

## Footways and Cycleways

In line with corporate objectives to promote healthier lifestyles; alternative travel choices are being encouraged in the form of walking and cycling.

This supports person wellbeing and will also seek to address issues around road congestion and in some areas pollution caused by motor vehicles.

Asset knowledge of footways /cycleways adjacent to the carriageway is generally comprehensive and we have a clear maintenance policy for maintenance of these. However, through we have identified knowledge gaps in footway and cycleways, where they are removed from the highway.

Following several periods of intensive infrastructure delivery since 2010 it will be necessary to undertake a review of the network to establish what routes are maintainable by Dorset Council. A further assessment will be carried out to look at all new footways and cycleways and where they have been extended in length or width.

### Objectives

To promote walking and cycling by making routes more accessible, safe and appealing – SAFE, HEALTHY
To promote health and wellbeing (tackling issues around obesity and mental health) - HEALTH
Reduce traffic congestion - PROSPEROUS
Reduce pollution caused by motor vehicles - HEALTH

### Strategies

To implement a project to improve footway/cycleway network inventory knowledge and collect condition data, working with private sector contractors to utilise innovative data collection methods.
To form a footway / cycleway network hierarchy, and develop an inspection regime that supports promoted routes, as promoted in the 'Asset Management Guidance for Footways and Cycle Routes: An Approach to Risk based Maintenance Management'.
Form a data layer of the National Cycle Network, which would provide weighting in terms of scheme identification and prioritisation including where this runs along our rural highway network.
Identify routes to schools, proximity to businesses and amenities to also provide additional weightings.
Use these data sets to develop a forward programme of maintenance work.
Form a baseline of condition to monitor progress and form a view of deterioration rates of different materials and locations.

### Data Strategy

A project will be formed incorporating both footways and cycleways to improve our knowledge base, to inform a future maintenance strategy and a hierarchy that supports a revised inspection regime. This will align to the guidance set out in 'Asset Management Guidance for Footways and Cycle Routes: An Approach to Risk based Maintenance Management.'

## Three Year Investment Strategy

### Capital

Year 1 – Investment of £500k

To invest £50K in a data strategy to fill gaps in knowledge associated with footway/cycleway inventory (and associated attributes) and condition.

Develop a £450K programme of maintenance activity across the national cycle network and other essential links, investing the remaining funds tackling some of the more pressing issues (linked to defect clusters).

Working with data collection contractor and software provider to establish deterioration models used to project future condition and optimisation of investments.

Year 2 and 3

To invest £500K each year in preventative surface treatments and resurfacing.

### Revenue

Inspection of footways and cycleways will continue to be repaired in accordance with the Code of Practice for the Classification of Highway Safety Hazards & Defects.

### Risks

The current risk associated with cycleways and failure to establish a hierarchy and associated inspection regime is 'high'.

There is a risk that our findings support a need for greater investment and this is something that would feed into consideration of cross asset prioritisation, that our members would have to make informed decisions on.

## Footways / Cycleways Project - Strategy Implementation Plan

Interested parties – Ian Newport, Asset Management Team, Wayne Sayers – Transport Planning Team, Mike O’Gorman – Improvements Team, TBC - Transport Planning Team, Phil Osborn (Asset Team), Mike Westwood (Inspections)

Action	Officer	Date
1. Identifying new footway/cycleway schemes to include widening, extensions, through Improvement database.	Mike O’Gorman	
2. Rationalisation of routes to include confirmation of DCC maintenance liability/ownership issues.	Planning Team / Phil Osborne	
3. Full data survey to include inventory attributes (width, length, material type) and condition	Ian Newport / Mike H	

assessment -possibly Gaist camera technologies		
4. Develop a network hierarchy that incorporates the National Cycle Network and other links to schools etc	Ian Newport / Phil Osborn / Mike Westwood/Planning Team	
5. Identify a risk based inspection regime to include defect interventions for cycle routes	Mike W /	
5. Lifecycle planning exercise to identify future investment requirements	Ian Newport	
6. Identify a forward programme of work	Ian Newport	