

CARRIAGEWAY INSPECTIONS										
Potholes <i>The depth of a pothole is covered below. As a general rule, the diameter, at the surface level, should be >75mm on cycle lanes and >150mm on carriageways</i>				Loose material etc.	Regulatory lines – excessive wear	Ironwork and covers missing broken, tilting, rocking etc		Edge damage	Unevenness due to rutting, subsidence etc.	Displaced road studs, cat eyes and debris
Cycle lanes > 25mm in marked cycle lanes and at recognised crossing points (normally in town centre situations)	All other locations > 40mm at all other locations	Cycle lanes Approaching 25mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole	All other locations Approaching 40mm, with likelihood of worsening in short term. Advanced local crazing likely to pothole	Of sufficient spread and depth to need prompt attention	White regulatory lines (at junctions) worn so as to detract from their purpose	Missing or Broken ironwork, covers and frames. <i>Upstand >20mm or depressed (sunken) covers and frames (equivalent to pothole standards, i.e. >25mm in cycle lanes</i>	Cracked or rocking frame or cover. Creating a noise or vibration. Depressed or tilted	Road edge breaking, falling away so as to be potentially hazardous (only when extended into actual wheel path and the risk of impact is high)	Severe unevenness due to ruts, humps, corrugations. Resulting in high risk may influence future minor/ major planned maintenance programmes	Displaced/ laying on running surface
P2	P2	P3	P3	P2	P3	P2	P3	P2	P2	P2

FOOTWAY AND KERB INSPECTIONS					STREET FURNITURE, VEGETATION & VERGE INSPECTIONS							
Ironwork and covers missing broken, tilting etc	Potholes <i>As a general rule, the diameter, at the surface level, should be >100mm</i>	General Surface	Kerbing defects		Furniture defects			Tree and vegetation defects <i>In less obvious cases refer to Highways Arborist</i>		Verge defects		
<i>Missing, Broken or loose - Trips >20mm and/or sunken >20mm</i>	<i>Potholes >20mm deep</i>	<i>Trips >20mm</i>	<i>Broken, loose, tilted or missing, trips and/or or projections >20mm In line with pedestrian /cycle path</i>	<i>Kerbing in other areas that is broken or damaged to the extent that it could have the potential to cause vehicle damage.</i>	<i>Rails, barriers, safety fencing etc - excessive defects Bent, twisted, out of alignment, projecting metal or timber to extent that public is put at high risk</i>	<i>Road signs and signals - excessive defects Bent, twisted, projecting to extent that public is put at high risk. Also Damaged/missing junction signage where sign duplication no longer exists</i>	<i>Unlawful signs – safety hazard causing significant obstruction to passage or vision and clear risk to the public</i>	<i>Trees / vegetation on highway Obvious danger of falling timber. Fallen debris causing obstruction to passage or vision</i>	<i>Off highway – safety hazard Obvious danger of falling timber. Fallen debris causing obstruction to passage or vision but within falling distance of highway</i>	<i>Surface defects in the verge Which present a potential danger to the passage of pedestrians or vehicles using the highway as a whole</i>	<i>Ironwork and covers in the verge Missing or broken</i>	<i>Ironwork and covers in the verge cracked or rocking</i>
P2	P2	P2	P2	P3	P2	P2	P2	P2	P2	P2	P2	P3

Response Category	Description
P2 (Safety Priority 2)	Correct/repair or make safe within 5 working days. If it is not possible to permanently correct/repair defect within 5 working days, a permanent repair should be carried out within 20 working days, where appropriate, i.e. unless maintenance/improvement works are planned within a timescale not exceeding 6 months. This timescale should be appropriate to the defect type, location road/footway classification and usage.
P3 (Safety Priority 3)	A permanent repair should be carried out within 20 working days where appropriate, i.e. unless maintenance/improvement works are planned within a timescale not exceeding 6 months. This timescale should be appropriate to the defect type, location road/footway classification and usage.

Note : On carrying out an inspection, observed defects that present the highest risk of harm to the public, thus requiring immediate attention to secure, guard, warn, or make safe should be reported and actioned as an Immediate response defect (P1 Immediate Priority).

NOTES		
<p>These are recommended standards for categorisation of response; the inspector may select a different response in taking account of foreseeable risk to all road users.</p>	<p>All defects involving or resulting from utility company apparatus should be reported so we can contact the utility direct to initiate repairs. Failure to act could result in remedial action being taken and cost recovered. E.g. missing/broken ironwork, sunken trenches..</p>	<p>Defects observed on private land or resulting from private property should be reported so we can contact the owners direct to initiate repairs. Failure to act could result in remedial action being taken and costs recovered</p>