

Well maintained Highways Code of Practice and Devon County Council System Inspection Risk Assessment

Recommendation Number	National Code of Practice Recommendation	Currently Implemented in Devon	Current Position	Assessment of Impact						Assessment of Likelihood 1-5	Overall Risk Impact X Likelihood	Gap Analysis - Action Required	Mitigating Action	Link Projects
				Financial (a)	Reputational (b)	Stakeholders (c)	Customers (d)	Legal (e)	Overall Impact (a+b+c+d+e/5)					
9.4.1	Safety inspections are designed to identify all defects likely to create danger or serious inconvenience to users of the network or the wider community. Such defects should include those that will require urgent attention (within 24 hours) as well as those where the locations and sizes are such that longer periods of response would be acceptable.		We undertake safety inspections, process currently under review. Defects that have been classified as urgent are made safe by the end of the next working day.	5	5	4	5	5	4.8	1	4.8	Our policy for urgent attention refers to end of the next working day and not 24 hours.	Ensure that safety defect repairs are carried out within the described time period.	Benchmarking of safety defects and policy against several highway authorities including response times.
9.4.2	They are normally undertaken by slow moving vehicle, at frequencies that reflect the characteristics of the particular highway and its use. In busy urban areas, particularly when inspecting footways, it may be difficult to obtain the necessary level of accuracy from vehicle-based inspections and walking should be used. It would seem logical for cycle routes to be inspected by cycle, although inspection of parts of some shared routes may be possible by vehicle.		Carriageway inspections are driven, footway inspections are walked and cycle routes are either inspected on foot or on cycle.	5	5	4	5	5	4.8	1	4.8	Improvement required for cycle route network on NSG systems.	Review cycle network.	Safety Inspection delivery review.
9.4.3	Additional inspections may be necessary in response to user or community concern, as a result of incidents or extreme weather conditions, or in the light of monitoring information. These may be identified through the risk management process.		Additional inspections are undertaken in response to the community, incidents, weather conditions and other monitoring information. No risk management process used.	5	5	4	5	5	4.8	3	14.4	No risk management process being used.	Develop a risk management process to assist in completing process.	
9.4.4	The safety inspection regime forms a key aspect of an authority's strategy for managing liabilities and risks. The report of the Roads and Highways Liability Claims Task Group, which will be published in Autumn 2005, and summarised in Appendix III, provides further advice.		Safety inspection regime forms a key aspect of the authorities for managing liabilities and risk.	5	5	5	5	5	5	3	15	Appendix III requires benchmarking.	Appendix III will be benchmarked against the insurance claim review.	Insurance claims review.
9.4.5	The parameters which need to be specified for a safety inspection regime are: · frequency of inspection; · items for inspection; · degree of deficiency; · nature of response.		Included in current safety inspection manual.	5	5	5	5	5	5	1	5			
9.4.6	The regime should be developed based on a risk assessment and provide a practical and reasonable approach to the risks and potential consequences identified. It should be considered in the same light as		The majority of the policy is based on a risk approach but there are areas where evidence is not available to	5	5	5	5	5	5	2	10	Document evidence based upon risk assessment.	Apply risk management principles to assist in completing process.	

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	a Safety Audit and treated accordingly. The inspection regime should take account of potential risks to all road users, and in particular those most vulnerable.		support the policy. The inspection process is considered as important as a safety audit. The inspection policy considers all road users.											
9.4.7	Frequencies for safety inspections of individual network sections should be based upon consideration of: <ul style="list-style-type: none"> category within the network hierarchy; traffic use, characteristics and trends; incident and inspection history; characteristics of adjoining network elements; wider policy or operational considerations. 		Inspection frequencies consider all elements described except the characteristics of adjoining authorities, incident and inspection history.	5	5	5	5	5	5	2	10	We need to consider characteristics of adjoining networks. Look at Safety Defect hotspots and review inspection frequency.	Investigate inspection frequencies of adjoining authorities where the network meets.	
9.4.8	Although the category within the hierarchy, in combination with traffic use, will be the main determinant of inspection frequency, other factors should be taken into account in deciding whether consideration should be given to increasing or reducing the frequency. These should be taken into account, and an on-site "reality check" undertaken where there is any uncertainty about the category to be applied. For example: <ul style="list-style-type: none"> road use might be at the margin of the category but have higher than normal levels of growth. Extensive development may be taking place or planned; the section might have a higher than normal level of accidents or related incidents which would suggest unusually high levels of risk; although traffic flows on the carriageway might be low, there might be high levels of pedestrians or cyclists; the route might be the subject of promotion by the authority for example as a "Safer Route to School" or access to a railway station. A cycling route may be part of the National Cycle Route Network; in urban areas, it may be desirable to combine footway and carriageway inspections to mitigate against problems associated with heavy traffic and parked cars; traffic composition might indicate 		Factors are taken into consideration to increase or decrease the inspection frequency and the Safety Inspection policy enables this to happen.	5	5	5	5	5	5	2	10	In practice this could be improved.	Continue considering other factors when determining inspection frequency.	

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	unusually high proportions of particular users, for example motorcyclists or cyclists for whom surface condition is of particular importance.													
9.4.9	The frequencies in Table 4 are based upon categories within the network hierarchy and are provided as a starting point, but in defining a safety inspection regime authorities should take into account all of the parameters listed.		We do not meet the current recommended frequency of inspection.	5	5	5	5	5	5	4	20	The current policy does not meet all of the recommended frequencies of inspection.	Review and consider using an evidence based process the current inspection frequency.	Benchmarking of safety defects and policy against several highway authorities including response times and maintenance category review.
9.4.10	Where carriageway and footway hierarchies intersect, for example at pelican or zebra crossings, bollards, or other defined crossing points at junctions, the footway hierarchy should always take precedence in determining of inspection frequencies, defect definition and responses. This principle should also apply to intersections between carriageways and cycle routes and between cycle routes and footways.		All recommended criteria is met.	5	5	5	5	5	5	1	5			
9.4.11	Authorities have not generally established specific systems for safety inspections for Public Rights of Way (PROW) based on hierarchy. Respective liabilities for safety are complex, and providing planned safety inspections similar to those for highway maintenance would exceed resources currently available.		Current inspection process for PROW uses the ease of use criteria.	4	3	3	3	3	3.2	1	3.2	PROW Inspection regime needs to be incorporated with Safety Inspection manual.		
9.4.12	Authorities generally provide combined inspections on PROW including safety, obstruction and all network management functions. These may be planned, for example annually, or responsive following user complaints. Many authorities have adopted an inspection regime that incorporates PROW with a metalled surface, particularly those within or on the fringe of urban areas, into the footway hierarchy, irrespective of their designation. This recognises users requirements for consistency in highway maintenance and is recommended good practice.		Metalled PROW are inspected by Highway Safety Inspectors.	5	5	5	5	5	5	1	5			
9.4.13	The Statement of Action required by Rights of Way Improvement Plans (ROWIPs) provides the		Action plan issued in 2005 with reference to inspections.	3	5	3	3	4	3.6	1	3.6	Inspection regime needs to be		

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	opportunity for authorities to consider the relevance of a more formal system of safety inspections, for at least some parts of the network.											incorporated in the ROWIP.		
9.4.14	Although the frequencies of inspection for various features are consistent with the various categories of hierarchy, there are particular circumstances which, because of their very nature and importance, could result in increased risk of damage or injury to highway users. These should be taken into account through the risk assessment procedure and clearly identified in the risk register. These circumstances relate to special usage or vulnerable users, such as: · access to schools, hospitals and medical centres; · vulnerable users or people with special needs – old people's homes etc; · ceremonial routes and special events.		The current policy does not look beyond safe walking routes to schools when determining inspection frequencies.	5	5	5	5	5	5	3	15	Greater consideration needed or risk management process required when assessing vulnerable users and special events.	Develop a policy for inspection and treatment with reference to special events of national importance. Consider local environment and need relating to vulnerable users.	
9.4.15	Where footways or cycle routes remote from carriageways form part of an integrated route or network intended to encourage walking and cycle use, or are promoted by the authority, consideration should be given to adopting a consistent safety inspection frequency, for the route or network as a whole.		All recommended criteria is met as cycle network is included in safety inspection policy.	5	5	5	5	5	5	1	5			
9.4.16	An example of highway items to be included in safety and other inspections is provided in Appendix II. This is provided for guidance only and local circumstances will apply.		Majority of suggested items for inspection are included in policy, those not included are being reviewed and assessed for possible inclusion.	4	4	4	4	4	4	2	8	The defect types not included need to be reviewed.	Review being undertaken.	
9.4.17	During safety inspections, all observed defects that provide a risk to users should be recorded and the level of response determined on the basis of risk assessment. The degree of deficiency in highway elements will be crucial in determining the nature and speed of response. Although some general guidance can be given on the likely risk associated with particular defects, on-site judgement will always need to take account of particular circumstances. For example the degree of risk from a pothole depends upon not merely its depth but also its surface area and location.		The identification of safety defects are clearly defined in the vast majority of defect types. The inspector only risk assess a nominal number of defects.	5	5	5	5	5	5	3	15	The defect thresholds are currently under review using an evidence based process.	Seek to achieve a risk based inspection regime.	Review of safety inspection delivery.

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9.4.18	This Code defines defects in two categories, which correspond with those adopted in England by the Highways Agency (HA) in respect of motorways and trunk roads: · 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.		Only category 1 defects are identified through the safety inspection process. Devon County Council use other methods of condition survey for example scanner and scrim to determine other serviceability defects.	4	4	4	4	4	4	4	16	Category 2 defects are not identified through the safety inspection process.	Review policy on identifying Cat 2 defects.	Benchmarking of safety defects and policy against several highway authorities including response times.
9.4.19	Category 1 defects should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, which will generally be the case, repairs of a permanent or temporary nature should be carried out as soon as possible, and in any case within a period of 24 hours. Permanent repair should be carried out within 28 days. Some authorities have formally adopted a higher level response time of 2 hours for those Category 1 defects considered to pose a particularly high risk. Others, whilst not formally defining such a high risk category, have arrangements in place to deal with situations requiring a particularly urgent response as they arise.		Only one or two defects apply a 24 hour response/reaction timescale. The current policy applies a time frame of by the end of the next working day and this only applies to the major networks. The remaining network uses a 7 working day response.	5	5	5	5	5	5	3	15	DCC uses a two tier response.	Risk assess using evidence based process the current intervention times.	
9.4.20	Category 2 defects are those which, following a risk assessment, are deemed not to represent an immediate or imminent hazard or risk of short term structural deterioration. Such defects may have safety implications, although of a far lesser significance than Category 1 defects, but are more likely to have serviceability or sustainability implications. These defects are not required to be urgently rectified, and those for which repairs are required shall be undertaken within a planned programme of works, with the priority as determined by risk assessment. These priorities together with access requirements, other works on the road network, traffic levels, and the need to minimise traffic management, should be		Only category 1 defects are identified. No HAMP is currently available.	3	3	3	3	3	3	3	9	Category 2 defects are not identified through the safety inspection process.	Review policy on identifying Cat 2 defects.	Benchmarking of safety defects and policy against several highway authorities including response times.

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	considered as part of the overall asset management strategy. The programmes of work for their rectification should be part of the HAMP.													
9.4.21	Category 2 defects may be categorised according to priority, high (H) medium (M) and low (L). Authorities should adopt a range of local target response times for Category 2 defects and apply them in responding to various categories of defect, based on the risk probability and its likely impact. This should also take into account the likelihood of further deterioration before the next scheduled inspection, and where this is a high probability, the defect should either be dealt with as Category 1 or an intermediate special inspection programmed.		Only category 1 defects are identified.	3	3	3	3	3	3	3	9	Category 2 defects are not identified through the safety inspection process.	Review policy on identifying Cat 2 defects.	Benchmarking of safety defects and policy against several highway authorities including response times.

**Supplementary Information
To HTM/12/74**

National Highways and Transport Survey - Highway Maintenance Ranking

Local Authority	Ranking Type	KBI 24 - Highway maintenance
Devon County Council	Ranking	24
	Group Rank	4
Cornwall Council	Ranking	26
	Group Rank	5
Cumbria County Council	Ranking	
	Group Rank	
Dorset County Council	Ranking	33
	Group Rank	8
Essex County Council	Ranking	65
	Group Rank	20
Kent County Council	Ranking	
	Group Rank	
Leicestershire County Council	Ranking	9
	Group Rank	1
Norfolk County Council	Ranking	
	Group Rank	
North Yorkshire County Council	Ranking	45
	Group Rank	12
Northumberland County Council	Ranking	71
	Group Rank	23
Plymouth City Council	Ranking	56
	Group Rank	18
Somerset County Council	Ranking	34
	Group Rank	9
South Gloucestershire	Ranking	5
	Group Rank	1
Swindon Borough Council	Ranking	31
	Group Rank	8
Torbay Council	Ranking	53
	Group Rank	16

Better performers



Worse performers



No results

Summary of response times

		National Code of Practice	Devon County Council	South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
Category 1	Minor	Corrected/made safe time of inspection. Repairs of a permanent/temporary nature should be carried out as soon as possible, and in any case within a period of 24 hours. Permanent repair should be carried out within 28 days. Some authorities have formally adopted a higher level of response time of 2 hours - particularly high risk. Others - arrangements in place to deal with situations requiring urgent response as they arise.	7 working days.	As soon as possible/within the next working day.	Subdivided into immediate, one working day and five working day categories and response times depending on their location and severity.	24 hour period (adopted method of working max 32 hours may elapse).	Make safe by the end of the following day (with exception of some rural areas within 48 hours).	Immediate - 2 hours make safe/repair High - make safe/repair end of next working day.	Repairs of temporary, or permanent nature should be carried out within a period of 2 working days, but not more than 72 hours.	2 hours particularly high risk, those remaining 36 hours.	Immediate/24 hours. Permanent repair must be undertaken promptly and not longer than 28 days following the temporary repair.	No details supplied.	4 distinct response categories. 1: 2 hours make safe/repair (immediate sig. harm to peds/road user) 2: 24 hour response (not an immediate high risk but likely to cause sig. harm to ped/road user or short term deterioration) 3: 7 day response (not present an immediate or imminent hazard or risk of short term deterioration) 4/5: 28 days.
	Major	Corrected/made safe time of inspection. Repairs of a permanent/temporary nature should be carried out as soon as possible, and in any case within a period of 24 hours. Permanent repair should be carried out within 28 days. Some authorities have formally adopted a higher level of response time of 2 hours - particularly high risk. Others - arrangements in place to deal with situations requiring urgent response as they arise.	End of next working day.	As soon as possible/within the next working day.	Subdivided into immediate, one working day and five working day categories and response times depending on their location and severity.	24 hour period (adopted method of working max 32 hours may elapse).	Make safe by the end of the following day (with exception of some rural areas within 48 hours).	Immediate - 2 hours make safe/repair High - make safe/repair end of next working day.	Repairs of temporary, or permanent nature should be carried out within a period of 2 working days, but not more than 72 hours.	2 hours particularly high risk, those remaining 36 hours.	Immediate/24 hours. Permanent repair must be undertaken promptly and not longer than 28 days following the temporary repair.	No details supplied.	4 distinct response categories. 1: 2 hours make safe/repair (immediate sig. harm to peds/road user) 2: 24 hour response (not an immediate high risk but likely to cause sig. harm to ped/road user or short term deterioration) 3: 7 day response (not present an immediate or imminent hazard or risk of short term deterioration) 4/5: 28 days.

More onerous than DCC

Same or less onerous than DCC

Guidance for managers

Risk Management

Introduction

What are Risks? A risk is that an event or action will affect our ability to achieve our objectives and to successfully implement our strategies. Risks can be positive (opportunities) or negative (threats).

What we do and why

This guide has been produced to help managers in Devon County Council manage risk as part of the planning and delivery of services. It seeks to take away any mystery from the process and explain the main principles in a simple and practical way.

A Council-wide approach to risk management enables us to consider the impact of risks on all processes, activities, services and stakeholders. This will enable us to benefit from opportunities as well as to protect from harmful events.

In the following pages some improved ways of carrying out risk management are described. These changes have been agreed by senior management in signing up to our new Risk Management Strategy 2011-15.

There are also substantial guidance pages in the Devon Way on 'the source'.

This guidance book together with the Strategy, Policy and the source pages are part of our framework and set out principles and standards that need to be observed across the Council.

Who is this booklet for?

This has been designed primarily for managers but may be used by anyone who encounters the need for risk management in their work. It will be included in induction material for new managers.

How can the booklet be used?

You can use this booklet to assist you wherever you need to use risk management to deliver a project or the strategies set out in plans as well as in guarding against internal or external situations that may affect the Council's ability to carry out our responsibilities. Please keep this as a reference document.

Appendix A provides a one-page overview.

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Section 1: Understanding risk

We come across risk in all sorts of ways and everything we do carries some sort of risk.

However careful we are to plan things well there are always things that can go wrong or not turn out just as we hoped.

