

Transport for Buckinghamshire



**HIGHWAY SAFETY
INSPECTIONS
METHOD STATEMENT &
GUIDANCE MANUAL**

August 2014

Buckinghamshire County Council Transportation Service

HIGHWAYS PROCEDURE DOCUMENT

SUBJECT:	Highway Safety Inspections
EFFECTIVE DATE:	01 November 2014
DISTRIBUTION:	Cabinet Member, Area Group Managers, Team Leaders, Local Area Technicians, Inspectors, Insurance Section.

i) Background

Highway safety inspection requirements were previously defined in the “The Highways Maintenance Reference Manual 1989 (The Yellow Book)” and the Guidance Document for Highway Inspections by Zurich Municipal. However, the introduction of the 2005 Roads Liaison Group Code of Practice for Highway Maintenance Management; “Well Maintained Highways”,(updated September 2013) has highlighted the need for a refreshed “Highway Safety Inspections Guidance Manual”.

This document provides methodology and guidance on what is required when carrying out highway inspections in Buckinghamshire, together with details of Maintenance Categories and frequencies of inspection.

ii) Implementation

This Inspections Method Statement and Guidance Manual shall become an operational document from 01 November 2014, after which it is subject to an annual review, with any amendments issued on a formal basis, subject to the prior written approval of the Highway Authority.

Annual review will consider as a minimum amendments to network hierarchy, alterations to network usage due to development and change to national standards of good practice. It should be noted that budget and resource limitations are not considered to be appropriate reasons for alterations to policy.

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1 INTRODUCTION

- 1.1** The current procedure for all inspections of the highway network in Buckinghamshire is based on the *Code of Practice for Highway Maintenance Management – July 2005 (“Well-Maintained Highways”)* and as updated in September 2013.
- 1.2** This document sets out the procedures to be followed to enable Highway Safety Inspections to be completed in accordance with the current legislation and Code of Practices. The County Council accepts the recommendation of the Code of Practice and this guidance sets out how the general provisions of the Code will be interpreted and implemented in Buckinghamshire in line with the BCC Highways Maintenance Inspection Policy.
- 1.3** Safety Inspections are the primary form of inspection carried out by the Maintenance Section and these are relied upon to provide the defence under section 58 of the Highways Act 1980. These inspections are carried out to ensure that, as far as is reasonably practicable, the safety of the public is not jeopardised by the condition of the highway. Inspections are designed to identify those defects likely to create an immediate or imminent danger to the public and which require priority action.

2 HIGHWAY NETWORK

- 2.1** The highway network is separated into asset types e.g. carriageway or footway. Each asset type is then divided into links and sections. Finally each of the sections is assigned a maintenance hierarchy type relating to its importance for transportation and usage.
- 2.2** It should be noted that, as a result of splitting the highway network into asset types, a significant percentage of the network may have adjacent footway and carriageway sections that have a different maintenance classification from each other.
- 2.3** Unlike carriageways and footways, cycleways are not categorised by their importance or use but rather by where their relative location adjacent to carriageway or footway on the network.
- 2.4** The definitions of each classification, as they appear in the current Highway Maintenance Code of Practice document, are presented in Table 1. This is in parallel to the more detailed Maintenance Categories for Buckinghamshire presented in Appendix A.

Table 1: Highway Maintenance Categories from the Code of Practice

Maintenance Category	Category Name	Road Classification/Description
<p><u>Carriageways</u></p> <p>2</p> <p>3a</p> <p>3b</p> <p>4a</p> <p>4b</p>	<p>Strategic Routes</p> <p>Main Distributor</p> <p>Secondary Distributor/Town Centres</p> <p>Local Inter-connecting</p> <p>Local Access</p>	<p>Principal 'A' roads between Primary destinations</p> <p>Other 'A' and heavily trafficked 'B' roads</p> <p>Other 'B' roads</p> <p>All 'C' roads</p> <p>Urban/rural unclassified roads</p>
<p><u>Footways</u></p> <p>1</p> <p>2</p> <p>3</p> <p>4</p>	<p>Primary Walking Route/Zone</p> <p>Secondary Walking Route/Safer Routes to School</p> <p>Linked Footway</p> <p>Local Access Footway</p>	<p>Main shopping areas and busy urban areas</p> <p>Medium use through local areas/shopping centres</p> <p>Local access through urban areas/busy rural footways</p> <p>Low usage estate roads and cul-de-sacs</p>
<p><u>Cycleways</u></p> <p>A</p> <p>B</p> <p>C</p>	<p>Cycle Lane</p> <p>Cycle Track</p> <p>Shared Cycle/footway</p>	<p>Part of the carriageway, commonly a 1.5m strip adjacent to the nearside kerb</p> <p>A route for cyclists not contiguous with the public footway or carriageway</p> <p>Either segregated by a white line/other feature or unsegregated</p>

3 INSPECTION FREQUENCIES

- 3.1 Utilising the categories presented in Table 1 appropriate frequencies of inspection can then be adopted which tally with each carriageway, footway or cycleway category.
- 3.2 The inspection frequencies within Buckinghamshire are presented in Table 2, it should be noted that the frequencies adopted for carriageway and footway inspection mirror those presented in the Code of Practice.

Table 2: Inspection frequencies for each Maintenance Category in Buckinghamshire

Maintenance Category Type		Inspections Type per annum
Carriageway	Footway	Safety Inspections
2, 3a, 3b	1	12 no.
4a	2	4 no.
	3	2 no.
4b	4	1 no.
Cycleways		
A		At same time as adjacent carriageway inspection
B		2no.
C		1 no.

3.3 Additional Information:

- a) If a single section of road is bordered by a footway(s), then the higher hierarchy for inspection is deemed to apply to both the carriageway and footway and for all of the other separate occurrences of footway along the Section (e.g. a carriageway, Maintenance Category 4b status abuts a footway of Maintenance Category 2 status. The inspection frequency for all elements of this section shall be 4 times per annum).
- b) The annual programme of inspection is created to ensure that all sections are inspected at the designated frequency. Inspections must be programmed to provide an acceptable and consistent interval between each inspection throughout the year. In this way the hierarchy '1' footways are to be inspected 12 times per annum at approximately one month intervals throughout the year. The pattern of inspections should be consistently applied to consecutive years so that the inspection intervals are maintained year on year. It is important to ensure that those sections which are inspected twice a year, are programmed for approximately the same period in consecutive years to maintain the inspection pattern
- c) The maintenance classification for shared use cycleway/ footway and on street cycleways is the same as the adjacent footway or carriageway the cycleway is part of. Therefore inspections are undertaken at the same time and frequency as its adjacent feature:

- A Cycle lanes:- carriageway standard
 - B Cycle tracks - those which are part of the highway network are inspected once per year. Any not within the highway network are not included within any inspection regime e.g. off road Sustrans routes (e.g. Phoenix Trail).
 - C Shared cycle/ footway:- footway standard
- d) When carrying out scheduled inspections for any highway it is recognised that keeping exactly to the programmed interval between inspections can be problematic to achieve. Therefore, all scheduled inspection dates are set for the last day of the month and the acceptable tolerance is for that section to be inspected at any time within that month up to the last day within the calendar month. **No tolerance will be allowed for late inspections, i.e. any inspections outside of the calendar month will be classed as failures.**

4. INSPECTION ARRANGEMENTS

- 4.1 The Highways Safety Inspectors are responsible for carrying out and recording within the Highways Maintenance Management System all scheduled and ad-hoc safety inspections, and actions arising thereof. This includes an accurate description of the location for every item recorded in sufficient detail to enable all other parties involved to locate the position of the defect. If PDAs are being used to record the defects, then GPS coordinates will be recorded.
- 4.2 For all driven safety inspections the inspector must be accompanied by a second person, who will drive the route. The name of both individuals must be recorded for insurance purposes.
- 4.3 The following maximum speeds have been defined when inspections are being undertaken from a moving vehicle: -
- a) Rural carriageway inspection (including 'combined' carriageway and footway inspections) - 20 mph;
 - b) Urban inspections (carriageway, footway or 'combined') - 15 mph.
 - c) **All Inspections shall be carried out using the appropriate high visibility Fleet Vehicles and the relevant Safety Equipment provided within. Inspectors should ensure that they are familiar with the Contractors Health and Safety Policy for carrying out such works (Training will be undertaken for all staff involved in inspection and risk assessment activities to ensure familiarity with requirements).**
- 4.4 Category '1' and '2' footway inspections **must** be carried out on foot. In addition, inspections of any footways that have a slabbed or modular surface shall also be carried out on foot as well as linked footways.

