Appendix 2B – Life Cycle Management Plan for Footways and Cycleways

Introduction

Footways include those adjacent to and remote from the carriageway. Cycleways can include on-carriageway cycle lanes which are covered in the carriageway component. Footways are generally of flexible bituminous material, modular, flag or block construction. Block or flag constructions can vary greatly in the type of materials used.

Cycleways are generally of flexible bituminous material. Consideration must also be given to the facilities such as special surfaces and layouts designed to benefit disabled people.

The Footway hierarchy is as follows:

Hierarchy	Category	Description
1a	Prestige	Very busy areas of towns and cities with high public space and streetscene contribution
1	Primary	Busy urban shopping and business areas
2	Secondary	Medium usage routes through local areas, feeding into primary routes, local shopping areas, schools etc. Routes that experience large variations in footfall due to tourism, sporting events etc
3	Link	Busy rural footways and urban footways that link a number of local access footways
4	Local Access	Low use footways, residential streets, cul-de-sac's etc
5	Minor	Little use rural footways that may serve a very limited number of properties

The Cycleway hierarchy is as follows:

Hierarchy	Category	Description
A	On Carriageway - Marked	Marked cycle lane forming part of the carriageway
B	Off carriageway	Dedicated infrastructure specifically for cycling use. This can be an independent, dedicated cycle lane or cycle provision that forms part of shared-use footway. The shared use footway can be either segregated or unsegregated.
C	On Carriageway - Unmarked	The highway forms part of a numbered National Cycle Route. Typically, there is no infrastructure provision other than signage.

Visual safety inspections identify safety defects like potholes and standards are guided by the Highways Act 1980 and the Well-Maintained Highways Code of Practice

Condition

Footway and cycleway conditions are also assessed by highways inspectors on a regular basis (commensurate with the hierarchy of that footway/cycleway) to ensure that safety defects are identified and repaired. This includes sweeping, cleanliness and vegetation cut back as required.

The inspector reports the condition of the footway and identifies the necessary interventions based on the Highway Safety Inspection Manual.

Based on current data the current proportion of Gloucestershire's footway/cycleway network in need of maintenance ranges from 18% (Class 1) to 40% (Class 5)

The Life Cycle

Creation/Acquisition: New sections of footway/cycleway are created through two main processes – capacity improvements (eg the Cycle Spine) and adoption from developers.
Operations/Maintenance – Operate and maintain the asset on a routine basis
Upgrade or Renew: - Replace and renew based on condition, safety or capacity reasons.
Disposal/Decommission: - Footways/cycleways are rarely 'disposed' of. These are declassified in accordance with Highway Law when they are replaced.

Deterioration
As soon as a road is footway/cycleway is constructed and brought into use it starts to deteriorate. The rate of deterioration of footways and cycleways will tend to be less than that for carriageways because of the lack of vehicular traffic although where footways and cycletracks experience over-running from vehicles faster deterioration can occur, particularly on flagged surfaces (e.g. loading/unloading within town centres).

Standstill and Backlog Costs
Various models exist to determine the Standstill and Backlog costs. The Standstill cost is how much needs to be spent every year in order to maintain the asset in the condition it's in today (plus inflation). The Backlog cost is how much you would need to spend to return the whole asset to very good condition. The following figures represent the latest data for carriageways:

- Standstill - £8.2M Capital
- Backlog - £253.5M Capital

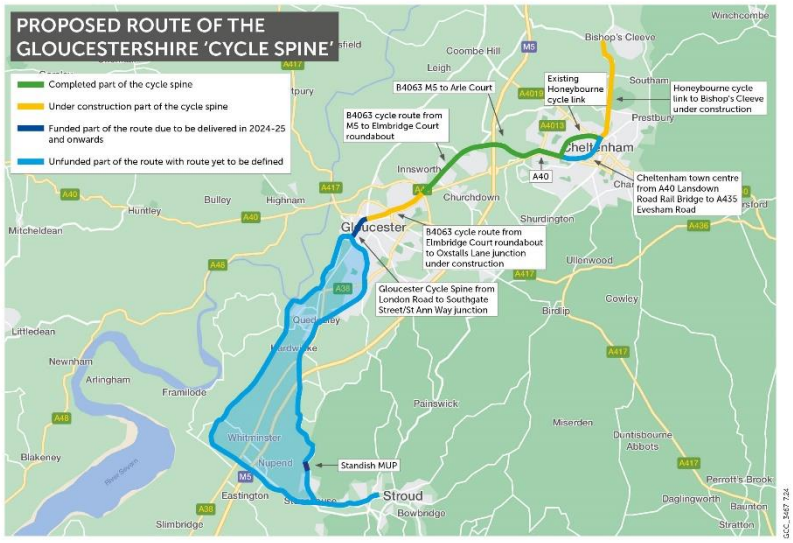
Funding from the revenue budget for Reactive/Cyclical repairs to the asset is included in the annual amount provided for Carriageways.

Approach
The recent approach has been to prioritise carriageways within our Structural Maintenance spend, with only 7.5% of our capital budget for carriageways/footway being allocated to footways/cycleways. This has resulted in improvements in the condition of the A and B road asset but deterioration of the footway/cycleway asset across all classifications.

There are options to devote a higher proportion of the overall capital budget to footways/cycleways, but this will depend on the budget allocated and the priorities set by the Council. This will also have to consider the construction and future operation and maintenance of the Gloucestershire Cycle Spine (see below)

Future Developments

The [Gloucestershire Cycle Spine] is a planned cycling and walking route extending across the county from Stroud in the south to Bishop's Cleeve in the north. It will contribute to a significant active travel network across the county, in line with Gloucestershire County Council's ambition to deliver high-quality cycle and pedestrian facilities that comply with the latest cycle design guidance, improving the quality and connectivity of cycling and walking facilities.



It will support a [Greener Gloucestershire], providing alternative active travel opportunities and ensuring that carbon emission reductions can be achieved. The scheme will support improvements to public health and make it easier for people to cycle and walk to work, education, homes and transport hubs.

The Cycle Spine (and any future similar segregated cycle routes) will require their own Lifecycle Plan and this will be developed once construction is complete.