

## Appendix 2J – Life Cycle Management Plan – Public Rights of Way (PROW)

### Introduction

A Public Right of Way (PROW) is a route over land that everyone can legally use at any time. You can walk on all PROWs, and some are also open to horse riders, cyclists or motorists. Further information can be found at: <https://www.gov.uk/right-of-way-open-access-land>

The drivers for decision making in the maintenance of the PROW asset adopt a risk and evidenced based approach based on the nature of the asset and its condition (from inspection or customer feedback), usage, accessibility and seasonal variations.

In 2011 the Council published its [Rights of Way and Countryside Access Improvement Plan](#) which provides further details on the asset.

Route type	Lawful Users
Public Footpaths	 
Public Bridleways	   
Restricted Byways	    
Byways Open to All Traffic	      

### Condition

The Council aims to maintain the PROW in such a state —as to be safe and fit for ordinary public traffic. However the asset is currently deteriorating. The type of maintenance required will vary from path to path and the aim should be to maintain a surface that is in keeping with the surroundings.

Further information can be found at Annex F of the [Rights of Way and Countryside Access Improvement Plan](#).

### The Life Cycle

**Creation/Acquisition:** These may be via adoption of PROW assets within new developments. Further details can be found by within the Definitive Map and Statement (the "DM&S") of Public Rights of Way. There are four types of changes: Adding a public right of way to the Definitive Map, Deleting the public right of way from the Definitive Map, Altering the route of a public right of way already recorded, and Altering the status of a public right of way already recorded e.g. footpath to bridleway. Ultimately, a public right of way (footpath, bridleway or restricted byway) can be created by the local authority under compulsory powers where it is satisfied that the need exists.

**Operations/Maintenance:** Operate, inspect and maintain the asset on a routine basis. Further information can be found in the [Rights of Way map](#).

**Upgrade or Renew:** Replace and renew based on condition, frequency of use, access considerations and seasonal variations.

**Disposal/Decommission:** PROW route Assets are rarely disposed of or decommissioned. PROW Timber bridges are undergoing renewal favouring FRP products to increase the lifespan of current assets and new structure assets.

### Deterioration

Deterioration is the change in the physical condition of the asset resulting from use or ageing. Recent severe weather events (including heavy rainfall) has resulted in an increase in the incidence of deterioration to the asset (particularly excessive vegetation growth issues) and the condition of bridges.

### **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 - £1.3M Capital
- Backlog - £2M Capital

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

### **Approach**

Our approach to PROW asset planning involves several key steps to ensure the stability and longevity of the network:

- Inspection data
- Publicly Reported issues
- Accidents and Claims
- Risk Analysis of Accessibility and Usage variances
- Maintenance and Improvement.
- Recording and updating of relevant data.