4.5 All other footways may be inspected from a vehicle except where visibility is obstructed. If, in circumstances due to parked vehicles or other obstructions, the Inspector(s) is unable to see the footway(s) clearly, then **the obstructed section must be walked** and a note made on the record to indicate that the section was walked.

4.6 Additional Information:

- a) Carriageways adjacent to Type '1' and '2' footways shall:
 - i) be inspected at the same time as the adjacent footway inspection thus sometimes receiving an increased frequency of inspection than the actual carriageway warrants.
 - ii) Formalised pedestrian crossing points should have the same safety defect standards as those defined for the adjacent footways.
- b) A carriageway which is part of a formalised crossing point, whether this be a controlled crossing or an uncontrolled crossing (dropped kerbs and tactile slabs), should be treated as footway and the inspection frequencies and intervention levels for these areas will be the same as for footways.
- c) Parking bays and Lay-by's within the highway shall be treated as carriageways with the inspection frequencies and intervention levels for defects being the same as those for carriageways. This means that parking bays located along a road will not generally require an enhanced regime; however areas where there is a higher than average footfall, such as shopping parades which include parking will be risk assessed to confirm appropriate inspection regimes.
- d) Hard verges and Amenity type verges shall be inspected and maintained in line with the requirements for footways.
- e) Cycleways within the highway should be treated as carriageway or footway, depending upon their location with the intervention levels for defects being the same as those for the carriageway or footway, as applicable.
- f) Trees located within the highway boundary are the responsibility of the County Council and are therefore included within highway safety inspections. Trees will be inspected at the same time as the footway they are adjacent to. If the tree is not adjacent to a footway then the carriageway inspection regime will be used. Should a safety inspection raise concerns with trees then the information must be passed to an appropriately trained officer, to investigate, within 24 hours of notification.

5. DEFECT CATEGORIES AND PRIORITY RESPONSE

5.1 Defect categories:

Defects are defined categorised in accordance with the current Code of Practice 'Well Maintained Highways' 2005 edition updated 18th September 2013.

Category E – those defects which require an immediate response to protect the public from hazard.

Category 1 - those that require prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration.

Category 2 – all other defects

5.2 Category E defects

Some defects will be assessed using a risk based approach as being potentially so dangerous to the public that they require immediate attention and will be made safe or repaired within two hours from the time that the defect is assessed on site by an inspector and notified to the contractor. Typical defects that fall under this category may include (but are not limited to):

- collapsed or missing covers or gratings in carriageways or footways
- potholes of 75mm deep or above, significant spalling, ridging, sunken covers or gaps/cracks in the wheel track of a carriageway
- substantial running water on a principal derestricted road
- substantial standing water on a principal derestricted road
- dangerous trees
- oil/diesel spillages or hazardous debris

Wherever possible, a permanent repair will be made to a Category E defect to save a repeat visit and inconvenience to the road user. Where a temporary repair is made to a Category E defect, a permanent repair must then be carried out within 28 days. For the purposes of this policy a permanent repair is a repair that will last at least 12 months.

5.3 Category 1 Defects:

Category 1 defects are to be made safe, and temporarily or permanently repaired by 18:00 hours on the next working day from the time that the defect is assessed in accordance with the Highways Maintenance Inspection Policy.

The end of the next working day will normally be defined as 6pm. However, under exceptional circumstances this deadline may be extended to facilitate the safe execution of the works. Circumstances must be documented and may include, but not be limited to, traffic sensitive routes (high flows), lack of access

due to third party activities or other unplanned events. In these circumstances an extension of time may be agreed for the defect in question.

Where practicable, the inspector should correct or make safe the defect immediately at the time of the inspection. Making safe may involve displaying warning notices, coning/fencing off the defect to protect the public from the defect or other actions designed to protect the public from any immediate hazard.

Wherever possible, a permanent first time repair should be made to a Category 1 defect, in order to avoid a repeat visit and inconvenience to the road user. Where a permanent first time repair cannot reasonably be undertaken and the defect is required to be made safe, a permanent repair should then be carried out within 28 days.

The Contractor is responsible for maintaining any temporary or make safe repairs in place until such time as permanent repairs are completed.

Some Category 1 defects may be due to the activities of Public Utilities, which are governed by the requirements of the New Roads and Street Works Act 1991, or to a failure of their apparatus. In such circumstances, the defect should be recorded by the inspector, and the appropriate Statutory Undertaker informed by contacting the NRSWA team, who will raise a Section 81 Notice, therefore giving notice and opportunity to the Statutory Undertaker to carry out their own repairs.

If, in the opinion of the inspector, the defect is of a severity which warrants an immediate make safe requirement to protect members of the public, then an emergency or temporary make safe repair shall be carried out in line with timescales outlines in the above sections of this document. Any costs incurred in making safe, and or repair, should be recovered from the Statutory Undertaker.

5.4 Category 2 defects:

Category 2 defects are those defects which, following a risk assessment, are deemed not to represent an immediate or imminent hazard or a risk of short term structural deterioration. These defects may have safety implications of a lesser significance than Cat 1 defects, but are more likely to have serviceability or sustainability implications, or a possibility of further deterioration to Category 1 status prior to the next inspection being undertaken.

These defects are not required to be urgently rectified and will be classified by the inspector using a risk based approach (recorded on Highways Maintenance Management System), based on their severity and location, and the amount and type of traffic using the road.

Classification and timescales for repair of Category 2 defects will be:

Cat 2A – those defects which are likely to deteriorate to present a degree of hazard (Category 1 defect) to the public or to the structural condition of the network prior to the next inspection. Permanent repairs will be carried out within 28- days.

Cat 2B – these need to be recorded in Highways Maintenance Management System but without specific action or repairs required. Cat 2B defects do not present any imminent hazard to the public or to the structural condition of the network but will be considered for repair within future planned annual programmes of maintenance work.

Category 2B defects may be either repaired during the next appropriate programme, investigated through a detailed inspection, monitored through more frequent inspections or no immediate action taken and the condition reviewed at the next scheduled inspection. The appropriate action to be taken will be determined by the highway inspector at the time of inspection.

5.5 Priority response times:

All defects are effectively categorised by the inspector using a consistent risk based approach. Priority response times in Buckinghamshire relevant to the particular categories of defect and level of hierarchy as assessed by the likely impact and probability of the risk are summarised as:

Priority 1 – Immediate (Category E defects) - two hour make safe or repair from the time the defect is assessed in accordance with the Highways Maintenance Inspection Policy. If a make safe repair is effected then permanent repairs must be undertaken within 28 days of the initial make safe repair.

It is the responsibility of the inspector at the time of assessing the defect, to ensure that appropriate resource is mobilised to ensure attendance within the 2 hour required timescale.

Note: Emergency response resources for Priority 1 responses will operate seven days per week, 365 days a year.

Priority 2 - High (Category 1 defects) – Make safe or repair by the end of the next working day (18:00 hrs) from the time the defect is assessed in accordance with the Highways Maintenance Inspection Policy. If a make safe repair is effected then permanent repairs must be undertaken within 28 days of the initial make safe repair.

Priority 3 – Medium (Category 2A defects) – up to 28 days repair.

Priority 4 - Low (Category 2B defects) – more than 28 days repair. Repair within the next available programme, schedule a more detailed inspection, monitor through more frequent inspections or review condition at next inspection, based on an assessment of risk of deterioration before the next visit.

