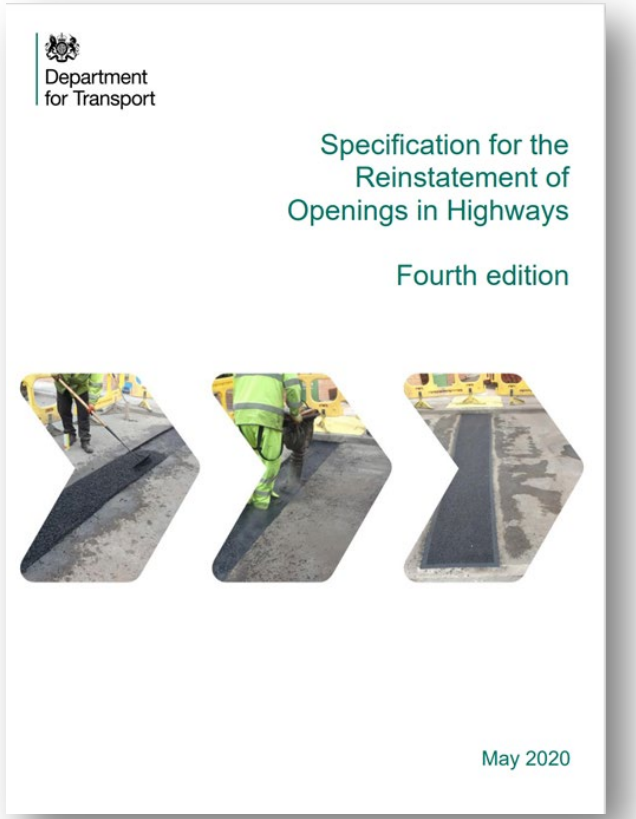
Appendix A7 – Footways, footpaths & cycle tracks



Researched, compiled and produced by corehard and ENFIELD Council with support through TFL lane rental funding scheme

Introduction- SROH Appendix 7

This advisory document is designed to assist incoming and existing Inspectors as support and refresher material. It will be provided in simple language to aid in understanding and avoiding technical or descriptive explanation.

The current edition (Ed 4) of the Specification for Reinstatement of Openings in the Highway (SROH) has been updated to assist readers in understanding, and introduce new methods and developments within street-works.

Remember, the SROH applies to works undertaken on carriageway's, footway's and verge's maintained at public expense (not private roads or land).

You will now be taken through the key items within Appendix A7 which will enable you to have a better understanding of what to look for when monitoring reinstatement in footways, footpaths and cycle tracks.

Please note:
This document is simply to aid in understanding of the Specification for the Reinstatement of Openings in the Highway (SROH) and should not be used for any other purpose.
The simplicity of language is to assist in explanation, but may detract from certain technical or descriptive specification requirements and, therefore, the SROH should be consulted for clarity.

Appendix A7 – Footways, footpaths & cycle tracks

A reminder of reinstatement methods

The reinstatement methods you can employ for footways, footpaths and cycle tracks is shown in Table A2.10 of the SROH. As you can see outlined in red, methods A and D apply to all types. Where method B can only apply to flexible and composite construction.

As in all reinstatement, the preferred option is method A which is first time permanent. Method B is applicable to flexible and composite only as you would not usually have a permanent binder course in Rigid and Modular constructions. Method D applies to a permanent sub-base. Essentially this is beneath surface course and binder course, as there is no base layer for footways, footpaths and cycle tracks.