Sometimes, depending on what we are doing, we may be prepared to take some risks to achieve our goals. Other times we may need to minimise the risks as much as possible.

If we don't take some risks as an organisation we will probably never achieve anything great. We still need to be careful not to rush into things without considering the risks or much could go wrong costing money and reputation.

Risk management is not about eliminating all risk. It is about understanding what the risks are, what the likely consequences would be if they come about and how we would deal with them. Only by understanding the risks can we make well-informed decisions.

How much risk should we take?

The amount of risk we are prepared to take should be proportionate to the activity. It is important to understand when we should take some risks and when we should take steps to avoid or minimise them.

With health and safety we usually try to avoid risks as much as possible. Where we have ambitious and innovative plans we often need to take a higher level of risk. This approach is often thought of in terms of how big our **appetite** is for taking risks. Understanding this risk appetite from the start stops us from spending time and money controlling risks we are able to tolerate. It also helps us focus our effort and resources where they are most needed so we get better cost effectiveness.

What kinds of risks are there?

With most activities there is a range of risks, some will be within our control and some not.

For those within our control we can choose how much risk we want to accept. We may be able to take action to reduce the level we are exposed to. The cost of these actions has to be weighed against the potential benefits.

Where they are outside our control we may have to tolerate the level of risk but we can still consider preparing contingency plans for business continuity to be ready to respond if the risks arise.

The broadest way we look at the types of risk is to consider them under the headings of:

- Strategic
- Operational
- Partnership
- Project

More detailed categories for types of risks are given in Appendix B.

For example, consider the infrastructure of an organisation and the implementation of a new IT system. The choice of hardware and software are strategic decisions. If these choices are incorrect, the consequences will not be obvious for some time. The associated risks are strategic risks and these risks will be taken with the intention of achieving benefits. Correct strategic decisions deliver benefits that result in achievement of the upside of risk - opportunities.

The project to install the new hardware and software will be a change initiative that represents the tactics by which strategy will be implemented. Risks within the project need to be managed, so that the project is delivered on time, within budget and to specification. Again, it is possible to achieve an upside in the execution of the project, whereby the project is delivered early and below budget. It is also possible that the IT hardware and software will deliver greater benefits than anticipated.

Once the new hardware and software has been installed, the system will be vulnerable to operational risks, including computer breakdown, loss of data, virus attacks and operator errors. These operational risks may be very significant, and correct procedures will need to be designed and implemented to minimise potential disruption.

When do we identify risks?

Risk management should be a continuous exercise that supports the development and implementation of the strategy of the Council. However, it has a key role to play as part of any planning process. As such it plays a part in:

- Strategic planning
- Service planning
- Project planning
- Commissioning process
- Partnership agreements
- Impact assessment

The risk management process is designed to help you:

- Understand the factors that might prevent you from achieving your objectives.
- Quantify the likely impact of these factors.
- Make informed decisions about whether to go ahead with a project or how an activity should be managed.
- Identify the steps that can be taken to reduce the likelihood of these factors occurring or successfully manage the impact if they do.

Remember that it is not always possible or desirable to eliminate risk. We must understand what threat or opportunity the risk poses and manage it.

Section 2: A framework for assessing and managing risk



This diagram sets out the framework within which the governance and accountability for risk are organised. It sets out the processes required to sustain risk management at Devon County Council and to deliver the objectives within our Strategy.

Most managers will in any case take some risks into account

when planning services and projects as a matter of course. The framework has been put in place to provide a rigorous and consistent approach based on common principles and standards. These are intended to ensure that risks are properly identified, evaluated, responded to and monitored.

This Risk Management Framework will take time to take full effect and requires the actions set out in the Strategy to be implemented.

Communication, training and awareness as set out in the Strategy are key elements to establishing consistent and systematic ways of carrying out risk management.

Across the County Council there are many participants in the delivery of risk management who play their part in the implementation of the Framework:

Accountability and ownership	Provided by responsible officers and risk owners such as directors and service managers to ensure the process is applied effectively.
Communication	Provided through the registers as well as through awareness and training.
Governance	Provided by the Audit Committee and Corporate Leadership Team.
Challenge	Provided by Corporate Risk Management Group and Internal Audit.
Infrastructure	Provided by the Council's performance management system SPAR.net for risk management records, alerts and reporting.

Section 3: Identifying risks

Risk identification establishes the exposure of the Council to risk and uncertainty. Identifying risks is the starting point in the cycle of risk management.

Identify risks as a team

It is important to involve your team. Your staff can help you identify potential risks and potential ways to manage them. Arrange a session and focus on risks arising from a particular plan or project. Scenario-based exercises can be a useful approach.

Ask what are the main barriers to meeting objectives? **Use the**

categories in Appendix B to prompt a discussion. These are simply a useful guide. Not all will apply to all teams or projects and there may be risks that might not fit well under these headings.

Write down the list of risks and discuss the impact they may have and what will cause them to occur.

Recording the details

This range of information provides for a good understanding of the risk.

1	Title of risk	Brief unique meaningful identifier.
2	Scope of risk	Summary scope of the event that could occur and what circumstances could bring it about.
3	Impact description	Description of the hazard, opportunity or uncertainty. Provide details of previous loss experience related to it (here or elsewhere). Where possible provide hard data. Include possible reputational damage, financial loss, and effect on stakeholders or customers as appropriate.
4	Likelihood	Description of timescale for possible occurrence based on previous event data where possible.

More information will be added to the record after the next step in the cycle - risk assessment.

Section 4: Carrying out a risk assessment

The result of the risk identification analysis can be used to create a risk profile that gives a rating of significance to each risk. This provides a tool for prioritising risk response efforts.

This task will be much easier to do and safer to rely on if you have properly explored and articulated what the actual impact will be if the risk occurs.

Terms we use

Risk	An event that may happen that will have an effect on us achieving our objectives.
Issue	No longer a risk if it happens; now it's an issue.
Risk Status	A combination of scores providing a rating of significance using levels of impact and likelihood taken from our risk matrix (Appendix C)
Inherent Risk	The risk status based on a worst case scenario.
Current Risk	The risk status today with the benefit of any controls already in place and working.
Risk Appetite	How much risk we consider we could accept. The decision on the level to set this has to be based on analysis of what control could be achieved cost effectively. Politically we may need to take some risks to turn radical policy into reality. This determines our Response (See next section).
Controls	Action designed to reduce the impact level of the risk should it become an issue and/or reduce the likelihood of the risk becoming an issue.

Impact x Likelihood

We use a simple 1-5 rating. For “Impact” the scores from 1-5 range from negligible to catastrophic. For “Likelihood” the scores range from rare to almost certain. The scores for impact and likelihood are multiplied together to produce the Risk Status; e.g. $4 \times 3 = 12$

A matrix is provided at Appendix C that provides guidance on choosing the right risk scores.

Assessing the likelihood needs you to use your judgement to determine the point when a risk will become an issue.

For example, if the IT network is down for a few hours the situation may be manageable. However, if it is down for 24 hours it might present serious difficulties. In this case the risk is not that the network will be unavailable, but that it will be unavailable for 24 hours or more. In such cases you need to take into account both the likelihood and frequency that this might happen.

Inherent Risk

We score the risk twice, the first time to measure Inherent Risk. This can be likened to the worst case scenario which will be the situation if we do nothing or if everything we do to control the risk fails.

Doing this helps us avoid overlooking anything and makes sure we keep our eyes wide open to what could go wrong if our control measures fail. It gives us a baseline from which we can measure the success of any controls we put in place.

Current Risk

The second assessment is to measure the amount of risk remaining now after taking into account the effect of how well any existing controls we have in place are working.

We will consider putting new controls in place at the next step - Responding to risks. If there are no controls the current risk will be the same score as the inherent risk showing that the risk is uncontrolled.

Recording the assessment

The Council uses the [SPAR.net](https://www.spar.net) performance management software to provide a secure database for storing risk records (See Section 8: Getting help). It is essential that all key strategic risks are recorded in this system.

The advantages from using the database are numerous:

- Integration between risk and performance reporting;
- Transparency of risk management allowing open scrutiny of registers;
- Automatic email alerts when reviews are due;
- Risk reviews facilitated by use of a simple web form;
- Easy sharing of risk registers across partnerships;

- Secure audit trail for risk reviews;
- Integrated Help Centre provides guidance;
- Support available for setting up new records and report templates.

It is recognised that there are times, such as with some operational and project risks where a simple spreadsheet may provide sufficient record keeping to enable a satisfactory degree of risk management. However, it will still be appropriate to consider any key risks arising among these sets to be entered into SPAR.net so that they can be escalated onto Service Risk Registers as necessary.

Now we can add more to our record:

5	Impact and Likelihood scores	Inherent and current scores as assessed using the risk matrix (Appendix C) to produce the risk status of both.
6	Mitigating controls	A title and a description of each together with a RAG status: Red / Amber / Green as a subjective assessment of how effective each control is.
7	Risk response	We will look at response in the next section but we can record any existing controls in place when the risk was first identified as notes alongside our assessment of the current risk status.

Section 5: Responding to risks

Our response to risks should provide as a minimum:

- effective and efficient operation of the organisation
- effective mitigating controls
- compliance with laws and regulations

Risk Appetite

Before we make decisions on what controls may be appropriate we need to set objective(s) for control of the risk and the desired level of performance. This level is known as the risk appetite.

A number of things need to be taken into account in arriving at a risk appetite score for a particular risk:

- What is the lowest risk status score realistically possible?
- What would the cost be to control the risk to this lowest level?
- What return would you get for the cost of this control?
- What is the organisational appetite for this kind of risk generally?

Knowing the answers to these questions lets you consider what a cost effective appetite would best be. Even with hazard risks where it is desirable to reduce the risk as far as is reasonably practicable to do so, it is still good to understand what this level would be so you know when you get there.

Cost effectiveness

Effectiveness of control is the degree to which the risk will either be eliminated or reduced by the proposed control measures.

Cost effectiveness of a control relates to its implementation cost compared to the risk reduction benefits expected.

Thus the proposed controls need to be measured in terms of potential economic effect if no action is taken versus the cost of the proposed action(s) and invariably require more detailed information and assumptions than are immediately available.

The cost of implementation has to be established. The more

accurate the calculation the better since it becomes the baseline against which cost effectiveness is measured. This can be compared to the estimated loss expected if no action is taken so that management can decide whether or not to implement the risk control measures.

The four T's

The different ways of responding are given various names but using the following ones helps them to be remembered: **Treat**, **Transfer**, **Tolerate** and **Terminate**.

Treat - We apply treatment when we have decided that some kind of control is needed to reduce, or mitigate, the impact and/or likelihood of the risk.

For example, procedures put in place and monitored to ensure due process is followed.

Transfer - Sometimes we can choose to share or contract out the cost of risk.

For example, motor and buildings risks are covered by insurance.

Also with partner organisations or commissioned service delivery. Here it is very important to have a clear understanding of which organisation is responsible for each risk and be clear what risks we still retain; or will come back to bite us if things go wrong.

Tolerate - Sometimes the appropriate response is to accept that the risk exists and not try to reduce the impact or likelihood. This is more likely to be the case for external risks that we are not in control of.

For example, flu pandemic - in this case we cannot prevent the risk occurring if it should happen and the impact could be devastating. However, we can prepare contingency plans to help us deal with the event as well as possible.

Terminate - Sometimes, particularly with project risks, an issue that may arise will have such an impact that the best course of action is to abandon our plans before further cost is incurred. Having identified risks that could be this damaging it is possible to plan when to 'pull the plug' to prevent continuing cost overruns should the risk arise.

When controls are in place we refer to them as **mitigating controls**. When we review the risk we need to do a health check on the effectiveness of these.

Where we consider that the controls are not sufficient we need to draw up an action plan and monitor progress towards its delivery. The action plan is often referred to as the management actions. Such actions need to be delivered as time-bound projects and progress towards delivery reviewed along with the risk.

These may result in new mitigating controls once delivered and would then need to be recorded and monitored as such in due course.

In the past we have put controls in place where it has not been clear that these have been cost effective nor has it been clear what outcome was expected from the controls.

In future when we decide on the risk appetite first we will know where we want to go with risk treatment and will know when we get there.

Section 6: Reviewing risks

Successful risk management is not a one-off exercise. Not only must risk records be kept up to date but the whole situation should be kept under continuous review. New risks or changes to existing risks must be identified. This means keeping key risks on the team meeting agenda and checking progress at regular intervals.

Risk review process

By carrying out a review of each risk in our risk registers in a timely manner we make sure that actions to mitigate the risk are being carried out and we can consider whether the controls are doing their job adequately.

The review provides an opportunity to:

- Bring the articulation of impact and likelihood up to date if the situation has changed.
- Check that existing controls are working and progress being made to put new controls in place.
- Consider risk appetite. Older risk records did not set risk

appetite so we could not know easily when we had the risk under control. This is important if we are to keep the work done to control the risks in proportion to the potential impact.

- Add a review record (SPAR.net) describing the current position so that we keep a history of the changing situation and of our actions.
- Plan extra reviews if the situation calls for it. See below.

A flowchart is provided in Appendix D that sets out more detail about each of the steps to take during a review.

How often?

We have set minimum standards for how often to review risks but for many we will want/need to review them more often.

For risks where the inherent risk level is High or Very High the minimum interval is once every six months. Risks with a lower inherent risk level must be reviewed at least once a year.

A benefit of recording risks in SPAR.net is that an email alert can be set to remind risk owners in the month coming up to a review due on these intervals. When a risk is overdue reports will show the status as 'review overdue' once this date has passed.

A management team will want to keep a closer watch on some risks, often monthly. Extra future reviews can be set up in SPAR.net to deal with these.

Spotting early warning signs

We need to be able to recognise when risks are materialising as **issues** before they take us by surprise. To do this we need appropriate **early warning indicators**. Having these will make the task of reviewing risks easier, letting us know for example whether we have things under control or outside factors are changing.

We have set an action in the Risk Management Strategy to develop early warning indicators.

A pilot is to be carried out and details will be published on the Source when this has been completed with guidance on how our approach will be rolled out across the Council.

Is it working?

We need to be able to show that our risk processes are helping produce the right outcomes for the Council. This is needed so that we can tell that the way we do risk management is both cost effective and is controlling risk effectively.

We have set an action in the Risk Management Strategy to develop ways to measure the degree of success of our approach. We plan to pilot these measures in collaboration with the Internal Audit department of the Police so that we have an independent external view to ensure we are robust in our approach to this.

Further details will be published on the Source when this approach has been developed.

Section 7: Reporting of risks

Risk Registers

In principle the risks are best owned and managed by the manager as close to the business as possible. The decision when to raise risks to the attention of higher level boards is mainly a question of relative risk levels versus appetite.

When risks are under control, i.e. current risk status equals appetite, in most cases there should be no reason for such risks to be managed by anyone other than the manager closest to the work.

The reason why risks should be escalated to be managed in a higher level risk register could potentially result from a number of factors:

- The degree to which the current risk status exceeds risk appetite.
- The seriousness of the current status level (e.g. status is Very High or High).

- The seriousness of the inherent status level (whether or not this is controlled).
- The strategic importance of the risk.

It will be of value to the Council to apply a basic set of rules as guidance for when a risk should be elevated to a board's risk register and when it should be removed. This guidance should not be followed dogmatically and boards should be free to include additional risks that may fall outside the guidelines, most likely due to their strategic importance.

Corporate Risk Register (CRR)

The CRR is intended for the attention of Corporate Leadership Team (CLT). The inclusion of risks here is intended to provide an opportunity for CLT to intervene in the management of high risk situations where the joint efforts of the Chief Executive and the Strategic Directors are necessary to manage the risk to a more desirable level. Risks here should not be of a watching brief

but should only comprise ones where active and urgent management is required.

When the desired intervention has been delivered to reduce the current risk status the risks should be removed from the CRR and managed at a service level.

By default the CRR should only include risks that:

- Are of strategic importance
- Have a current risk level that is Very High or High that is higher than the agreed risk appetite for those risks

Service Risk Registers

A similar situation exists within services. The Heads of Service will need to maintain risk registers of the most significant risks within their remit. Less significant risks can safely be managed by managers elsewhere in their teams.

By default Heads of Service should include risks with current

risk status of Medium or higher in their risk registers.

When a risk level increases to a higher level it should be considered for flagging up in a higher risk register and vice versa.

Dashboard Report

Risk registers enable reports of considerable detail to be produced giving chapter and verse (**See Appendix E**). To simply get an overview of the risks a better approach is to use the dashboard report (**See Appendix F**).

The dashboard allows a quick appreciation of which risks are significant and whether risks are increasing or decreasing in status. They also enable a quick view of the gap in control between the current risk status and the risk appetite. The view obtained can inform which risks should be looked at in detail so that full risk management reports need only be produced by exception.

Section 8: Getting help

Additional sources of support are available, both in person and in the form of online guidance.

Corporate Risk Management Group

This group exists to support the Council and its Services in the effective development and implementation of Risk Management and to share experiences on risk across the Council.

Support is available from officers within Organisational Development able to provide assistance at various levels from training to facilitation of risk identification and assessment.