6. RISK ASSESSMENTS AND MATRIX

6.1 Any highway feature that when inspected has a defect with a defect level which corresponds to, or is in excess of, the stated minimum defect investigatory level (see Section 9 of this Highway Safety Inspections Method Statement and Guidance Manual) is to be assessed for likely risk and recorded in the Highways Maintenance Management System.

6.2 The risk assessment covers:

- Risk identification - an inspection item for which the defect investigatory level is reached or exceeded is identified as a risk and categorised accordingly.
- Risk evaluation - assessing the likely impact should the risk occur and the probability of it happening
- Risk impact- quantifying the impact of a risk occurring on a scale of 1 to 4. Relates to assessing the extent of damage or injury likely to be caused should the risk become an incident:

1 = minor or low impact

2 = noticeable impact

3 = significant impact

4 = major, high or serious impact

In general, the greater the severity of the defect the higher the impact will be.

- Risk probability - assessing the probability of a risk occurring on a scale of 1 to 4:

1 = low probability (up to 40%)

2 = medium probability (41 to 60%)

3 = high probability (61 to 80%)

4 = very high probability (over 80%)

The probability is quantified by assessing the likelihood of users passing by or over the defect encountering the risk. Consequently the road hierarchy and defect location are important considerations in this assessment.

In general, the greater the traffic flow, the higher the probability of a risk occurring.

- **Risk factor** - this is a value derived by multiplying the number assigned to risk impact by the risk probability figure. This will give a value in the range of 1 to 16. This factor identifies the overall seriousness of the risk and the appropriateness of the speed of response to remedy the defect and will then prompt the appropriate defect classification. The priority response for

dealing with the defect can also be determined by reference to the risk management table.

- **Risk management** - having identified a risk, assessed its likely impact and probability and calculated the risk factor, the following risk matrix can be referred to, in order to identify the priority response:

Table 3 - Risk Matrix/Risk Management Table

Probability Impact	Low (1)	Medium (2)	High (3)	Very High (4)
Minor or low (1)	1	2	3	4
Noticeable (2)	2	4	6	8
Significant (3)	3	6	9	12
Major, high or serious (4)	4	8	12	16
Response Category (See section 5.5)	Priority 4 Response	Priority 3 Response	Priority 2 Response	Priority 1 Response

6.3 Risk register:

Although it is not possible to identify every potential risk, the risks identified in the Buckinghamshire Risk Register for Highway Safety Defects cover a wide range of risks likely to be encountered.

The risk register (Appendix A) is a key component of the risk management process in that it incorporates, in respect of each risk:

- risk description
- size and extent of defect
- assessment of impact
- assessment of probability
- risk factor
- defect categorisation
- priority response

This document is for guidance only and the risks contained in the register are based on the highest assumed risk attributable to the type of defect, position and assessed type of usage. Other factors such as local knowledge may be included by the Inspector.

An inspector can assess risks from first principles with the benefit of local knowledge, and this could result in a different risk factor from that contained

in the risk register. In such cases, an inspector must record the reasons for the variation in the Asset Management system.

The basic principles for risk impact and probability in the register are:

- the greater the severity of defect, the higher the impact;
- the greater the traffic flow, the higher the probability.

The position of the defect on the highway is also of significance.

The register incorporates defects which may not be the responsibility of the highway authority such as utility trench reinstatements and iron works, as well as hazards caused by third parties such as obstructions in the highway or dangerous scaffolding. Although the inspector must ensure that all relevant information is notified directly to the third party concerned or to the appropriate person or section dealing with the matter, they must also satisfy themselves that the authority's obligations in respect of duty of care are fully met.

This means that when such hazards are deemed dangerous, the inspector or maintenance engineer must ensure that the site is made safe within appropriate timescales by the highway authority.

7. INSPECTION DATA

7.1 All Highway inspection and maintenance data will be recorded onto the Highways Maintenance Management System, including any notes relating to how the inspection was completed, before 4.00pm on day of inspection (where practicable).

7.2 Files shall be validated to ensure that links/sections and describing codes ('Activities/Defects/Treatments') are correct before being transmitted to the Highways Maintenance Management System Software.

7.3 The following information must be recorded:

- date of inspection
- name of inspector and driver
- time of inspection
- road name/street name
- surface state
- defect reference
- defect description
- location of defect
- size and extent of defect
- priority response
- job number/LA Code/works order reference (if job raised)

- presence of defective Utility apparatus
- date that the order is raised to make the defect safe or carry out a repair
- date and time the defect is made safe
- date and time the defect is repaired

8. AUDITING ARRANGEMENTS

- 8.1** Each Area Team responsible for carrying out highway inspections shall provide performance information for quality and timeliness of inspections on a monthly basis. The results will be presented and discussed at the designated 'BPR' meetings.
- 8.2** If the parties responsible for the issue and/or repair of the works consider that the selection of any item or treatment code is incorrect, then full details of the correct information shall be passed to the Inspecting teams for future reference.
- 8.3** Internal compliance checks through shadow inspections will be carried out at appropriate intervals to ensure that inspections are being carried out throughout the County in a consistent manner and in line with the overall Inspection Strategy.

9. INSPECTORATE

- 9.1** Inspectors shall be suitably experienced, competent and trained in City & Guilds 6033 - Highway Inspection and Monitoring qualification, to carry out the tasks of highway safety inspections as described in this manual. Any ad-hoc inspections shall be carried out by suitably experienced personnel. They shall have a good working knowledge of relevant inspection procedures; safety requirements; highway materials and construction, together with knowledge in the use of appropriate inspection equipment and software.

They shall also be conversant with the relevant parts of the DfT's 'Chapter 8 - Traffic Signs Manual'. Highways Sector 12D training shall be given to ensure that staff can carry out these duties correctly. There will be update and refresher training provided as required.

- 9.2** Inspectors will be familiar with the requirements of the overall Inspection Strategy and with the requirements and methodologies contained within this Highway Guidance Manual – Method Statement
- 9.3** Inspectors shall carry out inspections in a uniform manner and to a uniform standard across the County.

10. ITEMS FOR INSPECTION AND INVESTIGATORY LEVELS

The list of highway inventory to be observed for possible defects in a safety inspection together with the defect investigatory levels are as follows. Note this list is not exhaustive but is provided as a guide to most commonly occurring defects on the network:

Table 4 - Items for inspection and investigatory levels

Item	Defect	Investigatory Level
Carriageway and cycleway	Pothole/spalling	40mm depth (300mm across in any horizontal direction)
	Ridge or rutting	40mm depth or height
	Depression/sunken cover	40mm level difference
	Gap/crack	> 20mm width
Footway	Trip/pothole/sunken cover	20mm depth or height
	Rocking slab/block	20mm vertical movement
Kerbs	Dislodged	50mm horizontally
	Loose/rocking	20mm vertically
	Missing	Yes
Verges	Sunken area adjacent to and running parallel with carriageway edge	Depth 100mm
	Sunken area adjacent to and running parallel with footway edge	Depth 100mm

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<p>Iron works</p>	<p>Gaps within framework (other than designed by manufacturer)</p> <p>Level differences within framework</p> <p>Rocking covers</p> <p>Cracked / broken covers</p> <p>Worn / polished covers</p> <p>Missing covers</p>	<p>> 20mm width</p> <p>40mm carriageway, 20mm footway</p> <p>Defect Present</p> <p>Defect Present</p> <p>Defect Present</p> <p>Cover missing</p>
<p>Drainage</p>	<p>Standing water two hours after cessation of rainfall, 1.5m from edge of c/way</p> <p>Substantial running water across carriageway</p> <p>Substantial running water across footway</p> <p>Property inundation as a result of defective highway drainage</p> <p>Substantial standing water adjacent to edge of c/way</p> <p>Blocked gully (silted above outlet)</p> <p>Collapsed/blocked/ settled items or systems</p>	<p>Defect present</p> <p>Defect present</p> <p>Defect present</p> <p>Defect present</p> <p>Defect present</p> <p>Defect present</p> <p>Defect present</p>
<p>Road markings</p>	<p>Faded or worn markings</p>	<p>>30% loss of effective markings</p>

