TRAFFORD COUNCIL

HIGHWAYS INSPECTION FREQUENCIES AND INTERVENTION LEVELS ADVISORY DOCUMENT

MAY 2023

1.0 Introduction

This document is to be published on the Trafford Council website to explain the Council's current Highways Policy, specifically in relation to highways inspection frequencies and intervention levels pertaining to any identified defects. It supports the statutory duty set out in Section 41 of the Highways Act 1980 which imposes a duty on the Council acting as highway authority, to maintain highways that are maintainable at public expense and aids the Council with the special defence in action against a highway authority for damages for non-repair of highway set out in Section 58 of the Highways Act.

The document is complementary to, and compliant with the following documents:

- Trafford Council Highway Safety Inspection Policy 2019
- Trafford Council Highway Safety Inspection Procedure 2019

2.0 Highways Inspection Frequencies

As per the Trafford Council Highway Safety Inspection Policy 2019, the Council will carry out safety inspections of the adopted highway network to identify defects which pose a risk of damage or injury to its users.

The Council has developed, and implemented, a risk-based approach to the establishment of safety inspection frequencies.

Principal Roads, Primary and Secondary Distributor Roads and roads on the designated Resilient Road Network in Trafford will all be subject to monthly inspections. A map of these roads is shown at Appendix A.

Inspection frequencies of 1 month, 3 months or 12 months have been established for other roads in the Borough. A map of inspection frequencies for roads in the Borough is included at Appendix B.

3.0 Inspection Methodology

Except for roads listed below, safety inspections will be carried out on foot. Each road length shall be walked in both directions when carrying out the safety inspection.

Safety inspections of the following roads will be driven:

Major roads:

- Carrington Spur
- Parkway
- Bridgwater Way

Lanes:

- Moss Lane, Warburton
- Sinderland Lane
- Dunham Massey
- Blackmoss Road, Dunham Massey
- Whitehouse Lane, Dunham Massey
- Redhouse Lane, Dunham Massey
- Henshall Lane, Dunham Massey
- Gorsey Lane, Warburton
- Carr Green Lane, Warburton
- Barns Lane, Dunham Massey
- Brookheys Road, Carrington
- Whitecarr Lane, Hale
- Roaring Gate Lane, Hale

Part Lanes:

- Dairyhouse Lane, Altrincham
- Oldfield Lane, Altrincham
- School Lane, Dunham Massey
- Back Lane, Dunham Massey
- Sawpit Street, Warburton
- Bow Green Road, Bowdon
- Bow Lane, Bowdon
- Thorley Lane, Hale
- Shay Lane, Hale
- Moss Lane, Partington
- Chapel Lane, Partington

In addition, monthly inspections of roads which are on the Resilient Road Network but are not Category 2 or 3 roads, will have a monthly walked inspection followed by a driven inspection on the second and third consecutive month.

4.0 Defect Categorisation

The Council use a risk-based approach to the categorisation of defects that are identified on a scheduled or ad-hoc highways inspections, such that a response time for repair (should one be required) reflects the severity of the defect.

When categorising the defect, highway inspectors must consider:

- The depth, surface area, or other extent of the defect
- The location of the defect relative to highway features such as junctions and bends
- The location of the defect relative to access to schools, shops, hospitals etc
- The location of the defect relative to the positioning of users - especially vulnerable users - such as in traffic lanes, wheel tracks or pedestrian desire lines
- The nature and extent of interaction with other defects

Defects that present a potential risk to road users shall be categorised as follows:

- Category 1 – Those that require prompt attention because they represent an immediate hazard. These defects will be corrected or made safe at the time of the inspection, if reasonably practicable.
- Category 2 – All other defects. These defects are those which are deemed not to represent an immediate hazard, and which can be repaired within longer timescales.

5.0 Intervention Levels

The Council, and highways inspectors, apply agreed principles of intervention levels to any defects that are identified. These are outlined in the below tables.

It should be noted that the tables are not exhaustive. They do not include every emergency situation with which the highway inspectors may encounter. Defects such as collapses, major water bursts, broken manhole covers, and missing highway gully covers all present an immediate and significant risk and will be dealt with immediately by telephone contact to the Highway Supervisors (or to the utility company concerned if the problem is with an item of their equipment) to arrange a 2-hour response to make-safe.