Membership of this group is listed at:

<http://staff.devon.gov.uk/corporateriskmanagementgroup.htm>

Source guidance

The Council's Intranet, the source, holds various support materials:

<http://staff.devon.gov.uk/risk-management.htm>

SPAR.net

This is the Council's performance management database where records are maintained of risk register entries.

The database is accessed at: www.devon.gov.uk/sparnet and contains an online interactive Help centre. No matter where you are in the system you can select the Help button in the SPAR.net top blue menu bar to open the Help centre with the most relevant guidance displayed.

Training

The Council training programme includes a Bite-Sized Briefing on Risk Management which will be listed when available at:

<http://staff.devon.gov.uk/bsbsessions.htm>

For further information

Please contact Simon Kitchen, Head of Organisational Development extension: 2699, or email the team mailbox: improve@devon.gov.uk

Section 9: Further reading

[Alarm - the public risk management association](http://www.alarm-managementassociation.org/default.aspx) -
<http://www.alarm-managementassociation.org/default.aspx>

[Chartered Institute of Internal Auditors \(IIA\)](http://www.iaa.org.uk/en/Knowledge_Centre/Resource_Library/risk-management.cfm) -
http://www.iaa.org.uk/en/Knowledge_Centre/Resource_Library/risk-management.cfm

[The Institute of Risk Management](http://www.theirm.org/) -
<http://www.theirm.org/>

[TISonline Financial Management and Corporate Governance](http://www.tisonline.net/managementoffinance/default.asp) -
<http://www.tisonline.net/managementoffinance/default.asp>

[TISonline Risk Management and Insurance](http://www.tisonline.net/riskmanagement/default.asp) -
<http://www.tisonline.net/riskmanagement/default.asp>

[Integrated Impact Assessment](http://devon.gov.uk/impact)
<http://devon.gov.uk/impact>

Appendix A:

Risk Management Process - one page summary

Risk Management - is a modern management discipline and is about getting the right balance between innovation and change on the one hand, and the avoidance of shocks and crises on the other.																																	
1. Identify your risks	2. Assess your risks																																
<p>Risk: an event or action that will have affect our ability to achieve our objectives</p> <p>Opportunities <u>and</u> Threats</p> <p>Event leads to Impact</p> <p>Identify in groups - by those responsible for delivery of the objectives</p> <p>When:</p> <p>Setting strategic aims</p> <p>Setting business objectives</p> <p>Early stages of project planning & key stages</p> <p>Entering partnerships</p> <p>Categories can help:</p> <p>Political, Economic/Financial, Social, Technological, Legislative/Legal, Environmental, Community, Professional/Managerial, Physical, Partnership/Contractual.</p>	<p>Combination of the probability of an event and its consequences:</p> <table><tr><td rowspan="5">LIKELIHOOD</td><td>5</td><td>10</td><td>15</td><td>20</td><td>25</td></tr><tr><td>4</td><td>8</td><td>12</td><td>16</td><td>20</td></tr><tr><td>3</td><td>6</td><td>9</td><td>12</td><td>15</td></tr><tr><td>2</td><td>4</td><td>6</td><td>8</td><td>10</td></tr><tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr><tr><td></td><td colspan="5">IMPACT</td></tr></table> <p>Impact x Likelihood:</p> <p>20 - 25 VERY HIGH (VIOLET)</p> <ul style="list-style-type: none">Immediate action <p>12 - 16 HIGH (RED)</p> <ul style="list-style-type: none">Regular review to seek better control <p>8 - 10 MEDIUM (AMBER)</p> <ul style="list-style-type: none">Review current controls <p>1 - 6 LOW (YELLOW)</p> <ul style="list-style-type: none">Limited action - long term plans	LIKELIHOOD	5	10	15	20	25	4	8	12	16	20	3	6	9	12	15	2	4	6	8	10	1	2	3	4	5		IMPACT				
LIKELIHOOD	5		10	15	20	25																											
	4		8	12	16	20																											
	3		6	9	12	15																											
	2		4	6	8	10																											
	1	2	3	4	5																												
	IMPACT																																
3. Respond to risks	4. Monitor & Review																																
<p>Concentrate on Top Risks:</p> <p>Set risk appetite</p> <p>Proportionate and cost-effective response</p> <p>Can we reduce likelihood?</p> <p>Can we reduce impact?</p> <p>Can we change the consequences?</p> <p>Treat</p> <p>Transfer</p> <p>Tolerate</p> <p>Terminate</p> <p>Devise Contingencies</p> <p>Business Continuity Planning</p>	<p>Risk Registers:</p> <p>Baseline data to be prepared and monitored regularly; these should clearly indicate impacts, responses and contingencies as well as the risk owner. Use early warning indicators. Review Top Risks regularly as agenda item. Report progress to senior management.</p> <pre>graph TD Objectives[Objectives] --> Identify[Identify] Identify --> Assess[Assess] Assess --> Respond[Respond] Respond --> Monitor[Monitor & Review] Monitor --> Objectives TopRisks[Top Risks]</pre>																																

Appendix B:

Categories for Risk Identification

Risk	Definition	Examples
Political	Failure to deliver policy.	New political arrangements; Political personalities; Political make-up.
Economic/ Financial	Ability to meet financial commitments; Associated with financial planning and control; Affecting the competitiveness of the service.	Budget pressures/overspends; Interest rate changes; Level of reserves; Investment decisions; Insurance cover inadequate; Cost effectiveness.
Social	Relating to effects in demographic changes/social trends. Failure to meet citizens' current/ changing needs.	Staff levels from available workforce; Ageing population; Health statistics. Managing expectations; Extent of consultation.
Technological	Capacity to handle pace/scale of change and use technology.	IT systems; Staff/client needs; Security standards.
Legislative/ Legal	Current/potential change in UK/Euro law. Possible breaches of legislation.	TUPE Regulations; Human Rights Act; Data Protection Act; Equality Act, etc. Client brings legal challenge.
Environmental	Environmental consequences of objectives.	Land use; Recycling; Pollution; Energy efficiency.
Community	Wider risks on the community risk register, which may influence the identification of a risk.	Flooding and oil pollution.
Professional/ Managerial	Associated with the particular nature of each profession, internal protocols and managerial abilities	Social work service concerns over children at risk; Staff restructure; Internal capacity.
Physical	Related to fire, security, accident prevention and health & safety.	e.g. offices in poor state of repair, use of equipment
Partnership/ Contractual	Contractors and partnerships fail to deliver services or products at cost and specification.	Contractor fails to deliver; Partnership agencies do not have common goals.

Appendix C:

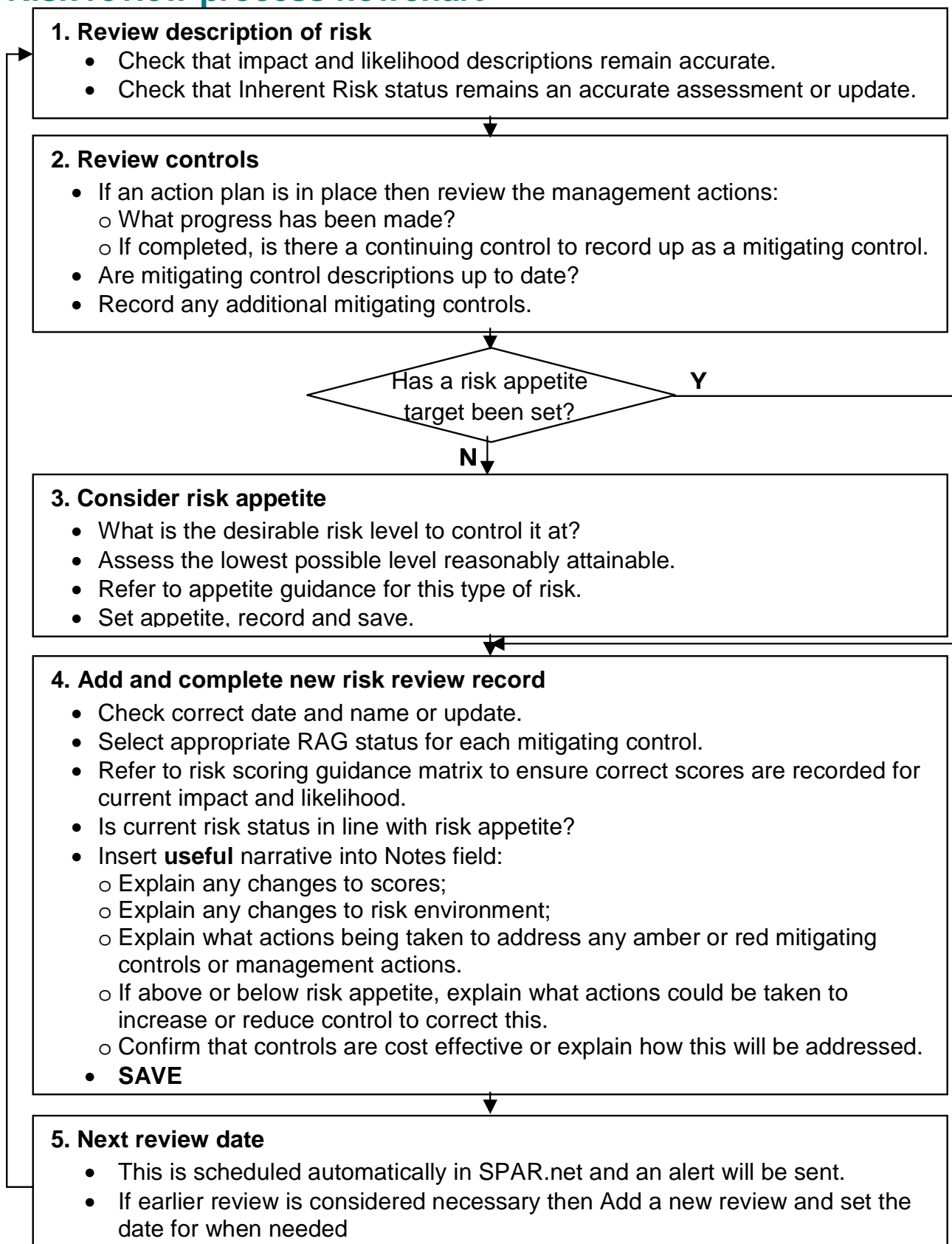
Matrix for assessing impact and likelihood of risks

Assessment of Impact (Severity)					
		Financial	Reputation	Stakeholders	Customers
1	Negligible	Under £25,000.	Minimal and transient loss of public trust. Contained within the individual service area.	Minimal impact on stakeholder business arrangements.	Minimal impact or service disruption to customers. Contained within service area.
2	Minor	£25,000 - £100K.	Slight loss of trust with no lasting impact. Little adverse publicity.	Minor impact on stakeholder business arrangements.	Minor impact to customers and customer dissatisfaction. Limited service disruption.
3	Moderate	£100K - £1m.	Moderate loss of trust that receives significant adverse publicity locally with no lasting impact.	Moderate disruption to stakeholder arrangements.	Moderate impact to customers and customer dissatisfaction. Moderate service disruption.
4	Major	£1m - £10m.	Significant loss of trust and receives local media attention with potential for lasting impact.	Significant disruption to and opposition from stakeholders.	Significant service disruption and customer opposition. Threat of legal action.
5	Catastrophic	> £10m.	Significant loss of trust and receives national media attention with potential for persisting impact.	Major disruption to and strong opposition from stakeholders who represent vulnerable clients.	Major service disruption. Significant customer opposition. Legal action. Long term public memory.

Assessment of Likelihood (in a 5-year time frame)			
		Probability descriptors	Numerical Probability
1	Rare	This will probably never happen / recur.	Under 1%.
2	Unlikely	Do not expect it to happen / recur but it is possible it may do so.	1% - under 5%.
3	Possible	Might happen or recur occasionally.	5% - under 20%.
4	Likely	Will probably happen / recur, but it is not a persisting issue or circumstances.	20% - under 50%.
5	Almost certain	Will undoubtedly happen/recur, possibly frequently. A project more likely to fail than succeed.	Over 50%.

Appendix D:

Risk review process flowchart






















Appendix E:

Example of a Risk Register report from SPAR.net

The example shows a full Risk Management Report of a single risk record. The system can report by exception and reports can be run that are filtered to show customised selections of items. Individual fields on the reports can be turned on or off to suit the audience.

Risk: Failure to deliver business goals due to inadequate performance management - Risk that performance management arrangements insufficiently robust for delivery of services and Statutory requirements				Risk Code: SGRR OCX/OD2	
Impact: Decrease in satisfaction with services means customer needs are not met, leading to poor outcomes for the community. Breakdown of good practice in governance, economy and efficiency practices Loss of continuity in making improvements due to lack of co-ordination of activities of different teams Missed opportunities to prioritise community ambitions and define our purpose as a Council away from national government expectations.					
Historical Context & Likelihood: DCC has a duty under the Local Government Act 1999 to make arrangements for continuous improvement. With the reduction of inspection and assessment activity following the removal of Comprehensive Area Assessment there is no longer a requirement to gather evidence in certain critical areas of our working practice. This could leave us in a situation where there is no monitoring of success or failure. Our good record to date does not entitle us to become complacent about our ability to maintain the same level of reflective management without external drivers, and some form of self-directed regulation should be introduced to fill the vacuum. The challenge of aligning more strongly with the localism agenda (a priority for the new Government) shifts the balance to take more account of the views and needs of local communities. They can be expected to have strong views on how we are performing in key areas, from perspectives that we may not have considered in the past. The new Localism Bill and the Right to Data provide strong drivers to ensure we take advantage of the opportunities.					
Inherent Status: Very high (20)		Inherent Risk Impact: 5 - Catastrophic		Inherent Risk Likelihood: 4 - Likely	
Current Status: High (12)		Current Risk Impact: 4 - Major		Current Risk Likelihood: 3 - Possible	
Date Identified: 01 Jul 2007		Accountable Officer: John Smith		Risk Owner: Simon Kitchen	
Mitigating Control records					
Mitigation Status	Mitigating Control	Info	Responsible Person	Date Identified	Last Review Date
Green	Data quality arrangements	A separate risk on its own account. Data quality is an element of performance management that ensures performance information is accurate, valid, reliable, timely, relevant and complete.	Keith Bowden	30/06/2010	29/09/2011
Amber	Performance Toolkit	The Performance Toolkit describes how we will manage our performance and achieve our ambition for the people of Devon. This embraces the Devon Way, the Risk Management Strategy, the Data Quality Strategy, Financial Regulations, Bite-sized briefings and the Customer Feedback Policy. The toolkit sets out our performance management processes.	Keith Bowden	25/03/2008	29/09/2011
Green	Regular performance reports to CEX	Formerly quarterly reports to CMB. Quarterly reports now by each Executive Director to CEX.	Simon Kitchen	02/07/2007	29/09/2011
Green	Scrutiny of performance	Regular performance reports presented to Scrutiny Committees to ensure appropriate challenge of performance can take place. Standard content of reports includes progress on the Delivery Plan and related risks. This is underpinned by the development of the Strategic Plan and Delivery Plan and additional work under way to develop new performance metrics; also taking into account national requirements arising from the transparency agenda, CQC and Ofsted.	Keith Bowden	30/06/2010	29/09/2011
Review Note: Work on the performance toolkit is continuing. A new Strategic Plan is under development. The Risk Management Strategy has received Member approval. The new Performance Strategy is nearing completion. Programme Devon is the main vehicle for the review and realignment for future ways of delivery. A set of management tools have been completed to accompany the strategy for future ways of delivery. Nevertheless this remains a time of uncertainty as new ways are developed and so the risk level has been assessed as unchanged at this time.					