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Road studs	Missing hole left in c/way / Displaced item on c/way / Defective item	Defect present
Signs/bollards/lights/traffic signals	Damaged/misaligned item causing a hazard (including sign fixings)	Defect present
	Missing item causing a hazard (including sign fixings)	Defect present
	Lights/signals not operating correctly /malfunctioning signals pointing the wrong way	Defect present
	Signal lamp failure	Defect present
	Exposed wiring	Defect present
	Missing door to lamp column	Defect present
	Item missing	Defect present
	Item obscured/dirty/faded	Defect present
Safety fencing and barriers	Item damaged or misaligned causing a hazard	Defect present
Hedges and trees	Unstable tree causing danger of collapse onto highway	Defect present
	Overhanging tree leading to loss of height clearance over carriageway, footway or cycleway	Defect present

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APPENDIX A-RISK REGISTER

Items for inspection	Defect (s)	Highway Feature	Extent	Location Risk	Hierarchy Category	Impact	Probability	Risk Factor	Priority Response	Defect Category
Potholes, cracks or gaps in the running surface	Potholes/spalling	Carriageway	75mm or over depth (300mm across in any horizontal direction)	All	All	4	4	16	P1	E
	Potholes/spalling	Carriageway	40mm or over depth (300mm across in any horizontal direction)	High	2,3a,3b,4a,4b	3	4	12	P2	1
	Potholes/spalling	Carriageway	40mm or over depth (300mm across in any horizontal direction)	Medium	2,3a,3b,4a	3	4	12	P2	1
	Potholes/spalling	Carriageway	40mm or over depth (300mm across in any horizontal direction)	Medium	4b	2	3	6	P3	2a
	Potholes/spalling	Carriageway	40mm or over depth (300mm across in any horizontal direction)	Low	2,3a,3b,4a	2	2	4	P4	2b
	Potholes/spalling	Carriageway	40mm or over depth (300mm across in any horizontal direction)	Low	4b	2	2	4	P4	2b
	Potholes/spalling	Carriageway	Approaching 40mm depth (300mm across in any horizontal direction) with the likelihood of reaching this extent by the next scheduled inspection	Any	2,3a,3b,4a,4b	2	2	6	P4	2b
	Potholes/spalling	Cycleway	75mm or over depth (300mm across in any horizontal direction)	All	All	4	4	16	P1	E
	Potholes/spalling	Cycleway	20mm over depth (300mm across in any horizontal direction)	Any	A	3	4	12	P2	1
	Potholes/spalling	Cycleway	20mm or over depth	Any	B,C	2	3	6	P3	2a
Potholes, cracks or gaps in the surface	Potholes/spalling	Footway	75mm or over depth	All	All	4	4	16	P1	E
	Potholes/spalling	Footway	20mm or over depth	High	1,2,3	3	4	12	P2	1
	Potholes/spalling	Footway	20mm or over depth	High	4	3	3	9	P2	1
	Potholes/spalling	Footway	20mm or over depth	Medium Low	1,2,3	2	3	6	P3	2a
	Potholes/spalling	Footway	20mm or over depth	Medium Low	4	2	3	6	P3	2a

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	Potholes/spalling	Footway	Approaching 20mm width with the likelihood of reaching this extent by the next scheduled inspection	Any	1,2	2	2	4	P4	2b
	Gap/crack (including open joints)	Carriageway	75mm or over depth, 20mm or over width	All	All	4	4	16	P1	E
	Gap/crack (including open joints)	Carriageway	40mm or over depth, 20mm or over width	High	2,3a,3b,4a,4b	3	4	12	P2	1
	Gap/crack (including open joints)	Carriageway	40mm or over depth, 20mm or over width	Medium	2,3a,3b,4a	3	4	12	P2	1
	Gap/crack (including open joints)	Carriageway	40mm or over depth, 20mm or over width	Medium	4b	2	3	6	P3	2a
	Gap/crack (including open joints)	Carriageway	40mm or over depth, 20mm or over width	Low	2,3a,3b,4a,4b	2	2	4	P4	2b
	Gap/crack (including open joints)	Cycleway	75mm or over depth, 20mm or over width	All	All	4	4	16	P1	E
	Longitudinal gap/crack	Cycleway	20mm depth or over, 20mm width or over	Any	A	3	4	12	P2	1
	Longitudinal gap/crack	Cycleway	20mm depth or over, 20mm width or over	Any	B,C	2	3	6	P3	2a
	Transverse gap/crack (including open joints)	Cycleway	20mm or over depth, 20mm or over width	Any	A	2	3	6	P3	2a
	Transverse gap/crack (including open joints)	Cycleway	20mm depth or over, 20mm width or over	Any	B,C	2	2	4	P4	2b
	Gap/crack (including open joints)	Footway	75mm or over depth, 20mm or over width	All	All	4	4	16	P1	E
	Gap/crack (including open joints)	Footway	20mm depth or over, 20mm width or over	High	1,2,3	3	4	12	P2	1
	Gap/crack (including open joints)	Footway	20mm depth or over, 20mm width or over	High	4	3	3	9	P2	1
	Gap/crack (including open joints)	Footway	20mm depth or over, 20mm width or over	Medium	1,2,3	2	3	6	P3	2a
	Gap/crack (including open joints)	Footway	20mm depth or over, 20mm width or over	Medium	4	2	3	6	P3	2a
	Gap/crack (including open joints)	Footway	Approaching 20mm depth with the likelihood of reaching this extent by the next scheduled inspection	Any	1,2	2	2	4	P4	2b

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Crowning or depression in the running surface	Crowning	Carriageway Cycleway	50mm height or over(area as per NRSWA Code of Practice)	High	All	2	3	6	P3	2a
	Crowning	Carriageway Cycleway	50mm height or over(area as per NRSWA Code of Practice)	Medium Low	All	2	2	4	P4	2b
	Depression	Carriageway Cycleway	75mm or over depth (maximum area 2m ²)	Any	All	4	4	16	P1	E
	Depression	Carriageway	50mm or over depth (maximum area 2m ²)	High	2,3a,3b,4a ,4b	3	4	12	P2	1
	Depression	Carriageway	50mm or over depth (maximum area 2m ²)	Medium	2,3a,3b,4a ,4b	2	3	6	P3	2a
	Depression	Carriageway	50mm or over depth (maximum area 2m ²)	Low	2,3a,3b,4a ,4b	2	1	2	P4	2b
	Depression	Cycleway	50mm or over depth (maximum area 2m ²)	High	A	3	4	12	P2	1
	Depression	Cycleway	50mm or over depth (maximum area 2m ²)	Medium	A	2	3	6	P3	2a
	Depression	Cycleway	50mm or over depth (maximum area 2m ²)	Medium	B, C	2	2	4	P4	2b
	Depression	Cycleway	50mm or over depth (maximum area 2m ²)	Low	A	2	2	4	P4	2b
	Depression	Cycleway	50mm or over depth (maximum area 2m ²)	Low	B, C	2	1	2	P4	2b
	Depression	Footway	50mm or over depth (maximum area 2m ²)	Any	All	2	2	4	P4	2b
	Ridge or rutting	Carriageway	75mm or over height/depth	High	All	4	4	16	P1	E
	Ridge or rutting	Carriageway	40mm or over height/depth	High	2,3a,3b,4a ,4b	3	4	12	P2	1
	Ridge or rutting	Carriageway	40mm or over height/depth	Medium	2,3a,3b,4a ,4b	2	2	4	P4	2b
	Ridge or rutting	Carriageway	40mm or over height/depth	Low	2,3a,3b,4a ,4b	2	1	2	P4	2b
	Ridge or rutting	Cycleway	75mm or over height/depth	High	All	4	4	16	P1	E
	Ridge or rutting	Cycleway	20mm or over height/depth	Any	A	3	4	12	P2	1
	Ridge or rutting	Cycleway	20mm or over height/depth	High	B,C	2	3	6	P3	2a
	Ridge or rutting	Cycleway	20mm or over height/depth	Medium Low	B,C	2	2	4	P4	2b