Table 1 – Carriageway Defect Classification

	Potholes (i.e. sharp-sided defects) The depth of a pothole is covered below. As a general rule the diameter at the surface level should be >300mm					**Edge damage**		**Unevenness**	
	Marked Cycle lanes & recognised pedestrian crossing points		**All other locations**		**Initial signs of openness. Crazing with limited loss of aggregate**	**Road edge breaking, falling away so as to be potentially hazardous**	**Road edge extensive cracking, some deformation likely to worsen in short term**	**Sunken reinstatements, depressions in wheel track on high speed roads >50mm and <600mm in width**	**Less severe defects or defects located in low risk locations**
Impact	**>25mm**	**>20-25mm** with likelihood of worsening in short term. Advanced local crazing likely to pothole	**>50mm**	**>40-50mm** with likelihood of worsening in short term. Advanced local crazing likely to pothole					
High risk of vehicle interaction (ie in line with vehicle path)	24 hours	24 hours	24 hours	24 hours		24 hours *	7 days *	7 days #	#
Medium risk of vehicle interaction (ie adjacent to path of vehicle)	24 hours	7 days	24 hours	7 days		7 days *	28 days *	28 days #	#
Low risk of vehicle interaction (ie other carriageway areas)	7 days	28 days	7 days	28 days		* Edge damage should be classified as Cat 1 in limited circumstances and only when extended into actual wheel path and the risk of impact is high If defect is located outside the edge of carriageway marking it should only be recorded if significant risk of interaction or damage is anticipated		# Extensive areas of uneven running surface – especially when directly in the wheel track of vehicles - should be reported to the highway structural maintenance team for consideration. Defective utility repairs should be referred to the street works team for possible referral back to the utility responsible for it.	
Negligible risk of vehicle interaction	28 days		28 days						

Table 2 – Footway and Kerbing Defect Classification

Impact	Potholes (ie sharp-sided defects)			General Surface Defects (inc flagging)				Kerbing defects		
	>25mm deep	>20mm deep	<20mm deep	>25mm trip	>20mm trip	<20mm trip	Bumps, depressions, surface heave, undulations >25mm deep/high & <600mm wide	Dislodged or loose	Uneven or chipped (exposed trip edge >50mm in height and >100mm in width)	Horizontal displacement (inc. edging kerbs around highway tree pits) >75mm
High risk of interaction (town centre shopping areas, pedestrianised roads, main footfall areas on footways)	24 hours	24 hours	Inspectors discretion may be used to include repair where there is evidence of short term deterioration or where there is a foreseeable injury risk	24 hours	24 hours	Inspectors discretion may be used to include repair where there is evidence of short term deterioration or where there is a foreseeable injury risk	7 days	24 hours NB: At expected pedestrian crossing points or in areas where a foreseeable injury risk to pedestrians exists (eg main shopping streets in town centres) intervention should be as adjacent footway levels.		24 hours
Medium risk of interaction (adjacent to main areas of footfall in vulnerable areas)	24 hours	7 days		24 hours	7 days		28 days	7 days	28 days	7 days
Low risk of interaction (most other footway areas)	7 days	28 days		7 days	28 days			28 days		28 days
Negligible risk of interaction (particularly obscure or unused footway locations)										

Table 3 – Ironwork Defect Classification

Impact	MANHOLES (ie 600x600 inspection covers or similar) & including road gullies & hydrants			SMALL BOXES (eg stop taps, valve & water meters etc) & including footway drainage gullies					
	Any highway location			Footway, Marked Cycle Lanes & Pedestrian Crossing Points in Carriageways			Carriageway		
	Cover missing	Uneven, broken or loose cover (footway trip hazard > 25mm, carriageway >50mm)	Loose, cracked or noisy covers not an immediate danger	Cover missing	Uneven, broken or loose cover (trip hazard >25mm)	Loose, cracked or noisy covers not an immediate danger	Cover missing	Uneven, broken or loose cover (hazard >50mm deep/high)	Loose, cracked or noisy covers not an immediate danger
High risk of interaction	2 Hour	24 hours	28 days	24 hours	24 hours	28 days	7 days	7 days	28 days
Medium risk of interaction	2 Hour	24 hours	28 days	24 hours	24 hours	28 days	7 days	7 days	28 days
Low risk of interaction	2 Hour	24 hours	28 days	24 hours	24 hours	28 days	7 days	7 days	28 days
Negligible risk of interaction	2 Hour	28 days		7 days	28 days		28 days	28 days	

NB. The response times employed internally by individual utility companies may vary from those indicated above, (United Utilities, for example, recognise only 2 categories of defect – "dangerous" and "non-dangerous" – to which they attach a 2 hour or a 20-day expectancy of repair). Whatever their own systems demand, however, they will be expected to respond to defects at least within the timescales required here.

