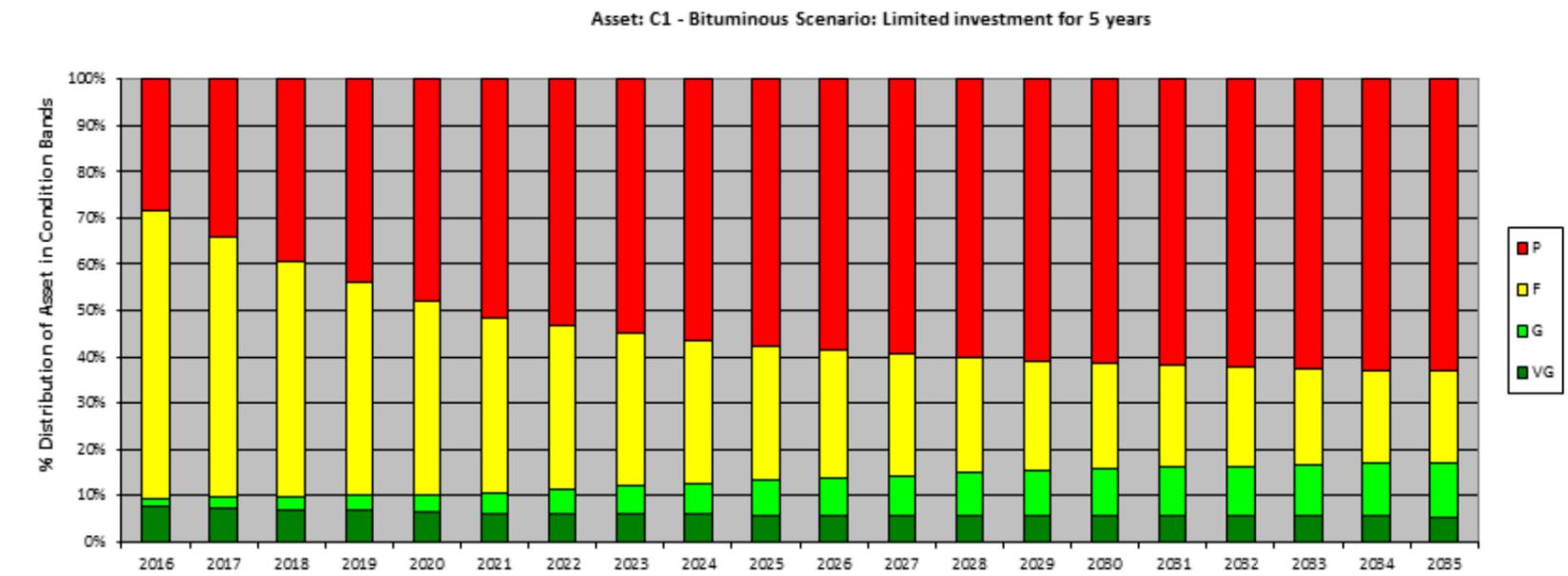


# Footways & Cycleways Lifecycle Plan Summary

## Inventory Condition



Current Condition and Future condition based on current investment availability

## Performance Requirements

The network is split into a hierarchy of: Prestigious Zones, Primary Routes, Secondary Routes, Link Footways & Local Access Footways.

All sections of the network are to be maintained to the safety standards set out in the Highways Maintenance Plan.

## Current Asset Value and Deterioration

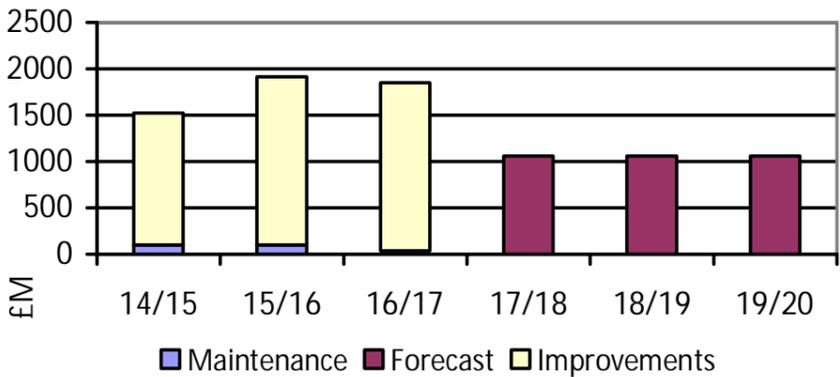
2015 New Build Cost:	£171,931,000	Funding required to restore to new condition:	£83,013,000
2015 Depreciated Value:	£88,378,000	2015 Annual Depreciation:	£253,000
% Depreciated:	51%		
2016/17 Budget:	£35,000	Maintaining existing foot/cycleway network	
	£1,815,000	Improvements e.g. Hightown & New Cycleways	