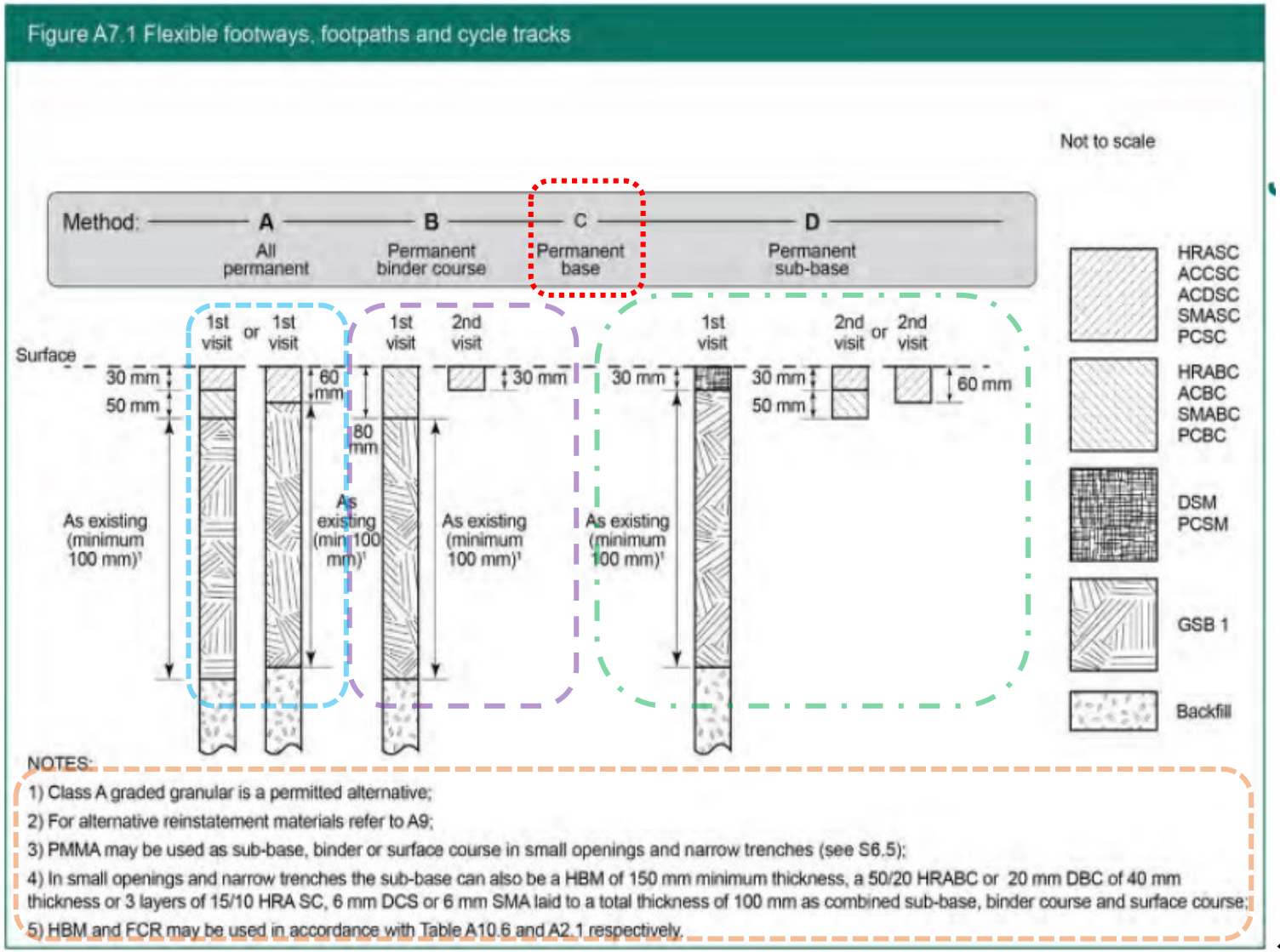
The reason we refer to Table A2.10 is that it shows the various methods available to you whilst undertaking a reinstatement in footways, footpaths and cycle tracks. The following pages will confirm where these methods apply in relation to reinstatement.

Table A2.10 Key to reinstatement methods

Reinstatement method (at first visit)	Flexible & composite roads S6		Rigid & modular roads S7				Footways, footpaths & cycle tracks S8		
	Flexible (A3.0 - A3.4 incl.)	Composite (A4.0 - A4.3 incl.)	Rigid (A5.0 - A5.2 incl.)	Modular: Bituminous base (roadbase) (A6.1)	Modular: Composite base (roadbase) (A6.2)	Modular: Granular base (roadbase) (A6.3)	Flexible and composite (A7.1 and A7.2)	Rigid (A7.3)	Modular (A7.4)
All permanent	Method A (Types 0-4 incl.)	Method A (Types 0-4 incl.)	Method A (Types 0-4 incl.)	Method A (Types 3, 4 only)	Method A (Types 3, 4 only)	Method A (Types 3, 4 only)	Method A	Method A	Method A
Interim with permanent binder course	Method B (Types 0-4 incl.)	Method B (Types 0-4 incl.)	N/A	N/A	N/A	N/A	Method B	N/A	N/A
Interim with permanent base	Method C (Types 3, 4 incl.)	Method C (Types 0-4 incl.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Interim with permanent sub-base	Method D (Types 0-4 incl.)	Method D (Types 0-4 incl.)	Method D (Types 0-4 incl.)	Method D (Types 3, 4 only)	Method D (Types 3, 4 only)	Method D (Types 3, 4 only)	Method D	Method D	Method D
Permanent incorporating interim surface overlay	N/A	N/A	Method E (Types 0-4 incl.)	N/A	N/A	N/A	N/A	N/A	N/A

