure.	£5,438,349,000
Depreciated Replacement Cost (DRC)	Estimate of the current value of the asset reflecting the condition of the asset within its lifespan.	£4,984,610,000
Annualised Depreciation (AD)	Cost of the asset to a single year of the assets expected lifespan.	

<b>Footway Asset Valuation</b>		
<b>Asset Valuation</b>	<b>Description</b>	<b>2012/2013 Cost</b>
Gross Replacement Cost (GRC)	Estimate of the current cost of replacing an asset using a standardised procedure.	£234,569,000
Depreciated Replacement Cost (DRC)	Estimate of the current value of the asset reflecting the condition of the asset within its lifespan.	£187,655,000
Annualised Depreciation (AD)	Cost of the asset to a single year of the assets expected lifespan.	

AD is the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.

## 2.4.2. Historical Investment

Historical investment in carriageways has been as shown below



Carriageway & Footways Output		
Category	Budget Spend	Output
Capital – Carriageways	£4,139,967	?
Revenue – Routine & Planned Works	£9,636,125	?

## 2.4.3. 3rd Party Claims

3 <sup>rd</sup> Party Claims (Carriageways and Footways)						
Year	Total Number	Number Repudiated	Number Registered	Number Settled	% Settled	Total Amount Paid
2012	90	78	0	12	13.3%	£60,444.07
2013	130	115	2	13	10.0%	£48,428.61
2014	127	110	5	12	9.5%	£64,349.00
2015	103	62	4	37	36.0%	£42,710.36
2016	81	49	6	26	32.1%	£36,581.20
2017	94	50	19	25	26.6%	£12,737.21

## 2.5. Carriageway Status Summary

This section is in the process of being updated to inform the next budget round.

Carriageways status at June 2019

- Annual revenue budget decreasing over time

### 3. Options

#### 3.1. Budget

This section is in the process of being updated to inform the next budget round.

Funding levels for 2019/2020 are as shown below:

#### Revenue Funding

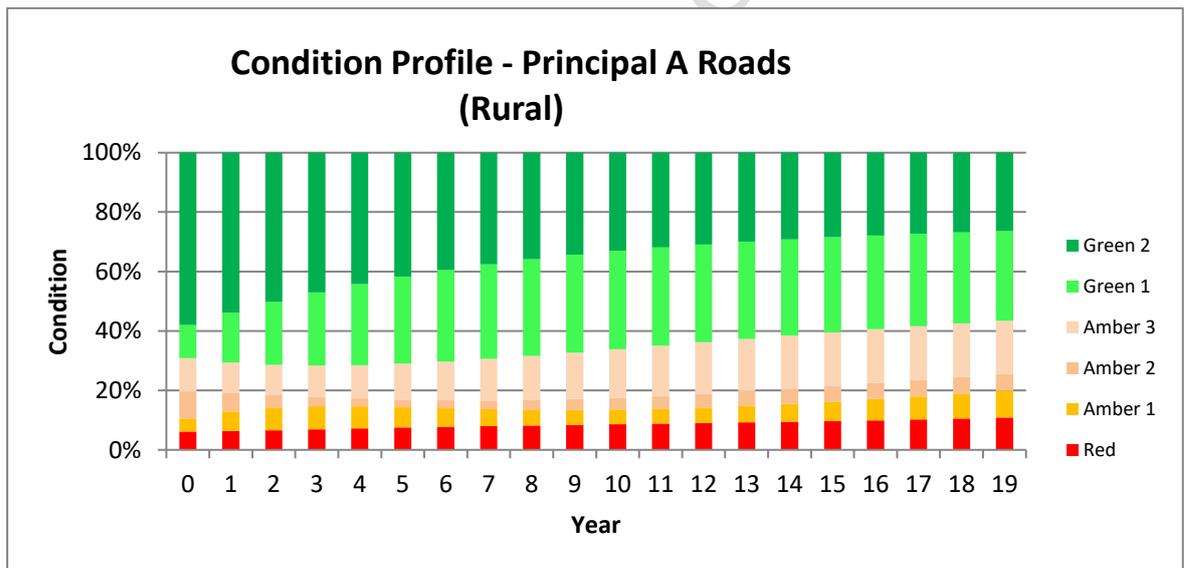
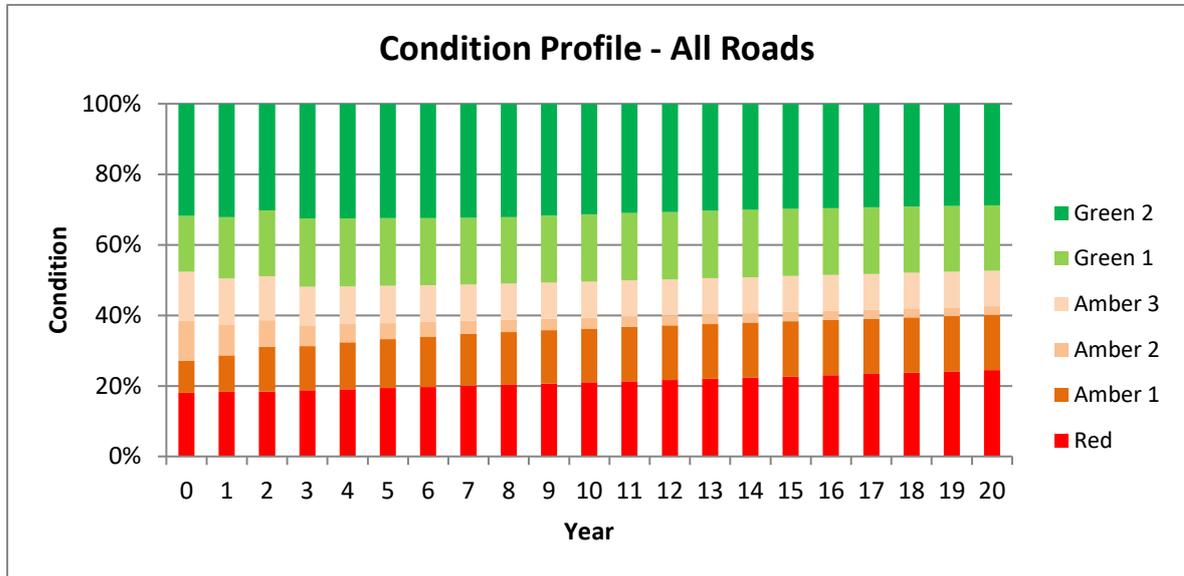
<b>Budget for Carriageways and Footways</b>	
<b>Category</b>	<b>Budget</b>
Routine Works	
Winter Service	
<b>Total</b>	