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	Ridge or rutting	Footway	75mm or over (height or depth)	High	All	4	4	16	P1	E
	Ridge or rutting	Footway	20mm or over (height or depth)	Any	1	3	4	12	P2	1
	Ridge or rutting	Footway	20mm or over (height or depth)	High	2,3,4	2	3	6	P3	2a
	Ridge or rutting	Footway	20mm or over (height or depth)	Medium Low	2,3,4	2	2	4	P4	2b
Abrupt level difference in the running surface	Other abrupt level difference in running surface	Carriageway	75mm or over height/depth	High	All	4	4	16	P1	E
	Other abrupt level difference in running surface	Carriageway	40mm or over height/depth	High	2,3a,3b,4a,4b	3	4	12	P2	1
	Other abrupt level difference in running surface	Carriageway	40mm or over height/depth	Medium	2,3a,3b,4a,4b	2	2	4	P4	2b
	Other abrupt level difference in running surface	Carriageway	40mm or over height/depth	Low	2,3a,3b,4a,4b	2	1	2	P4	2b
	Other abrupt level difference in running surface	Cycleway	75mm or over height/depth	High	All	4	4	16	P1	E
	Other abrupt level difference in running surface	Cycleway	20mm or over height/depth	Any	A	3	4	12	P2	1
	Other abrupt level difference in running surface	Cycleway	20mm or over height/depth	High	B,C	2	3	6	P3	2a
	Other abrupt level difference in running surface	Cycleway	20mm or over height/depth	Medium Low	B,C	2	2	4	P4	2b
	Other abrupt level difference in running surface	Footway	75mm or over (height or depth)	High	All	4	4	16	P1	E
	Other abrupt level difference in running surface	Footway	20mm or over (height or depth)	Any	1	3	4	12	P2	1
	Other abrupt level difference in running surface	Footway	20mm or over (height or depth)	High	2,3,4	2	3	6	P3	2a
	Other abrupt level difference in running surface	Footway	20mm or over (height or depth)	Medium Low	2,3,4	2	2	4	P4	2b
	Other abrupt level difference in running surface	Footway	Approaching 20mm depth with the likelihood of reaching this extent by the next scheduled inspection	Any	1,2	2	1	2	P4	2b
	Tree root damage	Cycleway Footway	75mm or over (height or depth)	Any	All	4	4	16	P1	E

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	Tree root damage	Cycleway Footway	20mm or over (height or depth)	High	All	3	4	12	P2	1
	Tree root damage	Cycleway Footway	20mm or over (height or depth)	High	All	2	2	4	P4	2b
Edge deterioration of the running surface	Edge deterioration with abrupt level difference at carriageway edge	Carriageway	100mm or over depth	Any	2,3a,3b,4a	3	4	12	P2	1
	Edge deterioration with abrupt level difference at carriageway edge	Carriageway	100mm or over depth	Any	4b	2	3	6	P3	2a
	Edge deterioration with abrupt level difference at carriageway edge	Cycleway	100mm or over depth	Any	A	3	4	12	P2	1
	Edge deterioration with abrupt level difference at carriageway edge	Cycleway	100mm or over depth	Any	B,C	2	3	6	P3	2a
Kerbing, edging or channel defects	Dislodged kerb	Carriageway	50mm or over horizontal displacement	Any	2,3a,3b,4a	3	4	12	P2	1
	Dislodged kerb	Carriageway	50mm or over horizontal displacement	Any	4b	2	3	6	P3	2a
	Dislodged kerb	Cycleway	50mm or over horizontal displacement	Any	A	3	4	12	P2	1
	Dislodged kerb	Cycleway	50mm or over horizontal displacement	Any	B,C	2	3	6	P3	2a
	Dislodged kerb	Footway	50mm or over horizontal displacement	Any	1	3	4	12	P2	1
	Dislodged kerb	Footway	50mm or over horizontal displacement	Any	2,3,4	2	3	6	P3	2a
	Missing kerb	Carriageway	Defect present	Any	2,3a,3b,4a	3	4	12	P2	1
	Missing kerb	Carriageway	Defect present	Any	4b	2	3	6	P3	2a
	Missing kerb	Cycleway	Defect present	Any	A	3	4	12	P2	1
	Missing kerb	Cycleway	Defect present	Any	B,C	2	3	6	P3	2a
	Missing kerb	Footway	Defect present	Any	1	3	4	12	P2	1
	Missing kerb	Footway	Defect present	Any	2,3,4	2	3	6	P3	2a
	Loose/rocking kerb	Carriageway	Defect present	Any	2,3a,3b,4a	2	3	6	P3	2a
	Loose/rocking kerb	Carriageway	Defect present	Any	4b	2	2	4	P4	2b
	Loose/rocking kerb	Cycleway	Defect present	Any	A	2	3	6	P3	2a
	Loose/rocking kerb	Cycleway	Defect present	Any	B,C	2	2	4	P4	2b
	Loose/rocking kerb	Footway	Defect present	Any	All	2	2	4	P4	2b
Kerbing, edging or channel defects	Trip in kerb or edging	Footway	20mm or over (height or depth)	High	1,2,3	3	4	12	P2	1

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	Trip in kerb or edging	Footway	20mm or over (height or depth)	High	4	2	2	4	P4	2b
	Trip in kerb or edging	Footway	20mm or over (height or depth)	Medium	1,2,3	2	2	4	P4	2b
	Trip in kerb or edging	Footway	20mm or over (height or depth)	Medium	4	2	2	4	P4	2b
	Trip in kerb or edging	Footway	Approaching 20mm height/depth with the likelihood of reaching this extent by the next scheduled inspection	Any	1,2	2	2	4	P4	2b
	Trip in kerb or edging	Footway	Approaching 20mm height/depth with the likelihood of reaching this extent by the next scheduled inspection	Any	3,4	2	1	2	P4	2b
Road markings and studs missing, misleading or badly worn	Missing, obscured or illegible 'Stop' or 'Give Way' marking	Carriageway	Defect present	Any	All	3	4	12	P2	1
	Missing, obscured or illegible 'Stop' or 'Give Way' marking	Cycleway	Defect present	Any	All	3	4	12	P2	1
	Pedestrian crossing markings worn or faded	Carriageway	Markings worn by 30% or more	Any	All	2	3	6	P3	2a
	White regulatory lines (at junctions) and solid centre lines worn or faded	Carriageway	Markings worn by 30% or more	Any	2,3a,3b,4a,4b	2	3	6	P3	2a
	White regulatory lines (at junctions) and solid centre lines worn or faded	Cycleway	Markings worn by 30% or more	Any	A,B,C	2	2	4	P4	2b
	Other white and yellow regulatory lines worn or faded	Carriageway	Markings worn by 30% or more	Any	2,3a,3b,4a,4b	2	2	4	P4	2b
	Other white and yellow regulatory lines worn or faded	Cycleway	Markings worn by 30% or more	Any	A,B,C	2	2	4	P4	2b
	Displaced road stud lying on running surface	Carriageway	Defect present	Any	All	4	4	16	P1	E
	Missing road stud with hole left in carriageway	Carriageway	Defect present	Any	2,3a,3b,4a	3	4	12	P2	1
	Missing road stud with hole left in carriageway	Carriageway	Defect present	Any	4b	3	3	9	P2	1
	Missing road stud with hole left in carriageway	Cycleway	Defect present	Any	A,B,C	3	4	12	P2	1
	Defective road stud	Carriageway	Defect present	Any	2,3a,3b,4a,4b	2	2	4	P4	2b
	Defective road stud	Cycleway	Defect present	Any	A,B,C	2	1	2	P4	2b