Appendix F: Example of a Risk Dashboard

Code	Title	Very high 20+	High 12+	Medium 8+	Low 1+	Change of band
Ex. A	Above appetite. Needs further control. No change.		 			
Ex. B	Over control cf. appetite. Reduction of control indicated. No change.			 		
Ex. C	Above appetite. Needs further control. Current status up.			 		
Ex. D	Tolerate inherent risk status. No change.					
Ex. E	Under control on appetite. Current status down.					
Ex. F	Uncontrolled. Above appetite. New risk.			 	NEW	

Key:

	Inherent risk status.
	Current risk status.
	Risk appetite status.
	Tolerate inherent risk status
	Current status up since last review
	Current status unchanged since last review
	Current status down since last review
	Change needed to control against appetite

HIGHWAY SAFETY INSPECTION MANUAL



CONTENTS

Section 1	Introduction
Section 2	Legislation
Section 3	Best Value and Compliance Checks
Section 4	Safety Defect Definitions
Section 5	Safety Inspection Routes and Frequencies
Section 6	Safety Inspection Delivery
Section 7	Recording Defects
Section 8	Training and Qualifications
Section 9	Investigatory Action and the Repair of Safety Defects
Section 10	Special Requirements at Railway Level Crossings
Section 11	Special Requirements for Bridges and Retaining Walls
Appendix 1	Carriageway Defects
Appendix 2	Footway Defects
Appendix 3	Cycleway Defects
Appendix 4	Roadside Defects
Appendix 5	Section 81 Notice
Appendix 6	Section 65 Notice

Section 1 – Introduction

1. 1 Safety inspections are designed to identify all defects likely to create danger or serious inconvenience to users of the network or the wider community as detailed in the National Code of Practice 'Well Maintained Highways' (NCoP). Such defects include those that will require urgent attention as well as those where the locations and sizes are such that longer periods of response are acceptable.
1. 2 The parameters which are specified for the safety inspection regime in this manual are:
 - Frequency of inspection
 - Items for inspection
 - Description of defect
 - Nature of response
1. 3 The regime has been developed in accordance with the principles of risk assessment and provide a practical and reasonable approach to the risks and potential consequences identified. It has been considered in the same light as a Safety Audit and treated accordingly. The inspection regime has taken account of potential risks to all road users, and in particular those most vulnerable.
1. 4 Highway Safety Inspections (HSI) will be undertaken in accordance with this manual which contains Devon County Council's policy and procedures relating to the same. Those undertaking or managing HSI's will need to refer to this document and be conversant with its contents so that the inspections are completed consistently and associated actions are undertaken effectively and efficiently.
1. 5 The policy and procedures contained in this manual have been adopted following a comparison of the national recommendations contained in the National Code of Practice 'Well Maintained Highways'. 14 other highway authorities were also asked to provide their safety inspection policy. The authorities are either representative of authorities of a similar size to Devon or neighbouring authorities. Consultation has also taken place with the County Council's Insurance Section.
1. 6 The inspection, assessment and recording regime will be reviewed on an annual basis, or more frequently if appropriate.

Section 2 – Legislation

2. 1 In addition to a general duty of care, there are a number of specific pieces of legislation which provide the basis for powers and duties relating to highway maintenance. The Highways Act 1980 sets out the main duties of highway authorities in England and thus Devon County Council. In particular Section 41 imposes a duty to maintain highways maintainable at public expense.
2. 2 Almost all claims against authorities relating to highway functions arise from the alleged breach of Section 41. Section 58 of the Act provides for a defence against action relating to an alleged failure to maintain on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for the appropriate type of traffic. It is therefore vital that safety inspections are undertaken consistently and comprehensively, not only to provide a safe network for the user, but essential evidence for the County Council should a claim be made.
2. 3 Statutory Undertakers have a duty to maintain their apparatus in the highway (New Roads and Streetworks Act, Section 81) but it has been established that they can rely on the highway authority's safety inspection to some extent when defending claims. To avoid the possibility of the County Council becoming jointly liable in a claim resulting from an incident involving Statutory Undertakers apparatus, any defect identified must be faxed or emailed to the appropriate Undertaker within 24 hours, or as soon as practically possible after the defect has been identified.
2. 4 A claimant has a time limit to make a claim. This is 3 years for injury claims and 6 years for property damage claims. The time runs from the date of the incident or the date that the claimant became aware that their injury or damage was as a result of the incident (the date of knowledge). Therefore safety inspection records must be kept for a minimum period of six years.

Section 3 – Performance Indicators and Compliance Checks

3. 1 A systematic safety inspection regime provides a number of benefits:-
 - a safer road network
 - a general knowledge of road conditions and planning
 - the provision of essential performance data
 - input to the allocation process
 - information regarding the development of longer term policies and continuous improvement
 - details for risk assessment analysis
 - the effectiveness of repairs
 - a defence against claims
 - information for the analysis of claims
 - a record of defects
3. 2 The performance regarding the rectification of safety defects is monitored using relevant data.
3. 3 The percentage of routine safety inspections completed within the required time limits is also monitored and is reported to the Devon Highways Board on a regular basis.
3. 4 A quality check is carried out on each inspection team once a month and this includes the whole process from inspection to completion of repair.
3. 5 Additionally a number of workmanship inspections are undertaken on a monthly basis.

Section 4 - Safety Defect Definitions

4. 1 The defect definitions which follow in Appendices 1 to 4 relate to safety defects (Category 1 defects) which require immediate or urgent attention, and do not include serviceability maintenance defects. The safety defects in this manual are all Category 1 defects which require some action, be it immediate, temporary or permanent within the investigatory time.
4. 2 A description of the safety defect is given followed by the investigatory action and time dependent on maintenance category. Notes for guidance and photographic examples are included where appropriate. It is not always possible to give a measured threshold for each defect (for example debris on the road) and this is one of the topics discussed during training with the aim of achieving a consistent understanding throughout the County.
4. 3 Defects have been listed based on that part of the highway where they could be found e.g. carriageway, footway, cycleway or roadside and the definition based on the risk to the appropriate user. Defects that could be found in roadside verges, or whose defect investigatory levels are common regardless of their position within the highway, are listed under roadside defects.

CARRIAGEWAY DEFECT

- 1.1 Pothole
- 1.2 Standing/running water due to defective piped highway drainage systems
- 1.3 Embankment or bank slips
- 1.4 Spillages
- 1.5 Obstructions - debris
- 1.6 Overriding
- 1.7 Defective high friction surface
- 1.8 Dangerous or obstructing trees
- 1.9 Obscured visibility and overgrown hedges & bushes
- 1.10 Defective road markings or road studs
- 1.11 Defective ironwork
- 1.12 Defective cattle grids
- 1.13 Defective overhead cables
- 1.14 Defective roadworks signing
- 1.15 Missing pre-formed modules
- 1.16 Obstructions - materials, goods, equipment & signs
- 1.18 Abrupt level differences
- 1.28 Cracking/Defective surfacing joints
- 1.29 Defective traffic calming features

FOOTWAY DEFECT

- 2.1 Pothole
- 2.2 Standing/running water due to defective piped highway drainage systems
- 2.3 Embankment or bank slips
- 2.4 Spillages
- 2.5 Obstructions - debris

- 2.7 Slippery surface
- 2.8 Dangerous or obstructing trees
- 2.9 Obscured visibility and overgrown hedges & bushes
- 2.11 Defective ironwork
- 2.13 Defective overhead cables
- 2.14 Defective roadworks signing
- 2.15 Missing pre-formed modules
- 2.16 Obstructions - materials, goods, equipment & signs
- 2.17 Cracks and gaps
- 2.18 Trip
- 2.19 Rocking flag
- 2.25 Damaged steps
- 2.26 Damaged handrails
- 2.30 Vertical/horizontal displacement of kerb
- 2.31 Depressions and humps

CYCLEWAY DEFECT

- 3.1 Pothole
- 3.2 Standing/running water due to defective piped highway drainage systems
- 3.3 Embankment or bank slips
- 3.4 Spillages
- 3.5 Obstructions – debris
- 3.7 Slippery surface
- 3.8 Dangerous or obstructing trees
- 3.9 Obscured visibility and overgrown hedges & bushes
- 3.10 Defective road markings and road studs
- 3.11 Defective ironwork
- 3.13 Defective overhead cables
- 3.14 Defective roadworks signing
- 3.15 Missing pre-formed modules
- 3.16 Obstructions - materials, goods, equipment & signs
- 3.17 Cracks and gaps
- 3.18 Abrupt level differences
- 3.31 Depressions and humps

ROADSIDE DEFECT

- 4.8 Dangerous or obstructing trees
- 4.11 Defective ironwork
- 4.13 Defective overhead cables
- 4.14 Defective roadworks signing
- 4.16 Obstructions - materials, goods, equipment & signs
- 4.20 Damaged road restraint systems
- 4.21 Defective boundary fences
- 4.22 Defective streetlights, illuminated or variable message traffic signs
- 4.23 Defective road traffic signs
- 4.24 Defective traffic signals
- 4.27 Defective escape lanes/arrester beds

4. 4 Areas of the carriageway where pedestrians are encouraged to walk (e.g. pedestrian crossings and junction mouths), and carriageways that are closed to vehicles as pedestrianised areas for specific periods of the day, will be inspected to the appropriate maintenance category of a footway.

Carriageways that are promoted by the County Council as cycle routes will be inspected to the appropriate maintenance category of a cycle route.

These elements can however be undertaken from a vehicle in accordance with the requirements described in Section 6.

4. 5 For the purpose of safety inspection a metalled carriageway, footway or cycleway is one where the surface consists of a hard, bound material such as asphalt, concrete or clay paving / pavements. An unmetalled carriageway, footway or cycleway is one where the surface material is unbound.

Section 5 – Safety Inspection Routes & Frequencies

5.1 Safety inspections will be undertaken on the following:

- Carriageways with maintenance categories 3 to 11 inclusive
- Footways with maintenance categories F1 to F4 inclusive
- Cycleways with maintenance categories C1 & C2
- Park and Ride sites P1
- Picnic sites (as carriageway)

5.2 The frequency of safety inspections is based on the network maintenance category and are detailed in Tables 5a, 5b, 5c, 5d and 5e below.

Carriageway		
Maintenance Category		Frequency
3	National Primary route	1 month
4	County Primary route	1 month
5	Secondary County route	1 month
6	Local distributor	6 month
7	Collector road	6 month
8	Minor collector road	annual
9	Service road	annual
10	Minor service road	annual
11	Minor lane	every 2 years

Table 5a - Carriageway Inspection Frequencies

Footway		
Maintenance Category		Frequency
F1a	Prestige walking zone	1 month (2 weeks June, July and August)
F1	Primary walking route	1 month (2 weeks June, July and August)
F2	Secondary walking route	3 month (6 weeks June, July and August)
F3	Link footway	6 month
F4	Local access footway	annual

Table 5b - Footway Inspection Frequencies

Cycleway		
Maintenance Category		Frequency
A	Part of carriageway	as carriageway
B	Remote from carriageway	6 month
C	Cycle trails	annual

Table 5c - Cycleway Inspection Frequencies

Park & Ride sites		
Maintenance Category		Frequency
P1	Park & Ride	6 month

Table 5d - Park & Ride sites Inspection Frequencies

Picnic sites		
Maintenance Category		Frequency
	As carriageway	as carriageway

Table 5e - Picnic sites Inspection Frequencies

5.3 Although the category within the hierarchy, in combination with traffic use, will be the main determinant of inspection frequency, local factors will be taken into account in deciding whether consideration should be given to increasing or reducing the frequency. When determining the frequency of inspection the following factors should be considered:

- Road use might be at the margin of the category but have higher than normal levels of growth. Extensive development may be taking place or planned
- The section might have a higher than normal level of collisions or related incidents and claims which would suggest unusually high levels of risk
- Although traffic flows on the carriageway might be low, there might be high levels of pedestrians or cyclists
- The route might be the subject of promotion by the authority for example as a "Safer Route to School", freight route or access to a railway station. A cycling route may be part of the National Cycle Route Network.
- The route may be subject to seasonal factors, in particular tourism, and may have higher levels of use during the summer period.

5. 4 Where the inspection frequency is locally amended from the network maintenance category the reason(s) shall be fully documented and consideration will be given to formally amending the maintenance category.
5. 5 Inspection routes will be determined to maximise efficiency and will be based on frequency and inspection delivery type. Where a route consists of a combination of carriageway and/or footway and/or cycleway, and the type of inspection permits the adoption of a consistent inspection frequency for the route as a whole, the most frequent element will be the one used. Therefore some carriageway inspections may be undertaken concurrently with the associated footway or cycleway inspection if this will improve the efficiency of the inspection process.
5. 6 Footway inspections will include metalled Public Rights of Way in built up areas. These will be inspected to the same standard as F4 footways.
5. 7 Park and Ride sites will be inspected to the footway standard F3. The sites currently inspected are;
- Honiton Road
 - Sowton
 - Crediton
 - Ivybridge
 - Barnstaple
 - Digby
 - Matford
- 5.8 Picnic sites on the A361 and A39 will be inspected when the main carriageway is inspected to the footway standard F3.
5. 9 The tolerance on the period between inspections will be as detailed in Table 5d below. Where days are stated they will be working days.

Inspection Frequency	Tolerance
2 weekly	+ 3 days- anytime before due date - anytime before due date
monthly	+10 days - anytime before due date
3 monthly	+10 days - anytime before due date
6 monthly	+15 days - anytime before due date
annually	+30 days - anytime before due date
every two years	+45 days - anytime before due date

Table 5d - Frequency Inspection Tolerances

Action 6 – Safety Inspection Delivery

6. 1 Safety inspections are undertaken by suitably qualified inspectors. Carriageway and cycleway inspections can be undertaken on foot if appropriate for practical reasons or if the associated footway is being inspected at the same time.

Maintenance Category	Type
Carriageway 3	Vehicle
Carriageway 4	Vehicle
Carriageway 5	Vehicle
Carriageway 6	Vehicle
Carriageway 7	Vehicle
Carriageway 8	Vehicle
Carriageway 9	Vehicle
Carriageway 10	Vehicle
Carriageway 11	Vehicle
Footway 1	Foot
Footway 2	Foot
Footway 3	Foot
Footway 4	Foot
Cycleway 1	Cycle
Cycleway 2	Cycle
Park & Ride sites	Foot
Picnic sites	Foot

Table 6a – Inspection Delivery

6. 2 Highway safety inspections require concentration on the recording of defects that are potentially hazardous to road users, but not at the expense of the inspector's own safety or that of others using the highway. The safety of all road users must not be compromised when carrying out the inspection and the list given under the headings Vehicle Inspections and Inspections on Foot details the practice to be adopted.

Where an inspector feels that the procedures given do not give sufficient protection at specific locations they should inform the local manager.

6. 3 Highway safety inspections should not be carried out during the hours of darkness/dusk or under conditions of poor visibility e.g. snow, fog, heavy rain. Periods of peak traffic flows should be avoided where possible.
6. 4 When conducting inspection from a moving vehicle this will be a two-man operation with the passenger carrying out the survey and recording the detail. A roof mounted 'light bar' will be provided for use when carrying out low speed inspections (must not be used at speeds greater than 25mph). The vehicle must have clearly visible reflective sign(s) reading 'HIGHWAY

MAINTENANCE' and must also carry (at a minimum) the following signs to permit signing in accordance with Chapter 8:

- 2 No diagram 7001 roadworks.
- 2 No supplementary plates diagram 7001.1 inspection/surveying.
- 1 No diagram 610 arrow for temporary fixing to the rear of the inspection vehicle.
- Cones (a pack of 'flat' cones may be appropriate).

Class A high visibility jackets and trousers must be worn whenever inspectors alight from the vehicle. When necessary to stop it is preferable to park the vehicle off the carriageway. If this can not be achieved and the vehicle must be stopped on the carriageway then there should be clear visibility in both directions, the light bar should be switched on, and moving vehicles should not be forced to cross solid centre line road markings. Where the above requirements cannot be met then advance signing must be put in position.

6. 5 When conducting an inspection on a maintenance category 3 to 6 carriageway the inspector must travel the route in one direction, alternating the direction of travel each time the inspection is carried out. The exception to this would be a dual carriageway and sections of three lane carriageway or sections of carriageway that are difficult to see across their full width. When this occurs the relevant section of carriage should also be inspected in the opposite direction.
6. 6 Walking inspections or part inspections should be conducted from footways or verges where possible to avoid walking in the carriageway. High visibility jackets and trousers to Class A must be worn at all times. When conducting an inspection on foot in the carriageway or on a verge closer than 1 metre to the carriageway, then Chapter 8 signing should be provided. For short duration inspections placing signs maybe more hazardous than conducting the inspection in a safe manner, therefore inspectors should risk assess each location.
6. 7 When undertaking an inspection by cycle, care must be taken to avoid conflict with other cycleway users. Under no circumstance should cycle inspections be undertaken on footways, or cycleway inspections undertaken from areas designated for pedestrians.

High visibility jackets and trousers to Class A and an approved cycle helmet must be worn at all times and the inspection cycle must be fitted with a warning bell and the appropriate carrier bags for inspection tools and documents.

The appropriate lone working procedure must be adopted when undertaking an inspection on an off – road cycle route.

Section 7 – Recording Safety Defects & Non Safety Defects/Minor Works

7. 1 Safety defects are recorded on a data capture device with the appropriate inspection route loaded on the device prior to beginning the inspection. Routes must be updated before downloading so to ensure any changes to the National Street Gazetteer have been updated.

The location of the defect will be recorded using the Visual Inspection Capture (Vic ii) software at the time the defect is found. The use of a Global Positioning System device will be used so that a trace can be produced for evidence that an inspection has taken place on the date and time recorded and also allow for a more accurate positioning of defects.

When a street is selected and no safety defects are found, the record of the inspection will automatically show that no safety defects were found.

7. 2 All defects found whilst carrying out an inspection will be recorded with the following detail;
- Item Type (e.g. carriageway, footway)
 - Item Category (defaults to safety defect or minor works)
 - Item Detail (e.g. trip, pothole)
 - Defect Category (e.g. carriageway maintenance cat 6)
 - Comments (e.g. additional detail of defect)
 - Location Description (e.g. reference to property or lamp column)
 - Action taken and/or repaired (e.g. arrange permanent repair)
 - Traffic Management
 - A bill of quantity should be populated onsite wherever possible, prior to exporting any defects into Routine Maintenance System.

