

Looking at typical treatments from recent years, Barsetshire arrives at the following treatments:

- For red footways it allows for replacing all the slabs with new slabs on a new sand bed and new unbound sub-base.
- For amber footways it allows for relaying 50% of the existing slabs and replacing the other 50% with new slabs, all on a new sand bed. It also allows for limited (10%) replacement on the unbound sub-base layer.
- For yellow footways it estimates it needs to 'fix' 20% of the area of the footway in question, reusing half of the existing slabs and replacing the rest. There is no surface treatment option so the yellow rate is based purely on this localised repair.
- ~~The green rate will, as before, be half of the yellow rate.~~

This gives Barsetshire a full range of treatments and costs for all hierarchies, surface finishes and condition bands.

9.12 IMPAIRMENT OF FOOTWAYS AND CYCLETRACKS

- 9.12.1** These notes supplement the main guidance on impairment in sections 7.4 and 7.5.
- 9.12.2** For bituminous footways, assuming the calculations are carried out in UKPMS, using standard condition data, the model will not distinguish impairment of surface layers from depreciation, but will produce a combined result. Any impairment of underlying layers will need to be calculated separately based on the relevant treatment costs.
- 9.12.3** For modular footways where annual depreciation is based on estimates of past effects, if the provision made for a particular year turned out to be insufficient, any material shortfall should be accounted for as impairment. The same would apply to any material shortfall in the estimated allowance for treatment to underlying layers of bituminous footways or cycletracks. Impairment could also arise in the case of a significant one-off event such as a section of footway being washed away by severe flooding.