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Rocking or otherwise unstable road surface	Rocking slab/block	Carriageway	20mm or above vertical movement	High	2,3a,3b,4a,4b	2	3	6	P3	2a
	Rocking slab/block	Carriageway	20mm or above vertical movement	Medium	2,3a,3b,4a	2	3	6	P3	2a
	Rocking slab/block	Carriageway	20mm or above vertical movement	Medium	4b	2	2	4	P4	2b
	Rocking slab/block	Carriageway	20mm or above vertical movement	Low	All	2	2	4	P4	2b
	Rocking slab/block	Cycleway	20mm or above vertical movement	Any	A	3	4	12	P2	1
	Rocking slab/block	Cycleway	20mm or above vertical movement	Any	B,C	3	2	6	P3	2a
	Rocking slab/block	Footway	20mm or above vertical movement	High	1,2,3	3	4	12	P2	1
	Rocking slab/block	Footway	20mm or above vertical movement	High	4	3	2	6	P3	2a
	Rocking slab/block	Footway	20mm or above vertical movement	Medium	1,2,3	3	2	6	P3	2a
	Rocking slab/block	Footway	20mm or above vertical movement	Medium	4	3	2	6	P3	2a
	Rocking slab/block	Footway	20mm or above vertical movement	Low	All	2	2	4	P4	2b
	Missing slab/block	Carriageway	Defect present	High	2,3a,3b,4a,4b	3	4	12	P2	1
	Missing slab/block	Carriageway	Defect present	Medium	2,3a,3b,4a,4b	3	3	9	P2	1
	Missing slab/block	Carriageway	Defect present	Low	2,3a,3b,4a	2	3	6	P3	2a
	Missing slab/block	Carriageway	Defect present	Low	4b	2	3	6	P3	2a
	Missing slab/block	Cycleway	Defect present	Any	A	3	4	12	P2	1
	Missing slab/block	Cycleway	Defect present	Any	B,C	3	3	9	P2	1
	Missing slab/block	Footway	Defect present	High	1,2,3	3	4	12	P2	1
	Missing slab/block	Footway	Defect present	High	4	3	3	9	P2	1
	Missing slab/block	Footway	Defect present	Medium	All	3	2	6	P3	2a
	Missing slab/block	Footway	Defect present	Low	All	3	2	6	P3	2a
Apparently slippery running surface	Surface observed as slippery during inspection	Carriageway Cycleway	Defect present	Any	All	3	4	12	P2	1
Apparently slippery surface	Surface observed as slippery during inspection	Footway	Defect present	Any	All	3	2	6	P3	2a
Ironwork	Missing, collapsed or broken cover or grating	Carriageway Cycleway Footway	Defect present	Any	All	4	4	16	P1	E
	Cracked cover, grating or frame	Carriageway Cycleway	Defect present	Any	All	2	3	6	P3	2a

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		Footway								
	Sunken or raised cover	Carriageway Cycleway Footway	75mm or over depth/height	High	All	4	4	16	P1	E
	Sunken or raised cover	Carriageway	40mm or over depth/height	High	2,3a,3b,4a ,4b	3	4	12	P2	1
	Sunken or raised cover	Carriageway	40mm or over depth/height	Medium	2,3a,3b,4a	3	4	12	P2	1
	Sunken or raised cover	Carriageway	40mm or over depth/height	Medium	4b	2	3	6	P3	2a
	Sunken or raised cover	Carriageway	40mm or over depth/height	Low	2,3a,3b,4a	2	2	4	P4	2b
	Sunken or raised cover	Carriageway	40mm or over depth/height	Low	4b	2	2	4	P4	2b
	Sunken or raised cover	Cycleway	20mm or over depth/height	Any	A	3	4	12	P2	1
	Sunken or raised cover	Cycleway	20mm or over (height or depth)	Any	B,C	3	3	9	P2	1
	Sunken or raised cover forming trip	Footway	20mm or over (height or depth)	High	1,2,3	3	4	12	P2	1
	Sunken or raised cover forming trip	Footway	20mm or over (height or depth)	High	4	3	3	9	P2	1
	Sunken or raised cover forming trip	Footway	20mm or over (height or depth)	Medium	1,2,3	2	3	6	P3	2a
	Sunken or raised cover forming trip	Footway	20mm or over (height or depth)	Medium	4	2	2	4	P4	2b
	Sunken or raised cover forming trip	Footway	20mm or over (height or depth)	Low	All	2	2	4	P4	2b
	Level difference in framework	Carriageway Cycleway Footway	75mm or over	High	All	4	4	16	P1	E
	Level difference in framework	Carriageway	40mm or over	High	2,3a,3b,4a ,4b	3	4	12	P2	1
	Level difference in framework	Carriageway	40mm or over	Medium	2,3a,3b,4a	3	4	12	P2	1
	Level difference in framework	Carriageway	40mm or over	Medium	4b	2	3	6	P3	2a
	Level difference in framework	Carriageway	40mm or over	Low	2,3a,3b,4a	2	2	4	P4	2b
	Level difference in framework	Carriageway	40mm or over	Low	4b	2	2	4	P4	2b
	Level difference in framework	Cycleway	20mm or over	Any	A	3	4	12	P2	1
	Level difference in framework	Cycleway	20mm or over	Any	B,C	3	3	9	P2	1
	Level difference in framework	Footway	20mm or over	High	1,2,3	3	4	12	P2	1
	Level difference in framework	Footway	20mm or over	High	4	3	3	9	P2	1
	Level difference in framework	Footway	20mm or over	Medium	1,2,3	2	3	6	P3	2a
	Level difference in framework	Footway	20mm or over	Medium	4	2	2	4	P4	2b
	Level difference in framework	Footway	20mm or over	Low	All	2	2	4	P4	2b

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	Gaps within framework other than designed by manufacturer	Carriageway	25mm or over width	High	2,3a,3b,4a	3	4	12	P2	1
	Gaps within framework other than designed by manufacturer	Carriageway	25mm or over width	High	4b	3	2	6	P3	2a
	Gaps within framework other than designed by manufacturer	Carriageway	25mm or over width	Medium	2,3a,3b,4a	3	3	9	P2	1
	Gaps within framework other than designed by manufacturer	Carriageway	25mm or over width	Medium	4b	2	3	6	P3	2a
	Gaps within framework other than designed by manufacturer	Carriageway	25mm or over width	Low	All	2	2	4	P4	2b
	Gaps within framework other than designed by manufacturer	Cycleway	25mm or over width	Any	A	2	3	6	P3	2a
	Gaps within framework other than designed by manufacturer	Cycleway	25mm or over width	Any	B,C	3	2	6	P3	2a
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	High	All	3	4	12	P2	1
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	High	1,2,3	3	2	6	P3	2a
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	High	4	2	3	6	P3	2a
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	Medium	1,2,3	3	2	6	P3	2a
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	Medium	4	3	2	6	P3	2a
	Gaps within framework other than designed by manufacturer	Footway	25mm or over width	Low	All	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Carriageway	Defect present	High	2,3a,3b,4a,4b	2	3	6	P3	2a
	Worn, polished or rocking ironwork	Carriageway	Defect present	Medium	2,3a,3b,4a	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Carriageway	Defect present	Medium	4b	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Carriageway	Defect present	Low	2,3a,3b,4a	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Carriageway	Defect present	Low	4b	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Cycleway	Defect present	Any	A	2	3	6	P3	2a
	Worn, polished or rocking ironwork	Cycleway	Defect present	Any	B,C	2	3	6	P3	2a
	Worn, polished or rocking ironwork	Footway	Defect present	High	1,2,3	2	3	6	P3	2a
	Worn, polished or rocking ironwork	Footway	Defect present	High	4	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Footway	Defect present	Medium	All	2	2	4	P4	2b
	Worn, polished or rocking ironwork	Footway	Defect present	Low	All	2	2	4	P4	2b