Section 8 Training and Qualifications

8. 1 All personnel involved in safety inspections must have demonstrated competency, hold necessary accreditation and completed necessary training modules as described below. Training is essential for all staff involved to:-
- Ensure that there is a common understanding and interpretation of what constitutes a safety hazard on the highway.
 - Ensure an appreciation of the health and safety issues involved and the working methods that must be employed in carrying out the safety inspection.
 - Ensure that inspectors collect and record the safety inspection data in a consistent format that permits the efficient and effective repair of defects.
 - Ensure the system provides a robust defence for the County Council against third party insurance claims where appropriate.
8. 2 Training is designed to prove competency in appropriate modules and will be a recognised qualification for undertaking safety inspections in the County. It is intended that the training modules be further developed to form part of a City & Guilds nationally recognised Highway Inspectors qualification.
8. 3 All personnel carrying out Safety Inspections will be required, in addition to having satisfactorily completed the Safety Inspection training, to be trained in Chapter 8 'Traffic Safety Measures and Signs for Road Works and Temporary Situations'.

Section 9 – Investigatory Action and the Repair of Safety Defects

9. 1 The standards and specification of the defect repair will be as detailed in the TMC and the Order issued (where appropriate).
9. 2 Immediate, temporary or permanent repairs will be completed within the time specified in Appendices 1 to 4. Where completion times are stated in days, these will be working days. 'Arrange' includes investigation and/or commissioning remedial work.
9. 3 When a defect has been repaired it is essential that this information is recorded in the inspection system.
9. 4 Defects associated with Statutory Undertakers apparatus must be faxed or emailed to the relevant Undertaker within 24 hours using the appropriate form attached as follows:
 - Defective apparatus (Section 81) – form Appendix 5
 - Defective works (Section 65) – form Appendix 6

Progress on repairs should be monitored to ensure the defect is rectified. A copy of the form for defective apparatus should be forwarded to the Traffic Managers Unit who will keep a register of the Section 81 Notices issued. When a defect has been repaired it is essential that this information is recorded in the system. The cost of any signing, guarding, temporary traffic control or emergency repair provided by the County Council to an Undertaker's defect should be recharged to that Undertaker.

9. 5 Where a safety defect is made safe by means of temporary signing or repair, arrangements will be made to ensure the continued integrity of the signing or repair until a permanent repair can be completed.

Section 10 – Special Requirements at Railway Level Crossings

- 10.1 Carriageways, cycleways and footways and other highway features up to & including the approach STOP road marking are the responsibility of the County Council and safety defects should be identified, recorded and repaired in accordance with the relevant section(s) contained within this manual.
- 10.2 Any remedial action shall be undertaken in accordance with the Special Requirements of Network Rail contained in the TMC.
- 10.3 Carriageways, cycleways and footways and other highway features between the STOP road markings; the traffic warning lights, barriers & associated signs; & railway boundary & vehicle restraint systems are the responsibility of Network Rail or the private rail operator (for preservation lines and The Seaton Tramway). Although the County Council is not responsible for safety inspections between the STOP markings, any potential safety defect identified during safety or any other inspections must be immediately reported to Network Rail or the private rail operator.

Section 11 – Special Requirements for Bridges and Retaining Walls

- 11.1 Bridges and retaining walls should receive a superficial inspection during the carriageway, footway or cycleway inspection.
- 11.2 Any obvious cracks or potholes in the surface of an overbridge should be identified and recorded in accordance with the relevant section(s) contained within this manual.
- 11.3 Any obvious damage to a bridge or retaining wall parapet should be identified and recorded in accordance with the relevant section(s) contained within this manual.
- 11.4 Any damaged or obviously missing regulatory signs, road markings and reflectors on the end of bridge parapets should be identified and recorded in accordance with the relevant section(s) contained within this manual.
- 11.5 Any defects identified during safety or any other inspections must be immediately reported to Bridges and Structures section on 01392 383389 (office hours) or HOCC 01392 380380 (outside office hours) for further action.

CARRIAGEWAY DEFECT

1.1 POTHOLE

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Description

A pothole (sharp edged depression or void) is a safety defect when it is over 40mm deep and it is greater than 300mm in any horizontal direction.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record.	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
7 to 10	Record.	Nil	Intermediate repair within 7 days.
11	Record.	Nil	Make safe within 28 days

Notes

At certain times it may be necessary for the contractor to carryout preliminary inspections where only safety potholes will be identified and repaired.

This defect includes potholes of the appropriate size at the edge of the carriageway, in surrounds to ironwork and due to missing roadstuds.

At defined marked pedestrian crossing points or where pedestrians are encouraged to cross or where there is a marked cycle lane on the carriageway, the criteria for this defect within the crossing area or cycle lane will be over 20mm deep and a dimension greater than 50mm in any horizontal direction - see relevant section.

CARRIAGEWAY DEFECT

Version 5.0 – April 2013

1.2 STANDING/RUNNING WATER DUE TO DEFECTIVE PIPED HIGHWAY DRAINAGE SYSTEMS

Description

Standing water is a safety defect if after 24 hours from when rain has ceased, the road is impassable, or it is forcing vehicles, cyclists or pedestrians away from the nearside of the carriageway by more than 1m, or if vehicles have to cross the centreline marking, or if cyclists have to cross a cycle lane boundary marking, or the width of a pedestrian crossing is reduced to 500mm by water.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent flood board or depth gauge, or improvement scheme.
7 to 11	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent flood board or depth gauge, or improvement scheme.
Notes			

Standing water will not be treated as a safety defect during prolonged heavy rain.
Consultation will be required with adjacent landowner/occupier where appropriate.

CARRIAGEWAY DEFECT

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1.3 EMBANKMENT OR BANK SLIPS

Description

On M/C 3 to 11 a slip is a safety defect when the road is obstructed; or it is forcing vehicles, cyclists or pedestrians away from the nearside of the carriageway by more than 1m; or if vehicles have to cross the centreline marking; or if cyclists have to cross a cycle lane boundary marking, or leaving the haunch exposed or unsupported.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone	Traffic management or emergency road closure if appropriate or remove slip and clean by the end of the next working day.	Formal road closure if appropriate. Investigate solution to stabilise embankment within 14 days. Monitor for movement in the carriageway.
7 to 11	Record. Sign & cone	Traffic management or emergency road closure if appropriate or remove slip and clean by the end of the next working day..	Formal road closure if appropriate. Investigate solution to stabilise embankment within 14 days. Monitor for movement in the carriageway.

Notes

Consultation will be required with adjacent landowner/occupier where appropriate. Where washout /slips occur frequently the procedures for powers under section 151 of the Highways act should be followed.

1.4 SPILLAGES

Description

Spillages are a safety defect when the normal skidding resistance of the road surface is reduced. Examples include: hazardous liquid, effluent, diesel, oil, petrol & mud. Minor spillages less than 0.5 m² are not a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone where possible. Arrange clearance gang.	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep road if required within 3 days. Recharge if appropriate.
7 to 11	Record. Sign & cone where possible. Arrange clearance gang.	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep road if required within 3 days. Recharge if appropriate.

Notes

Where a spillage is, or could be, of a hazardous nature, remedial action must be undertaken strictly in accordance with the Health & Safety Manual to protect operatives and road users.

CARRIAGEWAY DEFECT
1.5 OBSTRUCTIONS - DEBRIS

Version 5.0 – April 2013

Description

Debris on the carriageway is a safety defect. Examples include: fallen trees or tree limbs, excessive surplus surface dressing chippings, debris dropped from vehicles, excessive mud, sand, soil or slurry.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Remove or sign & cone.	Remove by the end of the next working day.	Remove from temporary location within 7 days. Recharge if appropriate.
7 to 11	Record. Remove or sign & cone.	Remove by the end of the next working day.	Remove from temporary location within 7 days. Recharge if appropriate.

Notes

Isolated incidents may be removed to an appropriate temporary location for removal later. Legislation on mud and slurry is included in Devon Bylaw 22 and section 148 of the Highways Act. Some items of debris will be removed by the depositor or the adjacent landowner/occupier. Dead animals should be moved to the adjacent verge and the District Council contacted to arrange removal.

1.6 OVERRIDING

Description

An area of verge immediately adjacent to the carriageway that is more than 100mm below the carriageway is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone	Fill verge with suitable material or install reflector posts by the end of the next working day.	Fill verge with suitable material within 7 days.
7 to 11	Record	Fill verge with suitable material or install reflector posts by the end of the next working day.	Fill verge with suitable material within 14 days. Consider reflector posts.

Notes

Material for verge fill must be in accordance with the requirements of the Roadside Verge Management Policy.

1.7 DEFECTIVE HIGH FRICTION SURFACING

Description

A minimum loss of 0.5m² of aggregate or fatting up within high friction surface or slippery covers within high friction surface is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record	Erect slippery road signs by the end of the next working day.	Where HFS is missing permanent repair in 28 days. If area fatting up check accident records & SCRIM or commission Griptest within 7 days
7 to 11	Record	Erect slippery road signs by the end of the next working day.	Where HFS is missing permanent repair in 28 days. If area fatting up check accident records & SCRIM or commission Griptest within 7 days

Notes

Permanent action to be undertaken in accordance with the Council's skidding policy.

All slippery covers within high friction surfacing should be treated with the exception of fire hydrants, which should only be treated when they are considered to be a high risk following a safety audit.

1.8 DANGEROUS OR OBSTRUCTING TREES**Description**

A tree is a safety defect when it is: obviously diseased, leaning precariously towards the highway (especially if the inspector considers it to have moved towards the highway since the last inspection), or it is damaged or has damaged or dead limbs which could fall directly onto the highway user, or it is overhanging the carriageway at a height less than 5.03m and obstructing the user, or obstructing the clear passage of the highway user forcing them away from the nearside of the carriageway by more than 1m, or vehicles have to cross the centreline markings, or cyclists have to cross a cycle lane boundary marking.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record, remove or close road if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.
7 to 11	Record, remove or close road if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.

Notes

The minimum vertical clearance over the carriageway needs to take account of the traffic using the route. It should be noted that permanent obstructions lower than 5.03m (16' 6") (such as bridges) require the appropriate warning signs (Chapter 4 Traffic Signs Manual). Responsibilities for landowners/occupiers with trees adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material. When a dangerous or damaged tree is identified as a safety defect the tree must be marked and actioned according to the Highway Tree Policy as an imminently dangerous tree – inspection and subsequent action and the information must be recorded in the dangerous tree action log (ELMS).

1.9 OBSCURED VISIBILITY AND OVERGROWN HEDGES & BUSHES**Description**

Obscured visibility due to overgrown vegetation overhanging the highway in sight lines at bends, junctions or laybys is a safety defect. Overgrown hedges and bushes are a safety defect when obstructing the highway user; or obstructing the clear passage of the highway user or it is forcing vehicles, cyclists or pedestrians away from the nearside of the carriageway by more than 1m; or if vehicles have to cross the centreline marking; or if cyclists have to cross a cycle lane boundary marking. Overgrown vegetation that obscures the end of a bridge parapet jutting into the carriageway is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record	Cut/remove or instigate notice procedure by the end of the next working day	Recharge if appropriate. Discuss long term solution with landowner.
7 to 11	Record	Cut/remove or instigate notice procedure within 7 days	Recharge if appropriate. Discuss long term solution with landowner.

Notes

Responsibilities for landowners/occupiers with hedges & bushes adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material.

CARRIAGEWAY DEFECT

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1.10 DEFECTIVE ROADMARKINGS OR ROADSTUDS

Description

Any roadmarking detailed in the notes below that is missing; or is worn leaving the marking illegible is a safety defect. Any displaced Type A (catseye) roadstud that remains in the carriageway is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Remove Type A roadstud.	Sign junction by the end of the next working day. If related to Statutory Undertakers work issue S.72(3) notice by the end of the next working day	Arrange to replace roadmarking or roadstud within 7 days.
7 to 11	Record. Remove Type A roadstud.	Sign junction by the end of the next working day. If related to Statutory Undertakers work issue S.72(3) notice by the end of the next working day	Arrange to replace roadmarking or roadstud within 7 days

Notes

Diagram numbers: 1001 STOP at signals, 1001.2 STOP with cycle lane, 1001.3 STOP & zig zags at crossing, 1002.1 STOP at junction, 1003 GIVE WAY junction, 1003.1 GIVE WAY roundabout, 1003.3 GIVE WAY mini roundabout, 1003.4 mini roundabout, 1010 Edge of carriageway at lay-by, 1012.1 Edge of Carriageway Marking (where road width is insufficient to have centre line) 1012.2 & 1012.3 Vibraline Edge Marking, 1013.1, 1013.3 & 1013.4 Solid Centrelines, 1014 Solid centreline arrows, 1022 STOP, 1023 GIVE WAY triangle, 1024 SLOW, 1024.1 Path to be taken by high vehicles, 1026 Keep clear, 1027.1 zig zag at school, 1029 Direction pedestrians should look for approaching traffic, 1040, 1040.2, 1040.3, 1040.4 & 1040.5 lines to hatching, 1041 & 1041.1 Chevron lining systems, 1042 & 1042.1 Solid lines to hatching, 1046 NO ENTRY, 1049 Bus Lane/Cycle Lane boundary marking, 1062 Cushion/Hump Solid Triangle.

Roadmarkings with diagram numbers 1003 and 1023 where on an urban residential estate road and not part of a junction with a local distributor and where the markings are not essential for highway safety reasons, shall not be maintained.

CARRIAGEWAY DEFECT

1.11 DEFECTIVE IRONWORK

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Description

A missing or broken cover to any chamber/box within the carriageway is a safety defect. A collapsed or collapsing chamber is a safety defect. A high or low cover or frame is a safety defect when the cover within the frame or the frame itself, is above or below the immediate surrounding carriageway level by 40mm or greater. A rocking cover is a safety defect when the rocking is greater than 40mm. A grating where the slots run parallel to the carriageway edge without lateral infill members is a safety defect. A slippery cover within an area of high friction surfacing is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days
7 to 11	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days

Notes

Rocking covers in urban areas that move less than 40mm but under traffic cause noise levels unacceptable to persons living in the vicinity, are not a safety defect but should be rectified as soon as possible, using the S.81 notice if appropriate. Gratings with bars parallel to the road edge without lateral infill members are a hazard to cyclists. All slippery covers within high friction surfacing should be treated with the exception of fire hydrants, which should only be treated when they are considered to be a high risk following a safety audit.

CARRIAGEWAY DEFECT
1.12 DEFECTIVE CATTLE GRIDS

Version 5.0 – April 2013

Description

Any damage to the cattle grid panel or structure or a loose panel, rendering it dangerous; or damage to the associated fence or gate rendering it dangerous or not stockproof, is a safety defect. Cattle grids are also a safety defect when the voids between the bars are clogged up with debris to the point that stock can walk across without impediment.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone.	Close road if appropriate and/or repair by the end of the next working day.	Arrange to repair or rebuild cattle grid within 14 days
7 to 11	Record. Sign & cone.	Formal road closure if appropriate and/or repair within 7 days.	Arrange to repair or rebuild cattle grid within 28 days

Notes

1.13 DEFECTIVE OVERHEAD CABLES

Description

A defective cable across the carriageway that reduces the minimum vertical clearance to lower than 5.03m (16' 6") is a safety defect. A cable that is loose or detached is a safety defect. A supporting pole or structure that is damaged or leaning dangerously, adjacent to the highway, that could fall on to it or affect the cable it is supporting across the highway, is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone / arrange road closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working days if appropriate	None
7 to 11	Record. Sign & cone / arrange road closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None

Notes

The height of a cable should be estimated & under no circumstances should it be actually measured by highway inspectors.

1.14 DEFECTIVE ROADWORKS SIGNING

Description

Any roadworks signing (including DCC or Statutory Undertakers works, or at scaffold or skips sites) that is not in accordance with Chapter 8 is a safety defect



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge
7 to 11	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge

Notes

A 'Works Inspection Report' incorporates a Section 65 notice as shown in Appendix 6

1.15 MISSING PREFORMED MODULES

Description

The void from missing or sunken preformed flags, slabs, kerbs, channels or pavements is a safety defect when the void is greater than 40mm deep and 300mm in a horizontal direction. Rocking modules greater than 40mm are a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
7 to 11	Record.	None	Permanent repair within 7 days

Notes

1.16 OBSTRUCTIONS - MATERIALS, GOODS, EQUIPMENT & SIGNS**Description**

Any unauthorised materials, goods, equipment or illegal signs that impede or obstruct road users, or restrict visibility are a safety defect. A vertical clearance to permissible overhanging signs or banners of less than 5.03m is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record. Move to side of highway or remove if possible.	Move to the side of the highway, remove or issue notice by the end of the next working day	Arrange within 7 days to permanently remove & avoid replacement
7 to 11	Record. Move to side of highway or remove if possible.	Move to the side of the highway, remove or issue notice by the end of the next working day	Arrange within 14 days to permanently remove & avoid replacement

Notes

Where a notice is required a Section 148 depositing anything whatsoever on the highway notice must be issued. Banners over the highway must be authorised under the 'Conditions for Erection of a Banner over the Public Highway'.