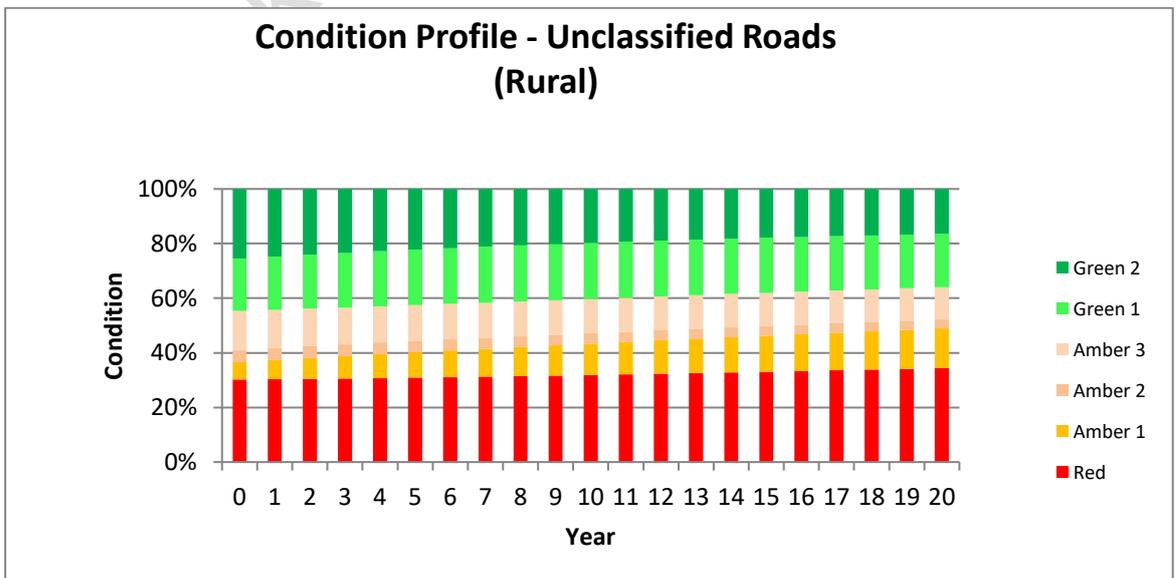
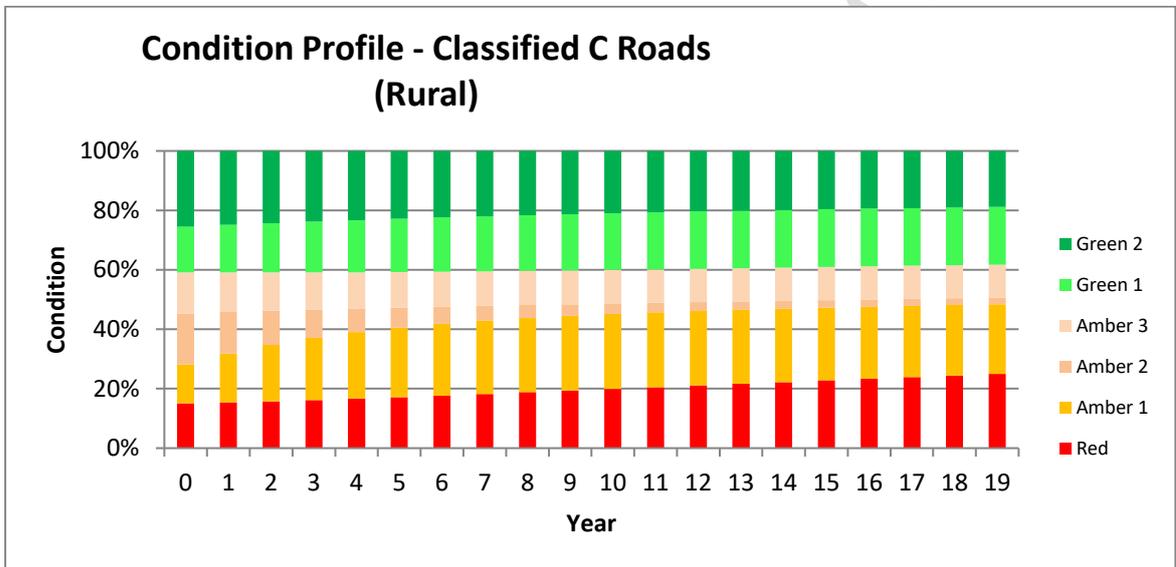
