

APPENDIX 2

Highway Defect Definitions	
Existing	Proposed
<p>Category 1 – Those that require urgent or prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration</p>	<p>Category 1 – Those that require urgent or prompt attention because they represent an immediate or imminent hazard or because there is a risk of short-term structural deterioration, including potholes greater than 50mm in depth</p>
<p>Category 2 - Those that require attention but do not represent an immediate or imminent hazard</p> <p>Category 2 defects are split into 3 sub-categories: High, Medium and Low Priority</p> <p>Category 2 (High Priority) defects are those that are expected to become Category 1 if not attended to within 7 days.</p> <p>Category 2 (Medium Priority) defects are those that are expected to become Category 1 if not repaired within 28 days.</p> <p>Category 2 (Low Priority) defects are those that are expected to become Category 1 if not attended to within 12 months.</p>	<p>Category 2 - Those that require attention but do not represent an immediate or imminent hazard, including potholes less than 50 mm in depth</p> <p>Category 2 defects are split into 3 sub-categories: Pothole, High and Low Priority</p> <p>Category 2 (Pothole) defects are potholes less than 50 mm in depth that are expected to become Category 1 if not attended to within 3 months.</p> <p>Category 2 (High Priority) defects are those that are expected to become Category 1 if not attended to within 3 months.</p> <p>Category 2 (Low Priority) defects are those that are expected to become Category 1 if not attended to within 3 to 12 months.</p>

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Response Times	
Existing	Proposed
<p>Category 1 defects will be repaired/made safe within 24 hours. A decision is made to sign and make safe, provide a temporary repair or provide a permanent repair. The selection of one of the three options is based on operational practicalities or whether the site is subject to a programme of treatment in which case a temporary repair may be a more appropriate course of action.</p>	<p>Category 1 defects are to be corrected or made safe at the time of notification, if reasonably practicable. If it is not reasonably practicable to correct or make the defect safe at the time of notification, repairs of a temporary or permanent nature should be carried out within a period of 2 working days, but not more than 72 hours. Where temporary repairs are undertaken, repairs of a permanent nature will be carried out to a timescale according to the defect status following the completion of the temporary repair.</p>
<p>Category 2 defects will be repaired in priority order as within the resources allocated for highway maintenance.</p> <p>Category 2 (High Priority) – Our target is to make safe or repair within 7 days.</p> <p>Category 2 (Medium Priority) – Our target is to repair within 28 days.</p> <p>Category 2 (Low Priority) – Our target is to repair during the next available programme, schedule more detailed inspection or review condition at next inspection.</p>	<p>Category 2 (Pothole) – Our target is to complete a repair of a permanent nature within 90 days.</p> <p>Category 2 (High Priority) – Our target is to complete a repair of a permanent nature within 90 days.</p> <p>Category 2 (Low Priority) – repair of these defects is to be undertaken as resources become available, or be included within a planned maintenance programme (whichever is the soonest).</p>

Highway Maintenance Activity Frequencies		
Maintenance Activity	Existing Frequency	Proposed Frequency
Safety Inspections on Carriageways		
Level 1 routes – Strategic non-trunk roads, Economically Important Routes and inter-urban bus routes	6 to 12 times per annum	6 times per annum
Level 1 routes - Main distributor roads	6 to 12 times per annum	6 times per annum
Level 1 routes - Secondary distributor roads	6 to 12 times per annum	6 times per annum
Level 2 routes - Link roads	2 to 4 times per annum	2 times per annum
Level 3 routes - Local access roads	Once per annum	No change
Safety Inspections on Cycleways		
On-carriageway cycleways	As for carriageways with the exception that all implemented core cycle routes in the Thurrock Urban Area will be inspected at least 2 to 4 times per annum	As for carriageways with the exception that all implemented core cycle routes in the Thurrock Urban Area will be inspected at least 2 times per annum
Implemented core cycle routes that are remote from carriageway within the Thurrock Urban Area	2 to 4 times per annum	2 times per annum
All other cycleways that are remote from carriageway outside Thurrock Urban Area	Once per annum	No change
Cycle trails	Once per annum	No change

Highway Maintenance Activity Frequencies		
Maintenance Activity	Existing Frequency	Proposed Frequency
<p>Safety Inspections on Footways</p> <p>Primary walking routes/ implemented core walking routes and core cycling routes that use footways</p> <p>Secondary walking routes</p> <p>Link footway</p>	<p>6 to 12 times per annum</p> <p>2 to 4 times per annum</p> <p>Once per annum, unless in the vicinity of GPs, hospitals or nursing/residential care homes, in which case 2-4 times per annum</p>	<p>6 times per annum</p> <p>2 times per annum</p> <p>Once per annum</p>
<p>Local access footway</p>	<p>Once per annum, unless in the vicinity of GPs, hospitals or nursing/residential care homes, in which case 2-4 times per annum</p>	<p>Once per annum</p>
<p>Street Lighting</p> <p>Bulk clean and change</p> <p>Painting - galvanised steel columns</p> <p>Painting - older steel columns</p>	<p>To be carried out at the relevant burning hours/ time scale for the type of lamps in use</p> <p>15 years after installation</p> <p>Every 5 years</p>	<p>To be carried out at the relevant burning hours/ time scale for the type of lamps in use, where funding allows</p> <p>As required to maintain structural integrity of the column</p> <p>As required to maintain structural integrity of the column</p>
<p>Bridges</p> <p>General inspections</p> <p>Principal inspections</p>	<p>Every 2 years</p> <p>Every 6 years for bridges on primary and principal routes, especially Economically important Routes, and other identified major bridges (such as where HGV flows are high)</p>	<p>Every 3 years</p> <p>Principal inspections will be undertaken on a needs basis, based on the outcome of the general inspections.</p>

Highway Maintenance Activity Frequencies		
Maintenance Activity	Existing Frequency	Proposed Frequency
Drainage		
Gullies	Inspected once or twice per annum, depending on location, and emptied where necessary.	
Catchpits, interceptors, soakaways and manholes	Inspected at least every 3 to 7 years, depending on location, and emptied where necessary.	
Kerb offlets	Inspected once or twice per annum, depending on location, and jetted through where necessary, to ensure working.	Inspected, where practicable, with highway safety inspections.
Culverts less than 915 mm diameter	Inspected for structural damage and blockages at least every 3 to 7 years, depending on location.	Maintained reactively to address highway drainage problems.
Piped drainage	Checked at least every 5 to 12 years, depending on location and flushed where necessary.	Frequencies will vary, depending on susceptibility of location to flooding risk.
Grips	Inspected for obstruction by vegetation or damage by traffic/animals once or twice per annum, depending on location.	
Ditches and outfalls	Inspected for obstruction by vegetation at least every 5 to 12 years, depending on location.	