CARRIAGEWAY DEFECT

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1.18 ABRUPT LEVEL DIFFERENCES

Description

An abrupt level difference in the carriageway will be classed as a defect when it has a vertical displacement of greater than 40mm over a width greater than 300mm



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record	Create a ramp by the end of the next working day	Consider permanent repair as planned maintenance
7 to 11	Record	Create a ramp within 7 days	Consider permanent repair as planned maintenance

Notes

CARRIAGEWAY DEFECT

Version 5.0 – April 2013

1.28 CRACKING/DEFECTIVE SURFACING JOINTS**Description**

Cracking to the carriageway surface including surfacing joints are a safety defect when at least 20mm wide and 300mm in any horizontal direction and 40mm deep.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record.	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
7 to 10	Record.	Nil	Intermediate repair within 7 days.
11	Record.	Nil	Make safe within 28 days

Notes

1.29 DEFECTIVE TRAFFIC CALMING FEATURES

Description

Missing or loose sections or missing or proud bolts within a modular traffic calming feature is a safety defect. This defect also includes constructed calming features.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record.	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
7 to 11	Record.	Nil	Permanent repair within 7 days.

Notes

2.1 POTHOLE

Description

A pothole (sharp edged depression or void) is a safety defect when it is over 20mm deep and it is greater than 50mm in any horizontal direction.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record.	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	Nil	Intermediate repair within 7 days.

Notes

This defect also applies to marked pedestrian crossing points, or where pedestrians are encouraged to cross, within the carriageway e.g. pedestrian crossings & pedestrian phase signalled crossings - see 1.1 carriageway potholes. This defect includes missing units such as pavements or blocks, and potholes in surrounds to ironwork and kerbs.

2.2 STANDING/RUNNING WATER DUE TO DEFECTIVE PIPED HIGHWAY DRAINAGE SYSTEMS

Description

Standing water is a safety defect if after 24 hours from when rain has ceased, the footway is impassable, or it is forcing pedestrians into the carriageway or the width of a pedestrian crossing is reduced to 500mm by water.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent improvement scheme if necessary.
F3 & F4	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent improvement scheme if necessary.
Notes			

Standing water will not be treated as a safety defect during prolonged heavy rain.
Consultation will be required with adjacent landowner/occupier where appropriate.

2.3 EMBANKMENT OR BANK SLIPS**Description**

A slip is a safety defect when either material has deposited on the footway so that it is blocked, pedestrians are forced off of the footway, or leaving the footway foundation exposed or unsupported.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone	Traffic management or close footway if appropriate or remove slip and clean by the end of the next working day.	Investigate solution to stabilise embankment within 14 days. Monitor for movement in the footway.
F3, F4 & P1	Record. Sign & cone	Traffic management or close footway if appropriate or remove slip and clean by the end of the next working day.	Investigate solution to stabilise embankment. Monitor for movement in the footway.

Notes

Consultation will be required with adjacent landowner/occupier where appropriate. Where washout /slips occur frequently the procedures for powers under section 151 of the Highways act should be followed.

FOOTWAY DEFECT

2.4 SPILLAGES

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Description

Spillages are a safety defect when the normal skidding resistance of the footway surface is reduced. Examples include: hazardous liquid, effluent, diesel, oil, petrol & mud. Minor spillages less than 0.5 m² are not a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone where possible. Arrange clearance gang.	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep footway if required within 3 days. Recharge if appropriate.
F3, F4 & P1	Record. Sign & cone where possible. Arrange clearance gang.	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep footway if required within 3 days. Recharge if appropriate.

Notes

Where a spillage is, or could be, of a hazardous nature, remedial action must be undertaken strictly in accordance with the Health & Safety Manual to protect operatives and road users.

2.5 OBSTRUCTIONS - DEBRIS ON THE FOOTWAY**Description**

Debris on the footway is a safety defect. Examples include: fallen trees or tree limbs, excessive surplus surface dressing chippings, debris dropped from vehicles, glass, excessive mud, soil, sand or slurry.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Remove or sign & cone.	Remove by the end of the next working day	Remove from temporary location within 7 days. Recharge if appropriate.
F3, F4 & P1	Record. Remove or sign & cone.	Remove by the end of the next working day	Remove from temporary location within 7 days. Recharge if appropriate.

Notes

Isolated incidents may be removed to an appropriate temporary location for removal later. Legislation on mud and slurry is included in Devon Bylaw 22 and section 148 of the Highways Act. Some items of debris will be removed by the depositor or the adjacent landowner/occupier. Dead animals should be moved to the adjacent verge and the District Council contacted to arrange removal.

2.7 SLIPPERY SURFACE**Description**

The excessive build up of rotting leaves, the excessive growth of moss and defective ironwork are a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone	Remove moss or leaves by the end of the next working day	Treat or arrange to replace cover within 7 days if appropriate
F3, F4 & P1	Record. Sign & cone	Remove moss or leaves within 7 days	Treat or arrange to replace cover within 7 days if appropriate

Notes

The identification of this type of defect is more apparent in the wet & this should be taken into account during a safety inspection. Particular attention should be made to pressed steel covers in potential hazard locations such as steep gradients and approaches to crossings.

2.8 DANGEROUS OR OBSTRUCTING TREES**Description**

A tree is a safety defect when it is: obviously diseased, leaning precariously towards the footway (especially if the inspector considers it to have moved towards the footway since the last inspection); or it is damaged or has damaged or dead limbs which could fall directly onto pedestrians; or it is overhanging the highway and obstructing the clear passage of pedestrians forcing them off the footway, or it reduces the vertical clearance above the footway to less than 2.1m.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Remove or sign & cone. Close footway if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.
F3, F4 & P1	Record. Remove or sign & cone. Close footway if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.

Notes

Responsibilities for landowners/occupiers with trees adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material. When a dangerous or damaged tree is identified as a safety defect the tree must be marked and actioned according to the Highway Tree Policy as an imminently dangerous tree – inspection and subsequent action and the information must be recorded in the dangerous tree action log (ELMS).

2.9 OBSCURED VISIBILITY AND OVERGROWN HEDGES & BUSHES

Description

Obscured visibility due to overgrown vegetation overhanging the highway in sight lines at locations where pedestrians are encouraged to cross the carriageway; or it is overhanging the highway and obstructing the clear passage of pedestrians forcing them off the footway, or it reduces the vertical clearance above the footway to less than 2.1m is a safety defect. Overgrown vegetation that obscures the end of a bridge parapet jutting into the footway is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record	Cut/remove or instigate notice procedure by the end of the next working day.	Recharge if appropriate. Discuss long term solution with landowner.
F3, F4 & P1	Record	Cut/remove or instigate notice procedure within 7 days.	Recharge if appropriate. Discuss long term solution with landowner.

Notes

Responsibilities for landowners/occupiers with hedges, trees & bushes adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material.

2.11 DEFECTIVE IRONWORK

Description

A missing, broken or slippery cover to any chamber/box within the footway is a safety defect. A collapsed or collapsing chamber is a safety defect. A high or low cover or frame is a safety defect when the cover within the frame or the frame itself, is above or below the immediate surrounding footway level by 20mm or greater. A rocking cover is a safety defect when the rocking is greater than 20mm.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days
F3, F4 & P1	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days

Notes

The identification of a slippery cover is more apparent in the wet & this should be taken into account during a safety inspection. Particular attention should be made to pressed steel covers & all covers in potential hazard locations such as steep gradients and approaches to crossings. The stability of covers on F1 and F2 footways will be tested by the inspector applying foot pressure to the cover. Gully grates and cellar grates with a gap greater than 20mm are not considered safety defects. Gullies should be checked to ensure they are fit for purpose and as cellar gratings are usually private a standard letter should be issued to the owner/resident suggesting they seek advice to ensure the grating is designed for the intended purpose.

2.13 DEFECTIVE OVERHEAD CABLES**Description**

A defective cable across the footway that reduces the minimum vertical clearance to lower than 2.1m is a safety defect. A cable that is loose or detached is a safety defect. A supporting pole or structure that is damaged or leaning dangerously, adjacent to the footway, that could fall on to it or affect the cable it is supporting across the footway, is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None
F3, F4 & P1	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None

Notes

The height of a cable should be estimated & under no circumstances should it be actually measured by highway inspectors.

FOOTWAY DEFECT

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2.14 DEFECTIVE ROADWORKS SIGNING**Description**

Any roadworks signing (including DCC or Statutory Undertakers works, or at scaffold or skips sites) that is not in accordance with Chapter 8 is a safety defect



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge
F3, F4 & P1	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge

Notes

A 'Works Inspection Report' incorporates a Section 65 notice as shown in Appendix 6.

FOOTWAY DEFECT**Version 5.0 – April 2013****2.15 MISSING PREFORMED MODULE****Description**

The void from missing or sunken preformed flags, slabs, kerbs, channels or paviours is a safety defect when the void is greater than 20mm deep and 50mm in a horizontal direction. Rocking modules greater than 20mm are a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	None	Permanent repair within 7 days

Notes

FOOTWAY DEFECT

Version 5.0 – April 2013

2.16 OBSTRUCTIONS - MATERIALS,GOODS,EQUIPMENT & SIGNS

Description

Materials, goods, equipment or illegal signs that impede or obstruct pedestrians, or restrict visibility are a safety defect (but see note below). A vertical clearance to overhanging signs or banners of less than 2.1m is a safety defect. The reduction of footway width due to roadworks to less than 1.0 m without the provision of an alternative route for pedestrians is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Move to side of highway if possible.	Move to the side of the highway by the end of the next working day	Arrange within 7 days to permanently remove & avoid replacement
F3, F4 & P1	Record. Move to side of highway if possible.	Move to the side of the highway by the end of the next working day	Arrange within 14 days to permanently remove & avoid replacement

Notes

It is the County Council's policy to allow some signs & goods up to 450mm wide immediately adjacent to commercial premises, provided that it leaves a clear width of 1.5m and does not obscure visibility and this is not considered to be a safety defect.

Historical canopies on the frontage of shop premises etc. are a safety issue when the bottom of the canopy is less than 2.1m from the ground. In these circumstances the owner must be advised to contact their insurers regarding their liability as the minimum height requirement has not been met.

FOOTWAY DEFECT

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2.17 CRACKS AND GAPS

Description

A crack or gap greater than 20mm wide and 20mm deep is a safety defect



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or fill	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	None	Permanent repair within 7 days

Notes

This defect is usually caused by the loss of mortar or the movement of flags, & pedestrians may catch their heel or toes in the void.

2.18 TRIP

Description

A sharp edged defect with a vertical deviation of more than 20mm from the adjacent surrounding area is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	None	Permanent repair within 7 days

Notes

Examples of this defect include: uneven or broken flags, blocks, pavements; dislodged or damaged kerbs, channels or edgings; damaged steps This defect also applies to marked pedestrian crossing points within the carriageway e.g. pedestrian crossings & pedestrian phase signalled crossings.

FOOTWAY DEFECT
2.19 ROCKING FLAG
Description

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A moving flag, paviour, block, kerb or channel where one edge rises or falls greater than 20mm is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	None	Permanent repair within 7 days

Notes

Any defect of this nature less than 20mm is not a safety defect but should be repaired as soon as possible as deterioration of the situation maybe rapidly progressive.

2.25 DAMAGED STEPS**Description**

A sharp edged defect with a vertical deviation of more than 20mm from the adjacent surrounding area is a safety defect



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	Sign & cone by the end of the next working day	Permanent repair within 7 days

Notes

If damage to steps is excessive an emergency closure of the steps may be required.

FOOTWAY DEFECT
2.26 DAMAGED HANDRAIL
Description

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A loose or broken handrail is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	Sign & cone by the end of the next working day	Permanent repair within 7 days

Notes

If damage to handrails is excessive an emergency closure of the steps may be required.

2.30 VERTICAL/HORIZONTAL DISPLACEMENT OF KERB

Description

A vertical displacement of 20mm and or a horizontal displacement of 50mm are safety defects.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record.	Sign & cone by the end of the next working day	Permanent repair within 7 days

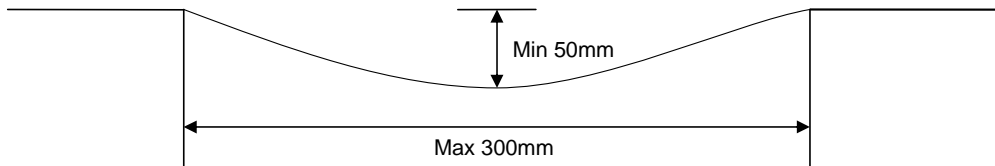
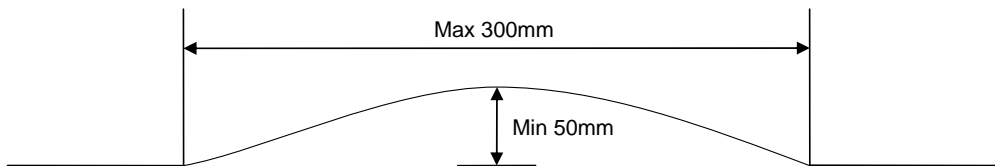
Notes

FOOTWAY DEFECT

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2.31 DEPRESSIONS AND HUMPS**Description**

A rapid change of footway profile greater than 50mm and extending in a horizontal direction of less than 300mm is a safety defect.

Depression**Hump**

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
F1 & F2	Record	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
F3, F4 & P1	Record	N/A	Permanent repair within 7 days

Notes

Description

A pothole (sharp edged depression or void) is a safety defect when it is over 20mm deep & greater than 50mm in any horizontal direction in a metalled cycleway; and when it is over 40mm deep and greater than 300mm in any horizontal direction on an unmetalled cycleway.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record	As carriageway	As carriageway
B	Record.	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action.
C	Record.	Nil	Intermediate repair within 7 days.

Notes

This defect also applies to defined cycle crossing points within the carriageway. The defect includes missing units such as blocks & paviours, and potholes in surrounds to ironwork & missing roadstuds.

3.2 STANDING/RUNNING WATER DUE TO DEFECTIVE PIPED HIGHWAY DRAINAGE SYSTEMS

Description

Standing water is a safety defect if after 24 hours from when rain has ceased, the footway is impassable, or it is forcing cyclists into the carriageway.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record	As carriageway	As carriageway
B	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent improvement scheme if necessary.
C	Record. Sign & cone. Arrange positioning flood boards	Investigate source of problem by the end of the next working day	Clear drainage feature, clean surface if appropriate within 7 days. Consider permanent improvement scheme if necessary.
Notes			

Standing water will not be treated as a safety defect during prolonged heavy rain. Consultation will be required with adjacent landowner/occupier where appropriate.

3.3 EMBANKMENT OR BANK SLIPS

Description

A slip is a safety defect when either material has deposited on the cycleway so that cyclists are forced off the cycleway or over any boundary marking, or leaving the cycleway foundation exposed or unsupported.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record, Sign & cone	As carriageway	As carriageway
B	Record. Sign & cone	Traffic management or close cycleway if appropriate or remove slip and clean by the end of the next working day.	Investigate measures to stabilise embankment within 14 days. Monitor for movement in the cycleway.
C	Record. Sign & cone	Traffic management or close cycleway if appropriate or remove slip and clean by the end of the next working day.	Investigate measures to stabilise embankment within 14 days. Monitor for movement in the cycleway.

Notes

Consultation will be required with adjacent landowner/occupier where appropriate. Where washout /slips occur frequently the procedures for powers under section 151 of the Highways act should be followed.

3.4 SPILLAGES

Description

Spillages are a safety defect on metalled surfaces when the normal skidding resistance of the cycleway surface is reduced. Examples include: hazardous liquid, effluent, diesel, oil, petrol & mud. Minor spillages less than 0.5 m² are not a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone where possible. Arrange clearance gang	As carriageway	As carriageway
B	Record. Sign & cone where possible. Arrange clearance gang	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep cycleway if required within 3 days. Recharge if appropriate.
C	Record. Sign & cone where possible. Arrange clearance gang	Treat area with approved absorbent material or gritstone, or other appropriate treatment by the end of the next working day.	Identify source and take remedial action. Sweep cycleway if required within 3 days. Recharge if appropriate.

Notes

Where a spillage is, or could be, of a hazardous nature, remedial action must be undertaken strictly in accordance with the Health & Safety Manual to protect operatives and road users.

3.5 OBSTRUCTIONS - DEBRIS

Description

Debris on the cycleway is a safety defect. Examples include: fallen trees or tree limbs, excessive surplus surface dressing chippings (on metalled surfaces), broken glass, and debris dropped from vehicles, excessive mud or slurry.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone	As carriageway	As carriageway
B	Record. Sign & cone	Remove by the end of the next working day	Remove from temporary location within 7 days. Recharge if appropriate.
C	Record. Sign & cone	Remove by the end of the next working day	Remove from temporary location within 7 days. Recharge if appropriate.