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Debris, spillage or contamination on running surface	Significant oil spill or hazardous debris	Carriageway Cycleway Footway	Defect present	Any	All	4	4	16	P1	E
	Fallen tree or branch causing significant obstruction	Carriageway Cycleway Footway	Defect present	Any	All	4	4	16	P1	E
	Mud, gravel and similar minor debris	Carriageway	Defect present	High	All	3	3	9	P2	1
	Mud, gravel and similar minor debris	Carriageway	Defect present	Medium	All	3	2	6	P3	2a
	Mud, gravel and similar minor debris	Carriageway	Defect present	Low	All	2	2	4	P4	2b
	Mud, gravel and similar minor debris	Cycleway	Defect present	Any	A	2	3	6	P3	2a
	Mud, gravel and similar minor debris	Cycleway	Defect present	Any	B,C	2	3	6	P3	2a
	Mud, gravel and similar minor debris	Footway	Defect present	High	All	3	2	6	P3	2a
	Mud, gravel and similar minor debris	Footway	Defect present	Medium	All	3	2	6	P3	2a
	Mud, gravel and similar minor debris	Footway	Defect present	Low	All	2	2	4	P4	2b
Grassed area	Ironwork - missing, collapsed or broken cover or grating	Verge	Defect present	Any	All	4	4	16	P1	E
	Injurious weeds	Verge	Significant presence	High	All	3	3	9	P2	1
	Injurious weeds	Verge	Significant presence	Medium Low	All	3	2	6	P3	2a
	Wheel rut	Verge	150mm or over depth	Any	All	2	2	4	P4	2b
Verge edge deterioration	Sunken area adjacent to and running parallel with carriageway or footway edge	Carriageway (adjacent)	75mm or over depth	Any	All (urban areas)	2	2	4	P4	2b
	Sunken area adjacent to and running parallel with carriageway or footway edge	Footway (adjacent)	75mm or over depth	Any	All (urban areas)	3	2	6	P3	2a
	Sunken area adjacent to and running parallel with carriageway or footway edge	Cycleway (adjacent)	75mm or over depth	Any	All (urban areas)	2	2	4	P4	2b
	Sunken area adjacent to and running parallel with carriageway or footway edge	Carriageway (adjacent)	150mm or over depth	Any	All (rural areas)	2	2	4	P4	2b
	Sunken area adjacent to and running parallel with carriageway or footway edge	Footway (adjacent)	150mm or over depth	Any	All (rural areas)	3	2	6	P3	2a

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	Sunken area adjacent to and running parallel with carriageway or footway edge	Cycleway (adjacent)	150mm or over depth	Any	All (rural areas)	2	2	4	P4	2b
Visibility splays	Obstruction to sight lines from excessive verge growth	Verge	Defect present	Any	Whole network	3	3	9	P2	1
Embankments and cuttings	Apparent instability	Verge	Defect present	Any	Whole network	3	3	9	P2	1
Gullies, drains or grips blocked or defective	Blocked or substantially blocked gully, pipe grip grating and obstructed channel, grip and slot drains	Carriageway	75% blockage or greater	Any	All	2	3	6	P3	2a
	Blocked or substantially blocked gully, pipe grip grating and obstructed channel, grip and slot drains	Cycleway	75% blockage or greater	Any	All	2	3	6	P3	2a
	Blocked or substantially blocked gully, pipe grip grating and obstructed channel, grip and slot drains	Footway	75% blockage or greater	Any	All	2	3	6	P3	2a
Standing water, water discharging on to or overflowing the running surface	Substantial running water across running surface	Carriageway	Defect present	Any	All	4	4	16	P1	E
	Substantial running water across running surface	Cycleway	Defect present	Any	All	4	4	16	P1	E
	Substantial running water across running surface	Footway	Defect present	Any	All	4	4	16	P1	E
	Standing water two hours after cessation of rainfall	Carriageway	1.5m from edge of carriageway	Any	All	4	3	12	P2	1
	Standing water two hours after cessation of rainfall	Cycleway	1.5m from edge of carriageway	Any	All	4	3	12	P2	1
	Standing water two hours after cessation of rainfall	Footway	1.5m from edge of carriageway	Any	All	4	3	12	P2	1
	Significant standing water adjacent to the edge of carriageway	Carriageway	Defect present	High	All	3	2	6	P3	2a

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	Significant standing water adjacent to the edge of carriageway	Carriageway	Defect present	Medium Low	All	2	2	4	P4	2b
	Significant standing water adjacent to the edge of carriageway	Cycleway	Defect present	High	All	3	2	6	P3	2a
	Significant standing water adjacent to the edge of carriageway	Cycleway	Defect present	Medium Low	All	2	2	4	P4	2b
	Significant standing water adjacent to the edge of carriageway	Footway	Defect present	High	All	3	2	6	P3	2a
	Significant standing water adjacent to the edge of carriageway	Footway	Defect present	Medium Low	All	2	2	4	P4	2b
	Property inundation as a result of defective drainage	Property	Defect present	Any	Whole network	4	4	16	P1	E
Signs and bollards damaged, defective, missing, unstable, illegible or obscured	Missing, obscured or illegible, 'No entry', 'Stop', 'Give Way' or other mandatory sign	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Missing, obscured or illegible warning sign	Any	Defect present	Any	Whole network	3	2	6	P3	2a
	Missing, obscured or illegible information sign	Any	Defect present	Any	Whole network	2	2	4	P4	2b
	Damaged, defective or misaligned item causing a hazard (including sign fixings)	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Missing item causing a hazard (including sign fixings)	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Missing door to illuminated sign or otherwise exposed wiring	Any	Defect present	Any	Whole network	4	4	16	P1	E
Traffic signal, damaged, defective, missing, unstable or obscured	Traffic signals not operating correctly, affecting network operation	Any	Defect present	Any	Whole network	4	4	16	P1	E
	Traffic signal total lamp failure	Any	Defect present	Any	Whole network	4	4	16	P1	E

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	Traffic signal single lamp failure	Any	Defect present	Any	Whole network	3	2	6	P3	2a
	Obscured or illegible traffic signal	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Incorrectly aligned traffic signals	Any	Defect present	Any	Whole network	4	4	16	P1	E
	Damaged, defective, missing or misaligned item causing a hazard (including sign fixings)	Any	Defect present	Any	Whole network	3	3	9	P2	1
Street lighting, damaged, defective, missing or unstable	Street light on during day	Any	Defect present	Any	Whole network	2	1	2	P4	2b
	Missing door to lamp column or otherwise exposed wiring	Any	Defect present	Any	Whole network	4	4	16	P1	E
	Damaged, missing or misaligned item causing a hazard (including sign fixings)	Any	Defect present	Any	Whole network	3	3	9	P2	1
Other street furniture item damaged, missing or unstable	Damaged, missing or misaligned item causing a hazard	Any	Defect present	Any	Whole network	3	3	9	P2	1
Damaged and/or exposed electrical wiring	Exposed live electrical wiring	Any	Defect present	Any	Whole network	4	4	16	P1	E
Corroded sign/signal posts	Visible sign of significant corrosion likely to cause imminent failure	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Visible minor corrosion	Any	Defect present	Any	Whole network	2	1	2	P4	2b
Safety fencing, parapet fencing, handrail, and other barriers missing or defective	Missing or seriously damaged parapet fencing or bridge handrail	Any	Defect present	Any	Whole network	4	4	16	P1	E