Appendix A7 – Footways, footpaths & cycle tracks

Figure A7.1 – Flexible footways, footpaths and cycle tracks



You can see why **Method A** is the preferred option as the reinstatement works are completed in one visit.

Method B will mean you will have the binder course and all layers below it completed as permanent reinstatement. This will require a re-visit the site to complete the surface course at a later time.
This is obviously not as efficient as method A, due to the fact you have to apply for relevant permits or permissions, set up signing, lighting and guarding to lay permanent surface course.

Method C will not apply as there is no base layer.

Method D would be highly unusual to apply where you have chosen to permanently reinstate sub-base layer and below. However, if you did select this method, you are required to lay approved materials to the prescribed thickness's. Essentially, the sub-base layer in flexible footways, footpaths and cycle tracks is located immediately below the binder layer, as there is no base layer within these constructions.

Please pay attention to the "NOTES" at bottom left, where alternative options for materials and layer will be outlined. These options, if properly applied, will conform to statutory requirements of the specification.

Appendix A7 – Footways, footpaths & cycle tracks

Figure A7.2 – Composite footways, footpaths and cycle tracks

Again, you can see **Method A** is the preferred option as the reinstatement works are completed in one visit.

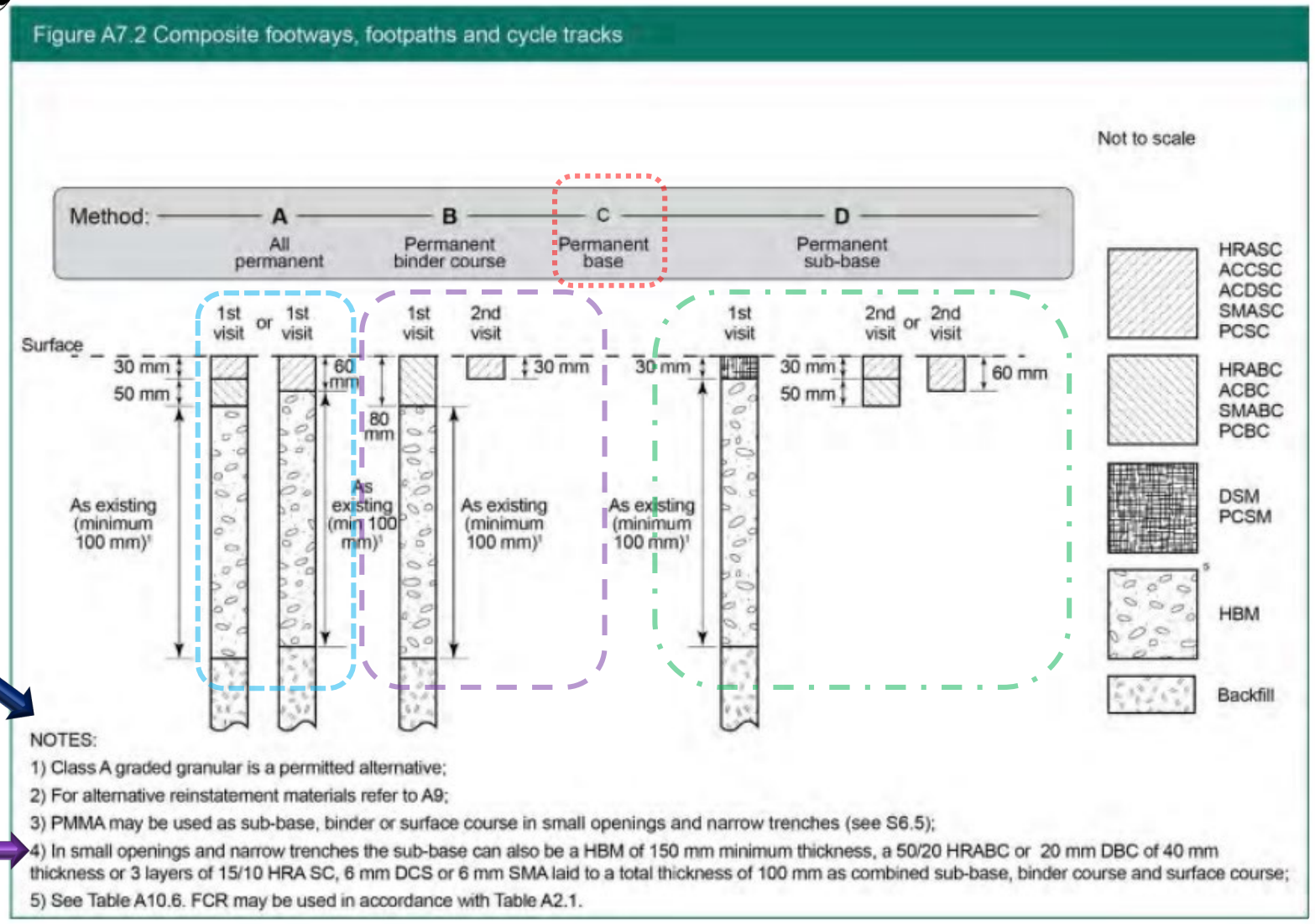
As described on previous page dealing with flexible footways, for composite, you can see **Method B** will have a permanent binder course, and all layers below it completed in terms of reinstatement.