Table 4 – Street Lighting and Street Furniture Defect Classification

	Street Lighting Columns				Illuminated signs & bollards		Non-illuminated equipment & street furniture (inc signs, street name plates, guardrails, non-illuminated bollards, public seats & litter bins)	
	Door missing, wires exposed	Damaged or leaning column	Broken or damaged lantern	Day burning lantern	Missing	Damaged	Missing	Damaged
REPORT (ie. contact relevant Technician or Street Lighting supervisor from site to instigate immediate response)	24 hours	24 hours If immediate hazard	24 hours If immediate hazard	N/A	24 hours	24 hours If immediate hazard	24 hours If immediate hazard	24 hours If immediate hazard
RECORD (record on hand-held device for follow-up by Street Lighting Technician)	N/A	28 days	28 days	28 days	N/A	28 days	28 days	28 days
IGNORE (will be noted and repaired under separate programme when necessary)	N/A	N/A	N/A	N/A	N/A	N/A	Missing street name plates should be ignored as they will be noted and re-ordered under area based scheme	N/A

6.0 Further Information

This document, along with the Trafford Council Highway Safety Inspection Policy 2019 and Trafford Council Highway Safety Inspection Procedure 2019, recognise and draw upon the Greater Manchester Highway Safety Inspection Framework 2018.

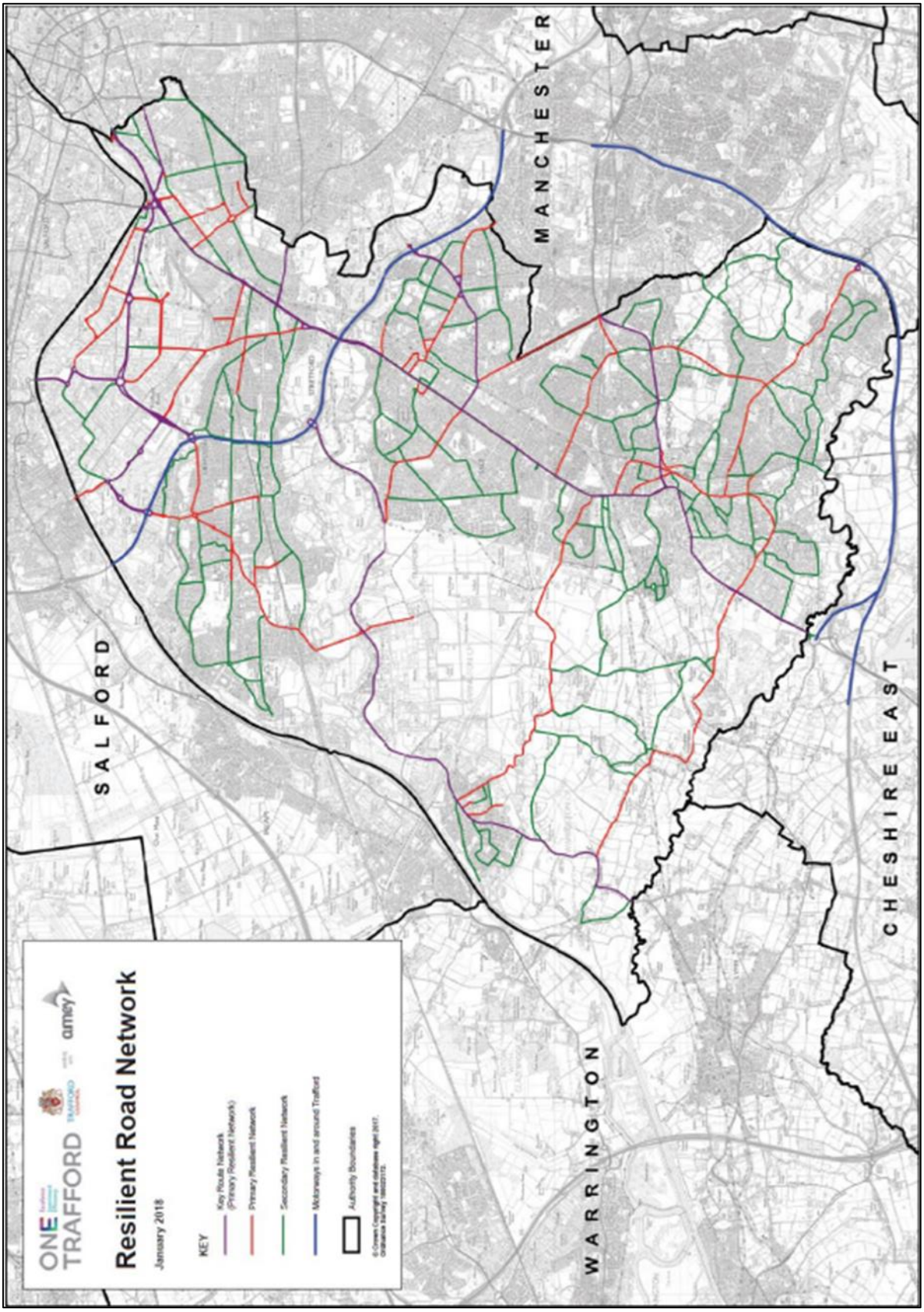
This document, and related policy and procedural documentation, does not apply to the inspection of Public Rights of Way.

