Highway Hierarchy and inspection frequencies

	Network feature	Frequency
Carriageways	High speed Strategic Route (50/60/70 mph)	1 week
	Other Strategic Route	1 month
	Main Distributor Road	1 month
	Secondary Distributor Road	1 month
	Link Road	3 months
	Local Access Road	6 months
Footways	Prestige Walking Zone	1 week
	Primary Walking Zone	1 month
	Secondary Walking Zone	3 months
	Link Footway	6 months
	Local Access Footway	1 year
Cycling Facilities	Category A: Part of Carriageway	As for road
	Category B: Not Part of Carriageway	1 month
	Category C: Cycle Route through Open Space	1 year

Risk based assessment

When carrying out a safety inspection, the following shall be classified as defects –
IMPORTANT, these are NOT intervention thresholds, they aid identification of potential defects which are then risk assessment by the inspector to determine if an intervention is required

Carriageway

- A pothole 20mm or deeper over 100sqcm or more within 1.5m of the kerb or within a formally marked cycle lane
- A pothole 30mm or deeper over 100sqcm or more elsewhere
- Spalling of concrete 20mm or deeper over 400sqcm or more
- Crowning of 40mm or more over a 3m length
- A depression of 40mm or more within a 1m length or 25mm or more within a 300mm length
- Rutting of 40mm or more
- A gap or crack 20mm or wider, 40mm or deeper and 500mm or longer
- An oil or diesel spill over 1sqm
- Missing or defective anti-skid surfacing over 1sqm
- Standing water 10mm or deeper over 500mm in width adjacent to the kerb or 20mm or deeper over 1sqm or more elsewhere
- Debris, building materials, abandoned vehicles or other obstruction likely to create a hazard
- Inadequate signing or guarding of works

Pedestrian Crossing

- A trip of 20mm or more

Footway/Shared Path/Cycle Track

- A trip of 20mm or more
- A pothole 20mm or deeper over 100sqcm or more
- A rocking slab or block with 20mm or more movement
- A gap or crack 20mm or wider, 20mm or deeper and 200mm or longer
- Standing water 10mm or deeper over 1sqm or more
- Cellar or other access doors or vents likely to create a hazard
- Damaged, misaligned or defective street furniture likely to create a hazard
- Height clearance less than 2.5m to cycle path or cycle track below signs or overhanging trees or vegetation
- Height clearance less than 2.1m to footway below signs or overhanging trees or vegetation
- A tree base 20mm or more below footway level
- A damaged or defective tree grid likely to create a hazard
- Advertising, scaffolding, hoarding, building materials, vegetation or other obstruction likely to create a hazard
- Inadequate signing or guarding of works

Kerbing

- A unit dislodged by 50mm or more horizontally
- A unit sunk by 20mm or more compared to an adjacent unit
- A unit rocking with 20mm or more of movement
- A missing unit

Ironwork

- A broken or cracked cover likely to create a hazard
- A worn or polished cover likely to create a hazard
- A missing cover
- A rocking cover or frame likely to cause a hazard or noise nuisance
- Ironwork sunk or projecting by 20mm or more
- Fluid discharging and likely to create a health or safety hazard
- A missing gully grate
- A blocked gully likely to create a hazard
- A broken or cracked gully grate likely to create a hazard

Grass verge

- Rutting of 75mm or more
- Inadequate signing or guarding of works

Road Markings

- 30% or more missing, faded or worn over a 1m length

Traffic Signals, Lighting, Signs, Bollards, Street Name Plates

- A damaged, misaligned or defective item likely to create a hazard
- A missing item likely to create a hazard

- Obscured, dirty or faded items likely to create a hazard
- Exposed wiring
- An open or missing door protecting electrical apparatus
- A traffic signal lamp failure

Fencing, Safety Fencing and Barriers

- A damaged, misaligned or defective item likely to create a hazard
- A missing item likely to create a hazard

Trees and Vegetation

- Obstructing visibility of signs or sight lines
- Obstructing passage in use of the highway
- Dead, diseased or infected trees or branches