Method C will not apply, as there is no base layer present.

Method D would be unusual to apply where you have chosen to permanently reinstate sub-base layer and below. However, it is available as an option.

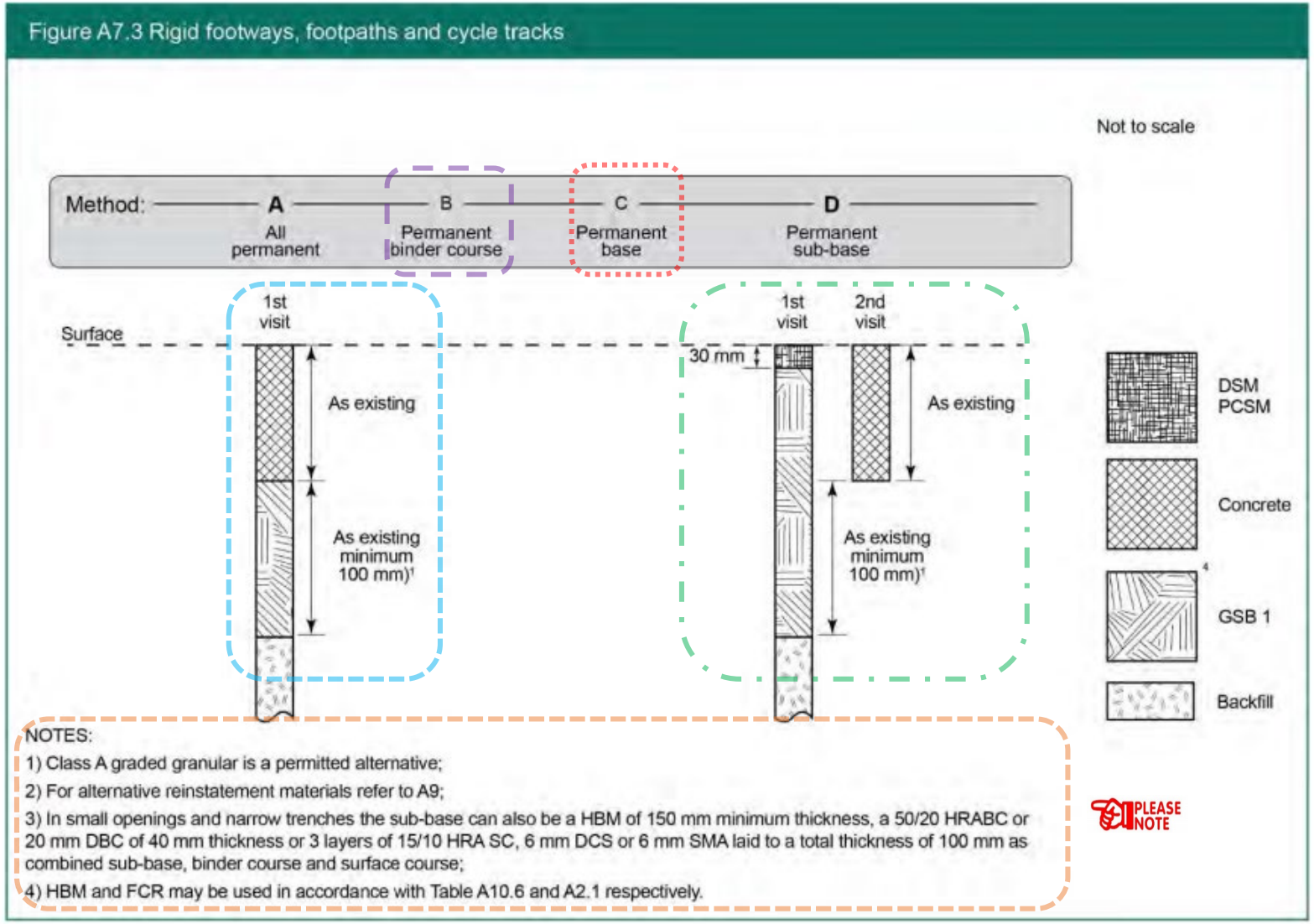
Always pay attention to the "NOTES" as they provide additional information such as alternative materials and methods allowed.