Notes

Isolated incidents may be removed to an appropriate temporary location for removal later. Legislation on mud and slurry is included in Devon Bylaw 22 and section 148 of the Highways Act. Some items of debris will be removed by the depositor or the adjacent landowner/occupier. Dead animals should be moved to the adjacent verge and the District Council contacted to arrange removal.

3.7 SLIPPERY SURFACE

Description

The excessive build up of rotting leaves, the excessive growth of moss and defective ironwork, are a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone	Remove moss or leaves by the end of the next working day. Erect slippery road signs if appropriate.	Treat or arrange to replace cover within 7 days if appropriate
B	Record. Sign & cone	Remove moss or leaves by the end of the next working day. Erect slippery road signs if appropriate.	Treat or arrange to replace cover within 7 days if appropriate
C	Record. Sign & cone	Remove moss or leaves within 7 days	Treat or arrange to replace cover within 7 days if appropriate

Notes

This defect applies generally to metallised surfaces, but attention should be paid to ironwork and crossings on unmetalled routes. This identification of this type of defect is more apparent in the wet & this should be taken into account during a safety inspection. Particular attention should be made to pressed steel covers in potential hazard locations such as steep gradients and approaches to junctions.

3.8 DANGEROUS OR OBSTRUCTING TREES

Description

A tree is a safety defect when it is: obviously diseased, leaning precariously towards the cycleway (especially if the inspector considers it to have moved towards the cycleway since the last inspection); or it is damaged or has damaged or dead limbs which could fall directly onto cyclists; or it is overhanging the highway and obstructing the clear passage of cyclists forcing them away from the nearside of the carriageway by more than 1m, or have to cross a cycle lane boundary marking, or the vertical clearance above the cycleway is reduced to less than 2.5m.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Remove or sign & cone. Close cycleway if necessary	As carriageway	As carriageway
B	Record. Remove or sign & cone. Close cycleway if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.
C	Record. Remove or sign & cone. Close cycleway if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.

Notes

Responsibilities for landowners/occupiers with trees adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material.

When a dangerous or damaged tree is identified as a safety defect the tree must be marked and actioned according to the Highway Tree Policy as an imminently dangerous tree – inspection and subsequent action and the information must be recorded in the dangerous tree action log (ELMS).

3.9 OBSCURED VISIBILITY AND OVERGROWN HEDGES & BUSHES

Description

Overgrown vegetation is a safety defect when is overhanging the highway and reduces visibility by more than 15m in sight lines at bends, or at locations where cyclists are encouraged to cross the carriageway; or it is overhanging the highway and obstructing the clear passage of cyclists forcing them away from the nearside of the carriageway by more than 1m, or have to cross a cycle lane boundary marking, or the vertical clearance above the cycleway is reduced to less than 2.5m. Overgrown vegetation that obscures the end of a bridge parapet jutting into the cycleway is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Remove or sign & cone. Close cycleway if necessary	As carriageway	As carriageway
B	Record.	Cut/remove or instigate notice procedure by the end of the next working day	Recharge if appropriate. Discuss long term solution with landowner.
C	Record.	Cut/remove or instigate notice procedure within 7 days	Recharge if appropriate. Discuss long term solution with landowner.

Notes

Responsibilities for landowners/occupiers with hedges & bushes adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material.

3.10 DEFECTIVE ROAD MARKINGS AND ROADSTUDS

Description

Any regulatory roadmarkings of the following type that is missing is a safety defect: STOP or GIVE WAY junction, or cycleway boundary marking. Any displaced roadstud that remains in the cycleway is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Remove Type A roadstud.	As carriageway	As carriageway
B	Record. Remove Type A roadstud.	Sign junction by the end of the next working day. If related to Statutory Undertakers work issue S.72(3) notice by the end of the next working day.	Arrange to replace roadmarkings within 14 days.
C	Record. Remove Type A roadstud.	Sign junction by the end of the next working day. If related to Statutory Undertakers work issue S.72(3) notice by the end of the next working day.	Arrange to replace roadmarkings within 14 days.

Notes

3.11 DEFECTIVE IRONWORK

Description

A missing or broken cover to any chamber/box within the cycleway is a safety defect. A collapsed or collapsing chamber is a safety defect. A high or low cover or frame is a safety defect when the cover within the frame or the frame itself, is above or below the immediate surrounding cycleway level by greater than 20mm. A rocking cover is a safety defect when the rocking is greater than 20mm. A slippery cover is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone	As carriageway	As carriageway
B	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days
C	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days

Notes

The identification of a slippery cover is more apparent in the wet & this should be taken into account during a safety inspection. Particular attention should be made to pressed steel covers & all covers in potential hazard locations such as steep gradients and bends.

3.13 DEFECTIVE OVERHEAD CABLES

Description

A defective cable across the cycleway that reduces the minimum vertical clearance to lower than 2.5m is a safety defect. A cable that is loose or detached is a safety defect. A supporting pole or structure that is damaged or leaning dangerously, adjacent to the cycleway, that could fall on to it or affect the cable it is supporting across the cycleway, is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None
B	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None
C	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate	None

Notes

The height of a cable should be estimated & under no circumstances should it be actually measured by highway inspectors.

3.14 ROADWORKS SIGNING

Description

Any roadworks signing (including DCC or Statutory Undertakers works, or at scaffold or skips sites) that is not in accordance with Chapter 8 is a safety defect



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 72 notice within 7 days and recharge
B	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge
C	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge

Notes

A 'Works Inspection Report' incorporates a Section 72 notice as shown in Appendix 6.

3.15 MISSING PREFORMED MODULES

Description

The void from missing or sunken preformed flags, slabs, kerbs, channels or pavements is a safety defect when the void is greater than 20mm deep and 50mm in a horizontal direction. Rocking modules greater than 20mm are a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
B	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
C	Record.	None	Permanent repair within 7 days

Notes

3.16 OBSTRUCTIONS - MATERIALS,GOODS,EQUIPMENT & SIGNS

Description

Materials, goods, equipment or illegal signs that impede or obstruct cyclists, or restrict visibility are a safety defect (but see note below). A vertical clearance to overhanging signs or banners of less than 2.5m is a safety defect. The reduction of cycleway width due to roadworks to less than 1.5 m without the provision of an alternative route for cyclists, or the provision of dismount signage, is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Move to side of highway if possible.	As carriageway	As carriageway
B	Record. Move to side of highway if possible.	Move to the side of the highway by the end of the next working day	Action within 7 days to permanently remove & avoid replacement
C	Record. Move to side of highway if possible.	Move to the side of the highway by the end of the next working day	Action within 14 days to permanently remove & avoid replacement

Notes

It is the County Council's policy to allow some signs & goods up to 450mm wide immediately adjacent to commercial premises, provided that it leaves a clear width of 1.5m and does not obscure visibility and this is not considered to be a safety defect.

CYCLEWAY DEFECT
3.17 CRACKS & GAPS

Version 5.0 – April 2013

Description

In a metalled cycleway, a longitudinal crack or gap greater than 20mm wide and 20mm deep, or a transverse crack or gap greater than 50mm wide and 20mm deep is a safety defect

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone or fill	As carriageway	As carriageway
B	Record. Sign & cone or fill	Fill by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
C	Record.	None	Permanent repair within 7 days

Notes

3.18 ABRUPT LEVEL DIFFERENCE

Description

In a metalled cycleway a sharp edged defect with a vertical deviation of more than 20mm from the adjacent surrounding area is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record. Sign & cone or repair	As discussed	As discussed
B	Record. Sign & cone or repair	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
C	Record.	None	Permanent repair within 7 days

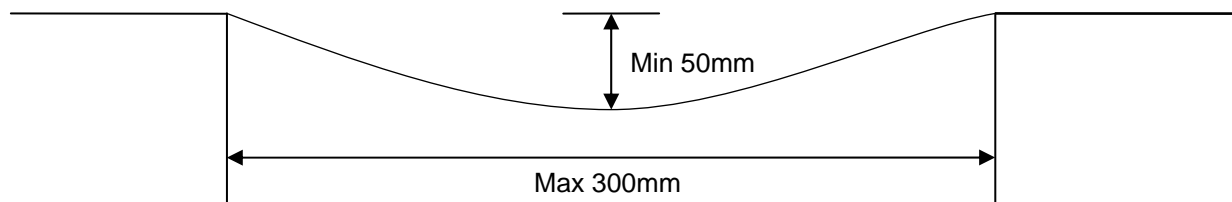
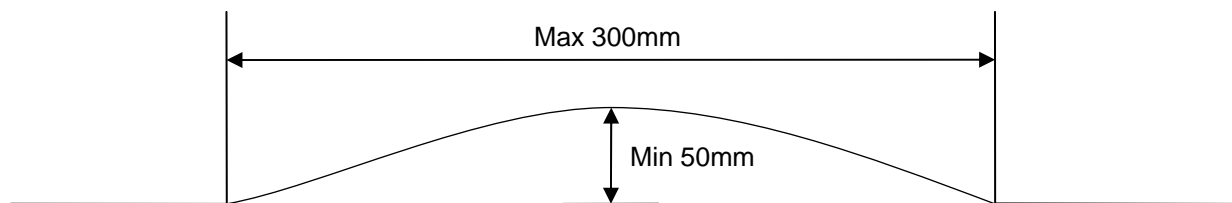
Notes

Examples of this defect include: uneven or broken flags, blocks, pavements; dislodged or damaged kerbs, channels or edgings. This defect also applies to marked cycle crossing points within the carriageway.

3.31 DEPRESSIONS AND HUMPS

Description

A rapid change of cycleway profile greater than 50mm and extending in a horizontal direction of less than 300mm is a safety defect.

DepressionHump

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
A	Record	As carriageway	As carriageway
B	Record	Repair by the end of the next working day	Permanent repair within 7 days if permanent material has not been used under previous action
C	Record	N/A	Permanent repair within 7 days

Notes

4.8 DANGEROUS OR OBSTRUCTING TREES**Description**

A tree is a safety defect when it is: obviously diseased, leaning precariously towards the highway (especially if the inspector considers it to have moved towards the highway since the last inspection), or it is damaged or has damaged or dead limbs which could fall directly onto the highway user. Any tree that obstructs the highway user by either overhanging a carriageway at a height less than 5.03m, overhanging a footway at a height less than 2.1m or overhanging a cycleway at a height less than 2.5m is a safety defect. An obstructing tree is a safety defect if obstructing the clear passage of the highway user forcing them away from the nearside of the carriageway by more than 1m, or vehicles have to cross the centreline markings, or cyclists have to cross a cycle lane boundary marking.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record, remove or close road if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.
7 to 11, F3, F4, C & P1	Record, remove or close road if necessary	N/A	Imminently Dangerous Tree - Arrange remedial work within 24 hours.

Notes

Responsibilities for landowners/occupiers with trees adjacent to the highway, and the powers of the County Council in this respect, are contained in section 154 of the Highways Act. Where possible the landowner/occupier should be given the opportunity to undertake the appropriate remedial work and retain ownership of any waste material. When a dangerous or damaged tree is identified as a safety defect the tree must be marked and actioned according to the Highway Tree Policy as an imminently dangerous tree – inspection and subsequent action and the information must be recorded in the dangerous tree action log (ELMS).

4.11 DEFECTIVE IRONWORK

Description

A missing or broken cover to any chamber/box, collapsed or collapsing chamber, or a slippery cover, is a safety defect if it is in an area which is used regularly by pedestrians or equestrians and is immediately adjacent to the carriageway, footway or cycleway.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & CA,CB	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days.
7 to 11, F3, F4, CC & P1	Record. Sign & cone.	If DCC fill or pack by the end of the next working day. If Statutory Undertaker issue S.81 notice by the end of the next working day.	If DCC repair, replace or adjust with 7 days.

Notes

4.13 OVERHEAD CABLES**Description**

A defective cable across the verge or other area within the highway boundary that reduces the minimum vertical clearance to lower than 2.5m is a safety defect. A cable that is loose or detached is a safety defect. A supporting pole or structure that is damaged or leaning dangerously, adjacent to the verge or highway, that could fall on to it or affect the cable it is supporting across the verge or highway, is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate.	None
7 to 11, F3, F4, C & P1	Record. Sign & cone / arrange footway closure. Contact Statutory Undertaker.	Arrange emergency road closure by the end of the next working day if appropriate.	None

Notes

The height of a cable should be estimated & under no circumstances should it be actually measured by highway inspectors.

4.14 DEFECTIVE ROADWORKS SIGNING**Description**

Any roadworks signing (including DCC or Statutory Undertakers works, or at scaffold or skips sites) that is not in accordance with Chapter 8 is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response	Consider issuing a Section 65 notice within 7 days and recharge
7 to 11, F3, F4, C & P1	Record. Inform site manager/foreman	Arrange signing to Chapter 8 standard by the end of the next working day if inadequate response.	Consider issuing a Section 65 notice within 7 days and recharge

Notes

A 'Works Inspection Report' incorporates a Section 65 notice as shown in Appendix 6

4.16 OBSTRUCTIONS - MATERIALS, GOODS, EQUIPMENT & SIGNS**Description**

Any unauthorised materials, goods, equipment or illegal signs that impede or obstruct road users, or restrict visibility are a safety defect. A vertical clearance to permissible overhanging signs or banners of less than 2.5m is a safety defect.

Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Remove if possible.	Remove or issue notice by the end of the next working day	Arrange within 7 days to permanently remove & avoid replacement
7 to 11, F3, F4, C & P1	Record. Remove if possible.	Remove or issue notice by the end of the next working day	Arrange within 14 days to permanently remove & avoid replacement

Notes

Where a notice is required issue a Section 148 depositing anything whatsoever on the highway notice.

4.20 DAMAGED ROAD RESTRAINT SYSTEMS**Description**

A length of vehicular restraint system or safety fence, pedestrian guardrail or bridge parapet or retaining wall parapet with obvious impact damage; or missing, loose or obvious time expired components, is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record	Sign & cone by the end of the next working day	Permanent repair within 1 month
7 to 11, F3, F4, C & P1	Record	Sign & cone by the end of the next working day	Permanent repair within 1 month

Notes

The maintenance category refers to the carriageway, footway and/or cycleway the road restraint system protects. Vehicle restraint systems at railway level crossings and railway bridges must be inspected regardless of ownership and any defects reported to Network Rail as appropriate, refer to section 10.

When damage has been noted to a bridge or retaining wall parapet the inspector should contact the Bridges and Structures section on 01392 383389 (office hours) or HOCC 01392 380380 (outside office hours) for action.

When testing the stability of pedestrian guardrails and railings the inspector should apply gentle pressure.

4.21 DEFECTIVE BOUNDARY FENCES & WALLS**Description**

A length of boundary fence or wall with impact or other damage that would render it dangerous, or ineffective for stock proofing; is a safety defect. A fence with an exposed length of tubular metal rail is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Sign & cone. Arrange for livestock to be removed from highway.	If DCC fence or wall stockproof by the end of the next working day. If private fence inform owner by the end of the next working day	If DCC fence or wall permanent repair within 2 months
7 to 11, F3, F4, C & P1	Record. Sign & cone. Arrange for livestock to be removed from highway.	If DCC fence or wall stockproof within 7 days. If private fence inform owner by the end of the next working day	If DCC fence or wall permanent repair within 2 months

Notes

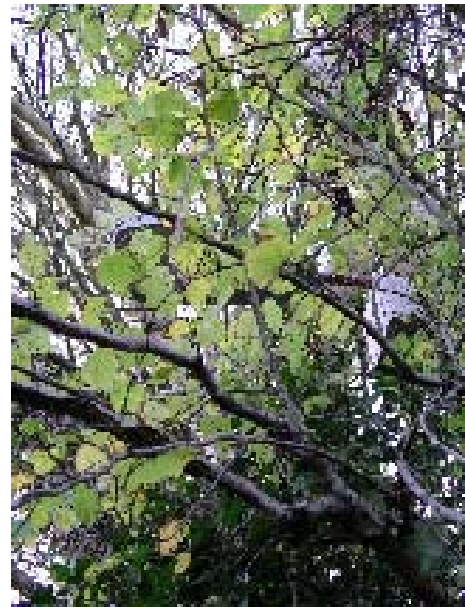
This defect also applies to a boundary hedge where the stock is straying on to the highway. The maintenance category refers to the carriageway, footway and/or cycleway the boundary fence protects.

Ownership of the boundary wall should be determined and in the case of a private wall reported to the relevant District Council building control department. When a highway wall report damage to Bridges and Structures section on 01392 383389 (office hours) or HOCC 01392 380380 (outside office hours) for action.