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	Missing or seriously damaged, vehicle restraint system	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Missing or seriously damaged, pedestrian barrier	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Missing or seriously damaged other fencing, barrier or handrail	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Unstable section of barrier or fencing	Carriageway	Defect present	Any	All	3	2	6	P3	2a
	Misaligned barrier or fencing causing a hazard	Carriageway	Defect present	Any	All	3	2	6	P3	2a
	Misaligned barrier or fencing causing a hazard	Cycleway	Defect present	Any	All	3	3	9	P2	1
	Misaligned barrier or fencing causing a hazard	Footway	Defect present	Any	All	3	3	9	P2	1
Sight lines obscured by trees, unauthorised signs and other obstructions	Junction visibility display obscured by vegetation growth, unauthorised signs and other obstructions	Carriageway	Defect present	Any	All	3	3	9	P2	1
	Junction visibility display obscured by vegetation growth, unauthorised signs and other obstructions	Cycleway		Any	All	3	2	6	P3	2a
	Junction visibility display obscured by vegetation growth, unauthorised signs and other obstructions	Footway		Any	All	2	2	4	P4	2b
	Forward sight lines obscured by vegetation growth, unauthorised signs and other obstructions	Carriageway	Defect present	Any	All	3	2	6	P3	2a
	Forward sight lines obscured by vegetation growth, unauthorised signs and other obstructions	Cycleway	Defect present	High	All	3	2	6	P3	2a
	Forward sight lines obscured by vegetation growth, unauthorised signs and other obstructions	Cycleway	Defect present	Medium Low	All	2	2	4	P4	2b
	Forward sight lines obscured by vegetation growth, unauthorised signs and other obstructions	Footway	Defect present	Any	All	1	1	1	P4	2b
Unstable trees	Critically unstable or otherwise	Verge	Defect present	Any	Whole	4	4	16	P1	E

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or branches	dangerous tree with imminent danger of full, partial collapse or obvious danger of fallen timber				network					
	Unstable tree with obvious potential for collapse or shedding branches on to highway	Verge	Defect present	Any	Whole network	3	3	9	P2	1
	Tree with obvious signs of disease	Verge	Defect present	Any	Whole network	3	2	6	P3	2a
	Dead or dying branch	Verge	Defect present	Any	Whole network	2	2	4	P3	2b
Overgrowth	Overhanging trees or hedges leading to loss of height clearance over the carriageway, footway or cycleway	Carriageway Cycleway Footway	< 5.1m clearance over carriageways < 2.1m clearance over footways < 2.4m clearance over cycleway	Any	Whole network	3	2	6	P3	2a
	Overgrown or overhanging vegetation causing users to deviate	Carriageway Cycleway Footway	Defect present	Any	All	3	2	6	P3	2a
Reinstatements in carriageways, footways and cycleway	Difference in levels caused by poor reinstatement	Carriageway	75mm or over height/depth	High	Whole network	4	4	16	P1	E
	Difference in levels caused by poor reinstatement	Carriageway	40mm or over height/depth	High	All	3	4	12	P2	1
	Difference in levels caused by poor reinstatement	Carriageway	40mm or over height/depth	Medium	2,3a,3b,4a	3	4	12	P2	1
	Difference in levels caused by poor reinstatement	Carriageway	40mm or over height/depth	Medium	4b	2	3	6	P3	2a
	Difference in levels caused by poor reinstatement	Carriageway	40mm or over height/depth	Low	All	2	2	4	P4	2b
	Difference in levels caused by poor reinstatement	Cycleway	20mm or over height/depth	Any	A	3	4	12	P2	1
	Difference in levels caused by poor reinstatement	Cycleway	20mm height/depth or over	Any	B,C	2	3	6	P3	2a
	Difference in levels caused by poor reinstatement	Footway	20mm or over (height or depth)	High	1,2,3	3	4	12	P2	1
	Difference in levels caused by poor reinstatement	Footway	20mm or over (height or depth)	High	4	3	3	9	P2	1
	Difference in levels caused by poor reinstatement	Footway	20mm or over (height or depth)	Medium	All	2	3	6	P3	2a

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	Difference in levels caused by poor reinstatement	Footway	20mm or over (height or depth)	Low	All	2	2	4	P4	2b
Roadworks	Unmanned, collapsed or inadequately guarded excavations which are a danger to the highway user (vehicles, cyclists and/or pedestrians)	Carriageway Cycleway Footway Verge	Defect present	Any	Whole network	4	4	16	P1	E
Skips, scaffolds and building materials	Scaffolding likely to cause a hazard	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Skips likely to cause a hazard	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Unprotected building materials	Any	Defect present	Any	Whole network	3	4	12	P2	1
Obstructions	Abandoned vehicles or other obstructions likely to cause a hazard	Any	Defect present	Any	Whole network	3	3	9	P2	1
	Obstruction causing deviation from normal line	Any	Defect present	Any	Whole network	3	2	6	P3	2a
Overhead wires damaged or unstable	Critically unstable wires	Any	Defect present	Any	Whole network	4	4	16	P1	E
	Evidence of rapid deterioration in overhead wires	Any	Defect present	Any	Whole network	3	4	12	P2	1
Bridges and Structures	Bridge strike damage to deck or substructure	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Missing, damaged, illegible or width restriction or low clearance sign	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Missing, damaged, illegible or weight restriction sign	Any	Defect present	Any	Whole network	3	4	12	P2	1
	Deterioration damage to bridge structures and retaining walls	Any	Defect present	Any	Whole network	3	2	6	P3	2a
	Water leakage from bridge structure	Any	Defect present	Any	Whole network	3	2	6	P3	2a
Other item not covered above	Any item not covered by the above considered dangerous	Any	Defect present	Any	Whole network	Appropriate response time to be determined by an on-site risk assessment.				

APPENDIX B – DETAILED ‘MAINTENANCE CATEGORY’ CLASSIFICATIONS

i) CARRIAGEWAYS

Urban

- 2:** The major urban road routes, which enable traffic to enter, leave or pass through towns and villages with minimum penetration of residential areas.
- 3a:** Primary Distributors - roads which serve specific urban districts (e.g. housing estates) and provide convenient access to the Type 1 network for large volumes of traffic.
- 3b:** Local Distributors - roads which penetrate urban districts and form the most convenient links from the vast majority of Type 4 and 5 roads to Types 1 and 2.
- 4a:** Major Access Roads - the remaining minor roads with an estimated traffic flow in excess of 40 vehicles per day and designated cycle routes.
- 4b:** Minor Access Roads - roads which serve very little development and have an estimated traffic flow below 40 vehicles per day.

Rural

- 2:** The major inter-urban routes, particularly for long distance industrial and commercial through traffic, which comprise the designated network of advisory lorry routes.
- 3a:** The remaining inter-urban routes, not designated as Type 1 roads, which have more than local importance by virtue of their role in handling substantial flows of long distance through traffic

NB - The 2 and 3a networks comprise the County's Strategic Road Network.

- 3b:** Local roads which connect the main settlements (population of 500 plus) to the Strategic Road Network.

- 4a:** The remaining local access roads with a traffic flow estimated to be at least 40 vehicles per day, and designated cycle routes.
- 4b:** Roads which serve very little development and have an estimated traffic flow below 40 vehicles per day.

ii) **FOOTWAYS**

FC 1 - Primary Walking Routes: Main Shopping Areas

- Only footway along the main shopping street of town centres
- Pedestrianised shopping streets in town centres.

FC 2 - Secondary Walking Routes

- Footways along main pedestrian routes just outside the main shopping area of town centres
- Local shopping parades where there is a shopping development of 10 retail units or more along a 100 metre length.
- Central urban footways remote from the carriageway linking main shopping areas (Type 1) to other busy urban areas e.g. pedestrian access to car park, smaller shopping centres etc.

Footways adjacent to large schools and industrial outlets with +500 pupils or equivalent pedestrian movements.

FC 3 - Link Footways: Less Used Urban and Busy Rural

- Local pedestrian routes within central urban areas

- Main pedestrian routes through large villages where shopping development is less than 10 retail units per 100 metre length.
- All other schools.
- Any other flag stoned footway.

NB -Flagged footways may revert to a Type 4 rating if completely converted to flexible construction.

FC 4 - Local Access

- Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.
- Footways on industrial estates (irrespective of location)

iii) CYCLEWAYS

Cycleways can be categorised as follows: -

Cycle Lane Part of the carriageway, commonly a 1.5m strip adjacent to the nearside kerb;

Cycle Track A route for cyclists not contiguous with the public footway or carriageway;

Shared Cycle/Footway Either segregated by a white line/other feature or unsegregated.