For example: For small openings and narrow trenches you can see from Note 4, that you can use hydraulically bound material (HBM), or bituminous materials in certain layers, or combined layers. Remember, this is only for small openings and narrow trenches. Note 5 refers to Table A10.6 which shows you if and where flowable materials for reinstatement (FCRs) can be



Appendix A7 – Footways, footpaths & cycle tracks

Figure A7.3 – Rigid footways, footpaths and cycle tracks



Again, **Method A** is the preferred option for first time rigid reinstatement.

Method B will not apply to rigid footway, footpath and cycle track reinstatements as there is no binder layer.

Method C will not apply for the same reason as there is no base layer applicable.

If you had to use **Method D**, you are required to lay approved materials to the prescribed thickness's before re-visiting and replacing with concrete to match existing or 100 mm thick, whichever is the greater.

As previously mentioned, pay attention to the "NOTES"

Appendix A7 – Footways, footpaths & cycle tracks

Figure A7.4 – Modular footways, footpaths & cycle tracks

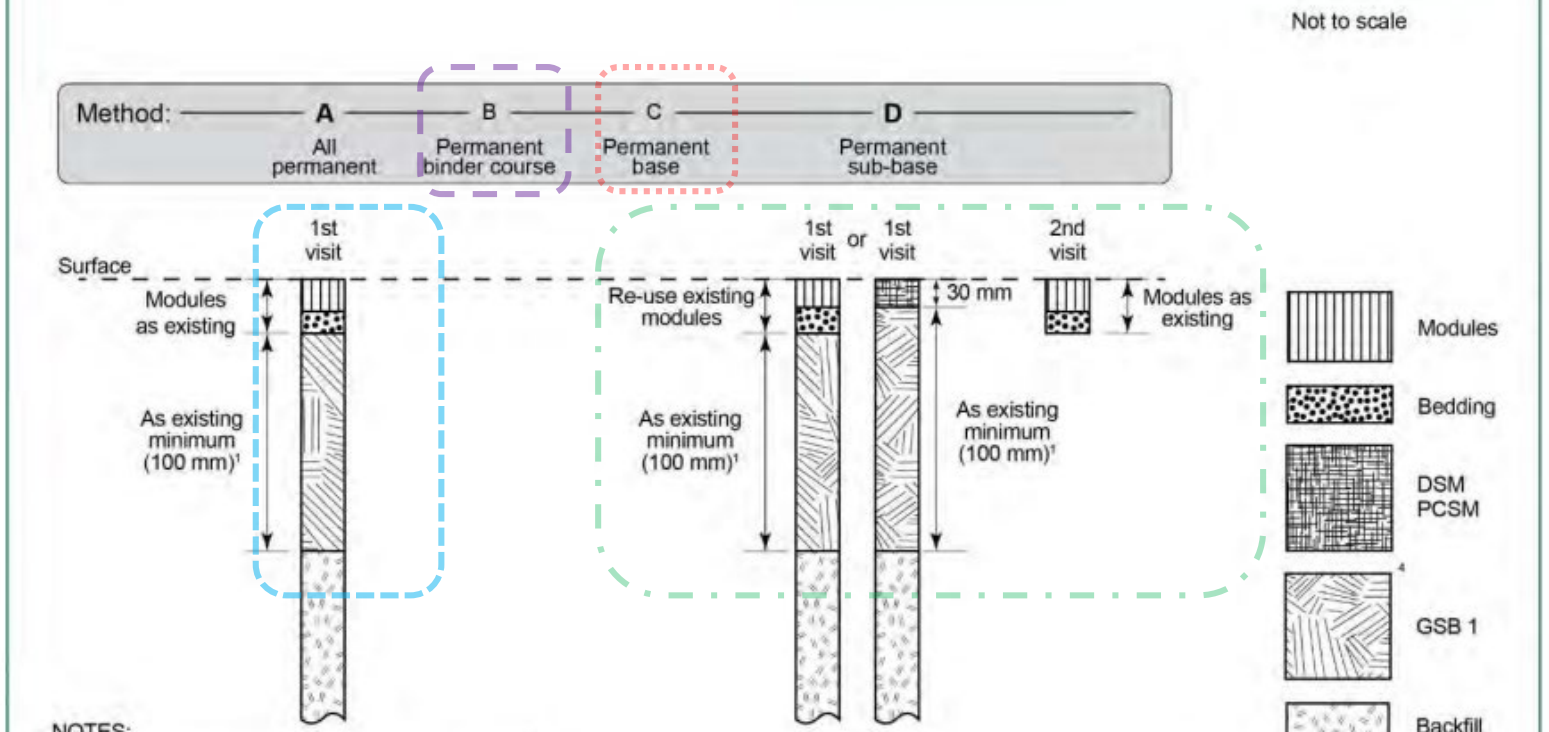
Method A is the preferred option as the reinstatement works are completed in one visit.

Method B will not apply as there is no binder course layer in a modular construction.

The same applies for **Method C**

Again, **Method D** may be an option as you may want to complete all of the works and temporarily lay modules or bituminous materials to provide a compliant surface. However, it is more likely that you would opt to complete the reinstatement to a permanent basis at first visit using method A.

Figure A7.4 Modular footways, footpaths and cycle tracks



NOTES:

1) Class A graded granular is a permitted alternative;
2) For alternative reinstatement materials refer to A9;