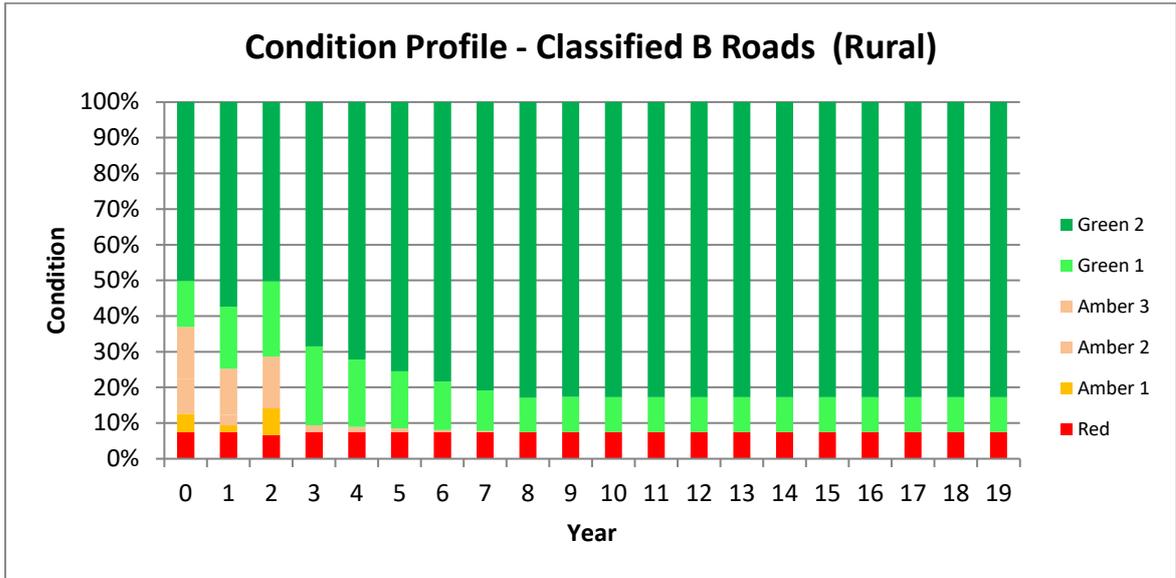
#### Capital Funding