## Maintenance Strategy

As a result of this, the condition of overall footway network is likely to deteriorate over the short, medium and long term. The extent of this deterioration is shown in the diagram above.

Safety defects including potholes and trip hazards are fixed using small permanent repairs. Structural maintenance typically involves reconstruction of footways that have reached the end of their lives.

# Footways & Cycleways Lifecycle Plan Summary

Routine Maintenance Strategy (Revenue)	Structural Maintenance Strategy (Capital)																												
<p>Routine and reactive footway and cycleway maintenance concentrates on maintaining the network in a safe condition in the short term. The Highways Maintenance Plan sets out the policy for identifying and dealing with defects, including how and when safety inspections will be carried out to identify them.</p> <p>Mobile computer tablets are utilised for inspections and by works gangs to locate and record the fixing of defects.</p> <p>Reactive and routine works are coordinated centrally in a control centre to ensure a productive and prompt service is provided.</p>	<p>The amount of annual depreciation experienced by the carriageways in 2015 was circa £250k; this is the approximate amount that would be needed to maintain the network's current condition. Only £35k of capital investment was available to invest in the network. This reflects the LTP's prioritisation of improvement works to prime areas. It is expected that capital maintenance funding is likely to remain at a low level for the foreseeable future. Resulting in deterioration of the network as shown above.</p> <p>It should be noted that the 'backlog' of work to bring the footway/cycleway network up to new condition stood at circa £83m for 2015.</p>																												
Revenue Investment	Capital Investment																												
<p>Revenue funding is not separately allocated to footways. Instead it is undertaken as part of the main operational highways budget.</p>	 <table border="1"> <caption>Capital Investment (£M)</caption> <thead> <tr> <th>Year</th> <th>Maintenance</th> <th>Forecast</th> <th>Improvements</th> </tr> </thead> <tbody> <tr> <td>14/15</td> <td>100</td> <td>0</td> <td>1400</td> </tr> <tr> <td>15/16</td> <td>100</td> <td>0</td> <td>1800</td> </tr> <tr> <td>16/17</td> <td>100</td> <td>0</td> <td>1800</td> </tr> <tr> <td>17/18</td> <td>0</td> <td>1000</td> <td>0</td> </tr> <tr> <td>18/19</td> <td>0</td> <td>1000</td> <td>0</td> </tr> <tr> <td>19/20</td> <td>0</td> <td>1000</td> <td>0</td> </tr> </tbody> </table>	Year	Maintenance	Forecast	Improvements	14/15	100	0	1400	15/16	100	0	1800	16/17	100	0	1800	17/18	0	1000	0	18/19	0	1000	0	19/20	0	1000	0
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Routine Maintenance Process	Structural Maintenance Process																												
<p>Defects are identified via regular safety inspections, they are categorised and responded to reactively in line with the Highway Maintenance Plan. Response times are based on the risk presented by the defect. Apart from the highest risk defects that are responded to within 24hrs, all Cat 1, 2A &amp; 2B defects have permanent fixes carried out.</p>	<p>Programmes of work and future condition predictions have been developed using HMEP's lifecycle planning tool kit. In 2016 we plan to develop the Horizons lifecycle planning software to enable more detailed analysis of future condition and programme development.</p> <p>Schemes of maintenance work are prioritised, following consultation, using multi-criteria analysis that takes account of safety issues, making best use of treatment options and achieving lowest whole life cost. Forecast condition and funding requirements are based upon historic recorded deterioration rates, current costs as well as assumed inflation (3%).</p>																												