3) In small openings and narrow trenches the sub-base can also be a HBM of 150 mm minimum thickness, a 50/20 HRABC or 20 mm DBC of 40 mm thickness or 3 layers of 15/10 HRA SC, 6 mm DCS or 6 mm SMA laid to a total thickness of 100 mm as combined sub-base, binder course and surface course;
4) HBM and FCR may be used in accordance with Table A10.6 and A2.1 respectively.

PLEASE NOTE

A7 - Summary

Why is there no base layer in footways, footpaths and cycle tracks?

It is not required, as less structure is required than in a road carrying heavier traffic.

What is meant by flexible footways, footpaths and cycle tracks?

Flexible footways and cycle tracks are areas that can “bend” or “deflect”, hopefully making them less susceptible to damage and requiring fewer repairs over time.

Is there a difference between flexible footway and flexible road construction?

Yes there is a subtle difference. A flexible road will have a structural layer known as a “base layer” which is not found in a flexible footway, footpath or cycle track.

Can I use a PMMA material in a footway, footpath or cycle track?

You can use polymer modified asphalt materials (PMMAs) only in small openings and narrow trenches. This can be seen from the flexible and composite cross sections shown in Figure A7.1 and Figure A7.2, and as stated within the “NOTES” sections, they must comply with S6.5 in terms of application and material specification.

Why are the “NOTES” important in Figures A7.1 to A7.4 of the SROH?

The notes are important as they will provide information on materials and layer values that may be used as an alternative to the usual method. For example; in a flexible footway, the granular sub-base can be substituted for the one of the options provided for in Note 4, but only were you have a small opening or narrow trench.