<b>Budget for Carriageways and Footways</b>	
<b>Category</b>	<b>Budget £</b>
Major Strategic	0
Integrated Transport	266,000
Street Lighting (Environmental and Highway)	100,000
Major Remedial Earthworks	262,000
Structural Drainage Improvements	235,000
Highway Strengthening (Resurfacing)	3,000,000
Structural Repair of Town Centre Footways	170,000
Structures Strengthening and Renewals	1,190,000
Structural Maintenance - Roads	1,586,000
Surface Dressing	1,800,000
Estates Enhancement	172,000
Road Safety & Traffic Management	75,000
Flood Alleviation	50,000
<b>Total Highways Infrastructure Expenditure</b>	<b>£ 8,906,000</b>

### 3.2. Predicted Condition

This section is in the process of being updated to inform the next budget round.





The results show if the current investment levels are maintained then the network, in particular the C and U roads, will continue to deteriorate over the next 20 years.

### **3.3. Reactive Maintenance**

The current funding levels are insufficient to prevent the network from deteriorating with a likely increase in reactive maintenance being undertaken. If the burden on revenue budgets is to be reduced then investment needs to be increased and maintained.

### **3.4. Option Summary**

The baseline option of a continuance of current funding levels is predicted to result in:

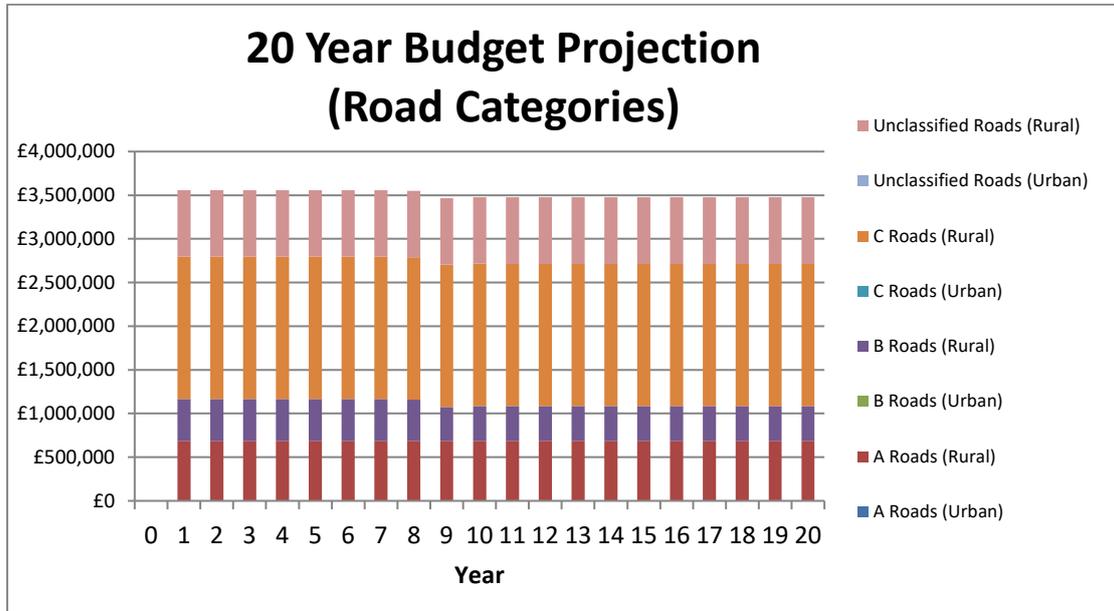
- Annual budget growing over time to accommodate increasing reactive repairs
- Reduction (deterioration) of measured condition
- Increasing quantities of minor defects
- Potential for increase in 3rd party claims
- Likelihood of decreased customer satisfaction as a result of increasing repairs

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## 4. Long Term Forecasts

This section is currently being updated using the latest prediction model and survey data to inform future budget decisions.

### 4.1. Future Costs



The graph above shows the current level of funding required to be invested in renewals, eg, resurfacing works, to maintain the same rate of deterioration in the network.

The level of funding in the carriageway and footway asset needs to be increased beyond the current funding levels if the deterioration in the network is to be arrested.

## 5. Impacts Risk

If funding levels are not increased in future then the highway asset will continue to deteriorate resulting in more reactive repair works making less monies available to undertake planned works. This will eventually lead to parts of the highway becoming unserviceable and in some instances may even lead to a loss of service of the asset to the public.

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