The associated policy and procedure supersede and replace the Trafford Council Highway Inspection Policy and Code of Practice for Highway Safety Inspections 2012, which is now withdrawn.

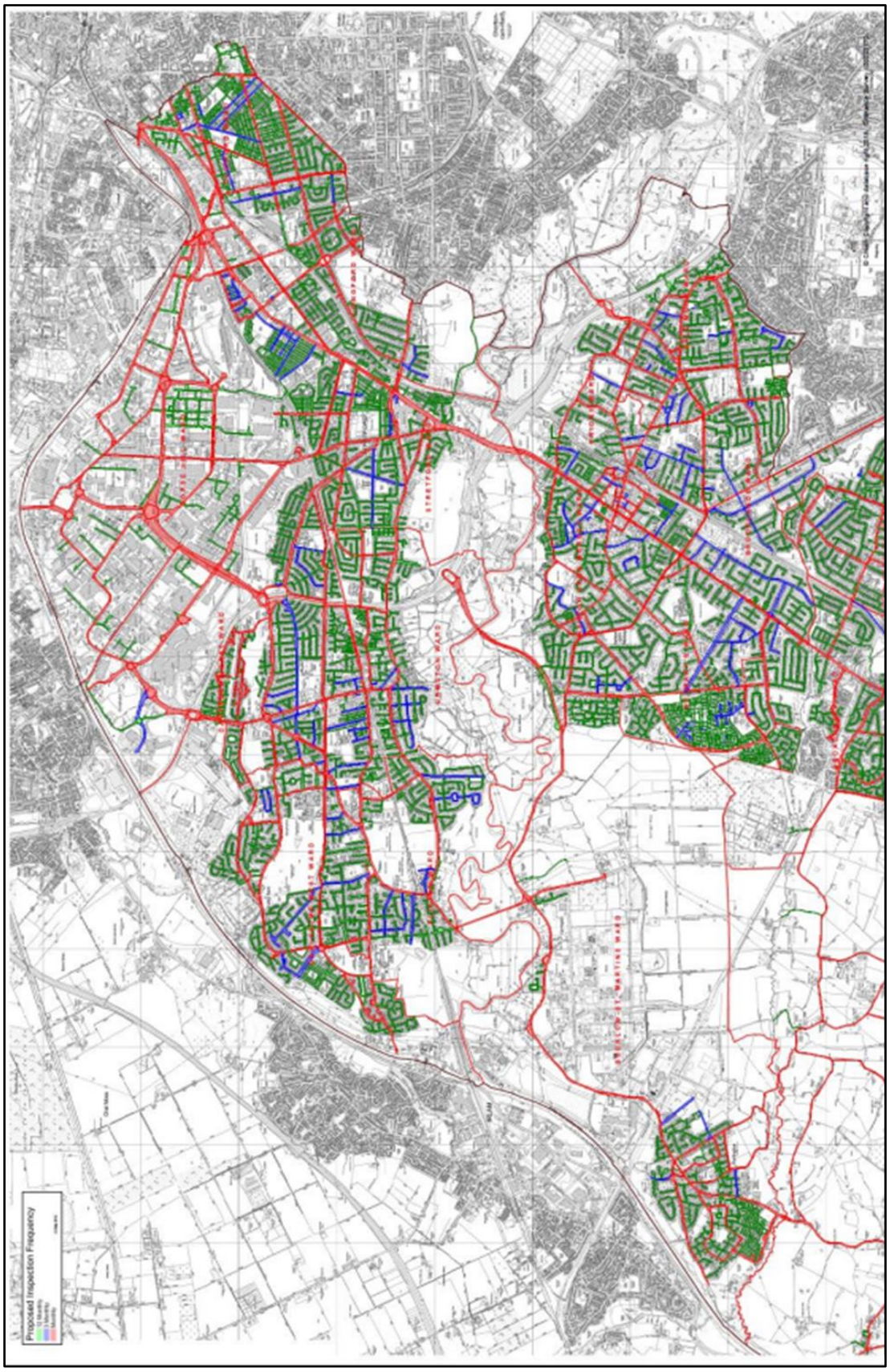
7.0 Review

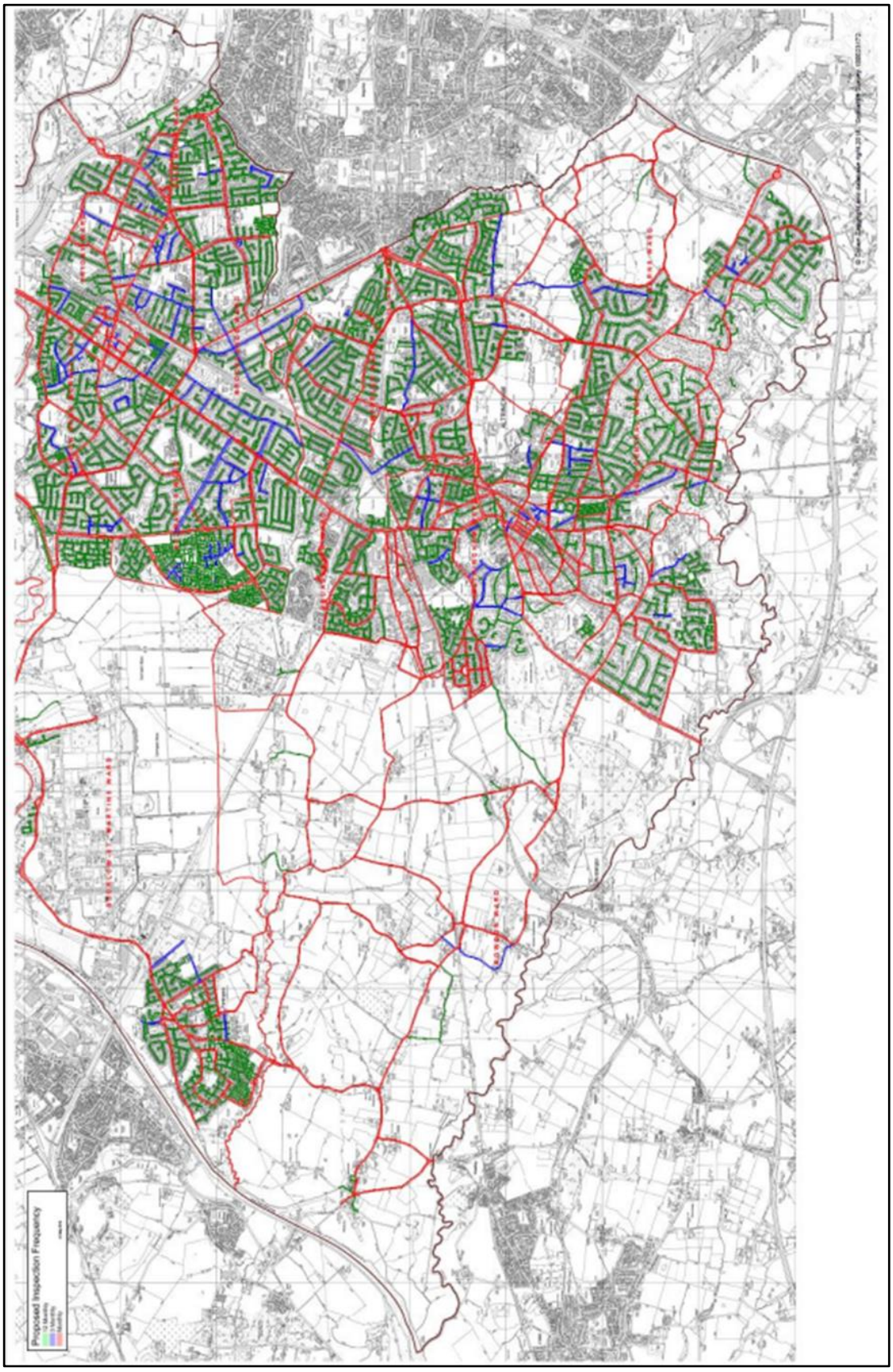
This document shall be reviewed, and updated where necessary, in line with the Trafford Council Highway Safety Inspection Policy 2019 and Trafford Council Highway Safety Inspection Procedure 2019.

Appendix A – Resilient Road Network



Appendix B – Inspection Frequencies




Proposed Inspection Frequency