Highway Structures

- A damaged, misaligned, loose or defective item likely to create a hazard (eg expansion joint)
- Severe cracking or spalling of concrete
- Missing items or any evidence of tampering with security features
- Inadequate signing or guarding of works

Culverts

- An accumulation of rubbish, debris or any other material at the mouth of the culvert likely to create a flooding hazard

Pedestrian Subways

- Lighting damaged or not functioning
- Wall tiles missing or damaged
- A trip of 20mm or more
- A pothole 20mm or deeper over 100sqcm or more
- Damaged stair treads
- A gap or crack in the floor 20mm or wider, 20mm or deeper and 200mm or longer
- Standing water 10mm or deeper over 1sqm or more
- A handrail loose or missing.

Cycle route / shared path

All as other features with the addition of:-

- A longitudinal gap or crack 10mm or wider, 40mm or deeper and 500mm or longer
- An oil or diesel spill over 300mm diameter
- A trip of 20mm or more

- Gully grating unsuitable for cycling
- Minimum headroom clearance for cyclists less than 2.5m

In addition to the above, the inspector shall record other defects they consider to be creating, or likely to create, a hazard to users of the Affected Property.

Defects are assessed for likely risk. The impact of a risk occurring shall be quantified on a scale of 1 to 4, assessed as follows:

1 little or negligible impact;

2 minor or low impact;

3 moderate impact;

4 major, high or serious impact.

The impact shall be quantified by assessing the extent of damage or injury likely to be caused should the risk become an incident. As the impact is likely to increase with increasing speed, the amount of traffic and type of road are clearly important considerations in the assessment, as is the vulnerability of the road user, e.g. cyclists.

The probability of a risk occurring shall be quantified on a scale of 1 to 5, assessed as follows:

1 very low probability;

2 low probability;

3 medium probability;

4 high probability;

5 very high probability.

The probability shall be quantified by assessing the likelihood of users, passing by or over the defect, encountering the risk. As the probability is likely to increase with increasing vehicular, cyclist or pedestrian flow, the network hierarchy and defect location are, consequently, important considerations in the assessment.

The risk factor for a particular risk is the product of the risk impact and the risk probability and is therefore in the range of 1 to 20. It is this factor which shall identify the overall seriousness of the risk and consequently the speed of response to remedy the defect. Accordingly, the category of the defect and the response time for dealing with it shall be determined by correlation with the risk factor, as follows:

Risk factor	Category of defect Response
16 or 20	Cat 1(ECO*) Attend and take appropriate action within 1 hour (for defects affecting the Strategic Route Network) or within 2 hours (for all other parts of the Affected Property)
8 to 15 hours	Cat 1 Make safe or complete temporary or permanent repair within 24
6	Cat 2H Complete permanent repair within 7 calendar days
3 to 5	Cat 2M Complete permanent repair within 28 calendar days
1 or 2	Cat 2L No response required

* Emergency Call Out

Winter Maintenance Policy

The Contractor shall achieve a maximum Response Time of 1 hour and a maximum Treatment Time of 2 hours for precautionary treatment of the network of 'Primary Treatment Routes' defined within the contract – where primary routes cover the majority of the Transport for London road network because it is all strategic routes.

- **Response Time** is defined as the time taken from the order being received by the Contractor to undertake the treatment until the vehicles are loaded, manned and ready to leave the compound/loading point. This applies to carriageway, footway and cycleway treatments and also within and outside of normal working hours.

- **Treatment Time** is defined as the time taken through to completion of the route treatment. The time will include leaving the compound/loading point to begin the treatment of the whole route.

Further treatment times for routes not classified as "Primary Treatment Routes" are shown below.

Treatment Times for Footways and Cycleways

Type of Footway (and adjoining Cycleway)	**Treatment time**
Prestige Walking Zone	4 hours
Primary Walking Zone	4 hours
Secondary Walking Routes and Link Footways	24 hours
Local Access Footways	48 hours