4.22 STREETLIGHTS, ILLUMINATED OR VARIABLE MESSAGE TRAFFIC SIGNS & ILLUMINATED BOLLARDS

Description

Any damage to a streetlight, externally and internally illuminated sign or bollard, or variable message sign, or any other item of illuminated street furniture; where the electricity supply is exposed, or the column or lamp is unstable is a safety defect. A street light lamp, sign or bollard that is obscured by vegetation is a safety defect. An externally or internally illuminated sign or bollard where the illumination does not work is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Electrical or structural - sign & cone, instruct street lighting section to make safe.	Make safe within 2 hours. Issue notice or arrange for vegetation cutting by end of next working day.	Permanent repair or replace streetlight or sign within 28 days. When the internal or external illumination is not working repair within 5 days.
7 to 11, F3, F4, C & P1	Record. Electrical or structural - sign & cone, instruct street lighting section to make safe.	Make safe within 2 hours. Issue notice or arrange for vegetation cutting by end of next working day.	Permanent repair or replace streetlight or sign within 28 days. When the internal or external illumination is not working repair within 5 days.

Notes

The streetlighting contractor has to make safe (or carry out permanent repair if possible) within 2 hours, and replace item if required within 28 days. Under no circumstances should the highway inspector attempt to affect a repair. Any damage to the road traffic sign that is part of an illuminated or non illuminated bollard should be noted as a damaged road traffic sign. The highway inspector should report this defect to the streetlighting section on 01392 383375 (internal use only).

4.23 DEFECTIVE ROAD TRAFFIC SIGNS

Description

Any regulatory/mandatory sign or hazard/warning sign that has been damaged, or is missing, is a safety defect. Any regulatory sign or hazard/warning sign that is obscured; obviously faded; or covered in dirt or algae is a safety defect. Any type of sign that is damaged so as to be a danger to road users is a safety defect. Any damaged or obviously missing reflector on the end of a bridge parapet is a safety defect. Any verge marker post using No.561 reflectors that is damaged, missing or not upright is a safety defect. Any badly corroded or obviously damaged sign post is a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & A,B	Record. Sign & cone if damaged.	Clean or temporary replacement by the end of the next working day or arrange necessary remedial work or instigate vegetation notice procedure by the end of the next working day.	Arrange permanent repair or replacement within 7 days.
7 to 11, F3, F4, C & P1	Record. Sign & cone if damaged.	Clean or temporary replacement within 7 days or arrange necessary remedial work or instigate vegetation notice procedure within 7 days	Arrange permanent repair or replacement within 7 days.

Notes

A regulatory sign includes mandatory and prohibitory signs. The maintenance category refers to the carriageway, footway or cycleway to which the sign relates, except at junctions where the maintenance category of the higher classification will be taken.

4.24 DEFECTIVE TRAFFIC SIGNALS

Description

Any defect on any type of traffic signal is a safety defect. Traffic signal heads which are out of alignment or obscured by vegetation and therefore not visible to highway users are a safety defect.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6, F1, F2 & C1	Record. Arrange for placing of 'no signal' signs if all lamps are out. Contact HOCC to inform contractor	Remove vegetation by the end of the next working day	Permanent repair within 7 days but up to 21 days if specialist components are required
7 to 11, F3, F4, C2 & P1	Record. Arrange for placing of 'no signal' signs if all lamps are out. Contact HOCC to inform contractor	Remove vegetation by the end of the next working day	Permanent repair within 7 days but up to 21 days if specialist components are required

Notes

Traffic signal types include those at road junctions and pedestrian and cycle crossings. Safety defects include signals that are not illuminated and electrical or control boxes that are open or tampered with. Repair times for failed lamps are as the traffic signal maintenance contract e.g. vehicular red or all lights out 4 contract hours; pedestrian/cycle red man and amber or green lights out 13 contract hours. Contract hours are 6am to 7pm. HOCC telephone number 01392 380380.

4.27 DEFECTIVE ESCAPE LANES/ARRESTER BEDS**Description**

Any obstruction in the vicinity of the lane is a safety defect. Weeds are a safety defect as they will affect the arresting capability of the material. Any compacted, uneven or contaminated material is a safety defect. Any damage to the associated signs are safety defects and must be dealt with as defective road traffic signs.



Maintenance Category	Immediate Action	Temporary Action	Permanent Action
3 to 6	Record, sign and cone if necessary. Remove any obstruction present.	Arrange placement of temporary signing by end of next working day.	Arrange for weeds to be cleared or arrester bed material to be raked, cleaned or replaced and signs to be replaced within 7 days.
7 to 11	Record, sign and cone if necessary. Remove any obstruction present.	Arrange placement of temporary signing by end of next working day.	Arrange for weeds to be cleared or arrester bed material to be raked, cleaned or replaced and signs to be replaced within 7 days.

Notes

The maintenance category refers to the carriageway the escape lane/arrester bed protects. Inspectors should refer to the escape lane/arrester bed policy in the highway maintenance manual. During the winter service period consideration must be given to applying salt to the arrester bed material to prevent freezing.

Inspection Frequencies																
Maintenance Category		National Code of Practice	Devon County Council		South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council		Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council	
CARRIAGEWAY																
DCC	NCOP							Urban	Rural							
3	2	1 month	1 month		1 month	1 month	1 month	1 month driven plus 1, 2 or 4 month walked dependent on pop	1 month	1 month	1 month	1 month	1 month	1 month	1 month	
4	2	1 month	1 month		1 month	1 month	1 month	1 month driven plus 1, 2 or 4 month walked dependent on pop	1 month	1 month	1 month	1 month	1 month	1 month	1 month	
5	3a	1 month	6 months		3 months	3 months	1 month	1, 2 or 4 month walked dependent on pop	4 months	1 month	1 month	1 month	1 month	1 month	1 month	
6	3b	1 month	6 months		6 months	6 months	1 month	1, 2 or 4 month walked dependent on pop	4 months	3 months	1 month	1 month	1 month	1 month	3/6 months	
7	4a	3 months	6 months		6 months	1 year	3 months	1, 2 or 4 month walked dependent on pop	4 months	6 months	3 months	3 months	3 months	3 months	3/6 months	
8	4a	3 months	1 year		6 months	1 year	3 months	1, 2 or 4 month walked dependent on pop	4 months	6 months	3 months	3 months	3 months	3 months	3/6 months	
9	4b	1 year	1 year		6 months	1 year	6 months	4 months walked	4 months	1 year	1 year	1 year	6 months	6 months	3/6 months	
10	4b	1 year	1 year		6 months	1 year	6 months	4 months walked	4 months	1 year	1 year	1 year	6 months urban/1 year rural	6 months	3/6 months	
11	4b	1 year	2 yearly		6 months	N/A	6 months	4 months walked	4 months	1 year	1 year	1 year	6 months urban/1 year rural	6 months	3/6 months	
FOOTWAY																
1	1	1 month	1 month		1 month	1 month	1 month	1, 2 or 4 months dependent on pop	N/A	1 month	1 month	1 month	1 month	1 month	1 month	
2	2	3 months	3 months		1 month	3 months	3 months	1, 2 or 4 months dependent on pop	N/A	3 months	3 months	3 months	3 months	6 months	3 months	
3	3	6 months	6 months		As carriageway	6 months	6 months	4 months	4 months	6 months	6 months	3/6 months	6 months	6 months	1 year	
4	4	1 year	1 year		As carriageway	1 year	6 months	4 months	4 months	1 year	1 year	1 year	1 year	1 year	1 year	
CYCLEWAY																
								Urban	Rural							
	A	As for roads	6 months or 1 year		As for roads	As for roads	As for roads	As for roads	As for roads	As for roads	As for roads	As for roads	6 months	As for roads	As for roads	
1	B	6 months	6 months		As for roads	6 months	6 months	4 months	4 months	6 months	6 months	6 months or as road	6 months	6 months	6 months	
2	C	1 year	1 year		3 months	1 year	6 months	To be developed		1 year	1 year	N/A	Reactive	6 months	1 year	
PARK & RIDE																
P1	N/A	N/A	6 months													

Key

Does not meet NCOP
Does not meet NCOP more frequent than DCC
Meets NCOP
More frequent than NCOP

Inspection Frequency Tolerances													
Inspection Frequency	National Code of Practice	Devon County Council		South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
Weekly					NO TOLERANCES USED			NO TOLERANCES USED		NO TOLERANCES USED			+ / - 2 days
2 weekly	NO GUIDANCE GIVEN	+3 days											
		- anytime before											
monthly		+ 10 days	+ / - 5 days	+ / - 3 days		+ / - 6 days	3 Working Days		+7 days		+ / - 2 weeks	+ / - 5 days	
		- anytime before											
2 monthly							+ / - 6 days						
3 monthly		+ 10 days	+ / - 10 days	+ / - 9 days			5 Working Days		+ 1 week		+ / - 1 month	+ / - 5 days	
		- anytime before											
4 monthly							+ / - 15 days						
6 monthly		+ 15 days	+ / - 15 days	+ / - 18 days			7 Working Days		+2 weeks		+ / - 4 months	+ / - 10 days	
		- anytime before											
annually		+ 30 days	+ / - 20 days			+ / - 30 days	10 Working Days		+2 weeks		+ / - 3 months	+ / - 20 days	
		- anytime before											
2 yearly	+ 45 days												
	- anytime before												

Key

Inspection frequency not used

	Item No.	Unit	£.p
	6101010	km	1.145
Cost of delivery	NCOP	£63,069.19	
	DCC	£28,701.10	
	Additional	£34,368.09	
Assuming 70km a day		0	0
		0	0

Total Inspected Length by Frequency					
M/C	Km	Current Inspection Frequency	Based on Current Frequency	Recommended Inspection Frequency	Based on NCOP Frequency
3	358	1 month	4299	1 month	4299
4	474	1 month	5691	1 month	5691
5	800	6 months	1600	1 month	9601
6	1254	6 months	2509	1 month	15053
7	1542	6 months	3085	3 monthly	6169
8	2065	1 year	2065	3 monthly	8260
9	4940	1 year	4940	1 year	4940
10	686	1 year	686	1 year	686
11	384	2 yearly	192	1 year	384
Totals	12504		25066		55082
Additional Inspected Length = 30016Km					

Carriageway Defects

Defect Type	National Code of Practice	Devon County Council	South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
		Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.
Pothole	Yes	300mm in any horizontal direction + 40mm deep	300x300x40mm	40mm deep	100mm + 40mm deep	> 40mm deep	75mm + 50mm deep	40mm deep	40mm	150mm + 40mm deep	> 40mm	> 50mm deep
Defective surfacing joints		300mm in any horizontal direction + 40mm deep	Not included	40mm deep	Not included	Open or excessive joints allowing serious permeability of water with > 20mm	Mix 20mm wide + 50mm deep	40mm deep	Not included	40mm wide + 40mm deep + 300mm long	Not included	Not included
Major surface deterioration			Not included	Not included	Not included	> 40mm cracking, coarse cracking, severe heaving & loss of aggregate allowing serious permeability of water	Not included	Not included	Not included	Not included	Not included	Not included
Standing water due to defective/damaged highway drainage systems	Yes	24 hours after rain m/c3-6 only, forcing vehicles over centre line or more than 1m for peds and cyclists.	Arrange for flood warning signs to be erected if more than 25% of road width is affected	Isolated standing water on the carriageway with high probability of loss of control depth > 75mm	when standing water forces vehicles across the centre line or on to the wrong side of the road	Excess of water likely to cause a hazard or structural problems	Standing water two hours after cessation of rainfall 1.5m from edge of drain	Substantial standing water	Contributing a hazard of aquaplaning, vehicle avoidance measures or skidding	highways that is covered by standing water will become a safety defect when the uninterrupted passage of the highway is interrupted.	Causes flooding over more than 10% of carriageway with classified road/range roads	Substantial standing water, risk determined by responder
Embankment or bank slips	Yes	Road obstructed or forcing pedestrians out by 1m or all users across centreline	Not included	No minimum criteria given	Earth slips and wall collapses	Deep seated slippage of material	General obstruction	Not included	Not included	Any debris deposited in the highway and which is a significant hazard to road users	Not included	No minimum intervention details given
Spillages	Yes	Normal skidding reduced to spillage. Greater than 0.5m²	Not included	No minimum criteria given	Greater than 2m²	No minimum dimension	No minimum dimension	Diesel / oil spillage etc., mud on road	Oil/blood for	Any debris deposited in the highway and which is a significant hazard to road users	Not included	Spillages representing an immediate hazard. No minimum dimension
Obstructions - debris	Yes	Debris on the carriageway (examples given)	If in running lanes > half lane width	No minimum criteria given	Debris, fallen trees and mud etc.	Excessive mud, dead animals likely to cause obstruction, scattered fragments/debris	Oil/debris/mud/stones and gravel likely to cause a hazard	Diesel / oil spillage etc., mud on road	Bit more than 20mm deep with significant carriageway coverage	Any debris deposited in the highway and which is a significant hazard to road users	Any debris	Mud/debris representing an immediate hazard. No minimum dimension
Overriding	Yes	Adjacent to carriageway more than 100mm m/c 3-6 only unless cycle route	Not included	75mm deep	Vegetation or debris greater than 150mm over 200mm and 1m wide of a hard surface	Vegetation > 75mm (adjacent to high speed carriageway)	Subsided area adjacent to and running parallel with carriageway edge > 150mm	Adjacent to carriageway more than 100mm	Not included	Only in an urban situation 100mm in depth, 250mm wide and 1.5m long	Not included	No minimum intervention details given
Slippery surface/ HFS	Yes	Excessive loss of aggregate within HFS or slippery cover within HFS	Not included	Not included	Area greater than 1m²	Not included	No dimensions given includes polished covers	Not included	Not included	Not included	Not included	Not included
Dangerous or obstructing trees	Yes	Diseased/leaning precariously or damaged. Height less than 5.03m	Defective trees, a description of the defect and hazard is passed to the Arboriculture team for further assessment.	Inadequate visibility, dying or diseased trees within falling distance of the highway	Included in visibility/overgrown hedges and trees	severe damage	Unstable tree causing danger of collapse onto highway, overhanging tree leading to loss of height clearance < 4.5m over carriageway/s	Obvious dead trees, or trees with obvious die back, which could fall on the highway	Unstable tree likely to fall into highway. Lack of overhead clearance 5.2m	A highway tree (or a tree on private land within falling distance of the highway) which appears to be dead, dying or diseased, 5.5m vertical clearance	Obstructing the highway	Minimum height clearance of 5.2m. Dead or dying trees
Obscured visibility and overgrown hedges	Yes	Vegetation overhanging the highway in sight lines or forcing out by 1m or over centreline	Overgrown vegetation causing a hazard or danger to highway users.	Inadequate visibility	when growth forces vehicles across the centre line or on to the wrong side of the road	Long Grass causing safety problem	Obstructed sight lines and general obstruction	Visibility at junctions & roundabouts severely restricted.	Not included	Overgrown vegetation causing a hazard or danger to highway users includes sapling trees, 5.5m vertical clearance	Obstructing the highway	Minimum height clearance of 5.2m. Obscured visibility at junctions and crossing points and obstructing lane lines
Defective road markings or road studs	Yes	Regulatory road markings missing or worn leaving illegible. Road studs/cats eye displaced and in carriageway	Regulatory road markings missing or worn leaving illegible.	Inadequate lining within regulatory lines, acute, deteriorating materials	Any road markings installed in pursuant to a traffic order	Worn road markings. Stop Lines only. Loose cats eye casing/studs	Faded or worn with 30% loss. Road stud/cats eye displaced and in carriageway	Badly worn road markings, missing road studs and displaced road studs lying in the carriageway	Not included	Give Way and Stop road markings on and adjoining strategic, main and secondary distributor roads	Give way or stop markings substantially obliterated greater than 30% and displaced road studs	Worn (50%) missing stop give way and double white lines. Hedges type studs that are missing.
Defective ironwork	Yes	Missing/broken covers or +/- 40mm difference or rocking +/- 40mm	Missing/broken covers or +/- 40mm difference or rocking +/- 40mm	Missing, badly cracked, rocking or in danger of collapse. Worn and slippery surfaces to covers. Vertical projections gullies > 40mm	Missing/broken/polished covers or +/- 40mm difference or rocking +/- 40mm	Missing/broken covers or +/- 20mm difference or rocking +/- 20mm	Missing/broken covers or +/- 50mm difference or rocking +/- 50mm	Missing or collapsed covers 20mm trip within the frame.	Missing/cracked, level difference +/- 40mm	Missing/broken covers or +/- 40mm difference or rocking +/- 40mm Any cover anywhere in the highway that has a polished, smooth surface.	Dropped greater than 40mm	Broken or missing covers, grating or frames.
Defective cattle grids		Damage rendering it dangerous or when vehicles are blocked	Not included	Not included	Not included	Various defects described that also relate to other defect types	Not included	Not included	Not included	Not included	Not included	Not included
Defective overhead cables	Yes	Height less than 5.03m, loose/damaged cable or supporting pole/structure	Not included	Not included	Not included	Not included	Not included	Overhead wires in a dangerous condition	NRSWA Sect B1	Minimum clearance of 6m, defect includes banners and decorations	Not included	Not included
Defective roadworks signing	Yes	Non-conformity to Chapter 8 in DCC and contractor	Non-conformity to Chapter 8	Not included	Non-conformity to Chapter 8	Not included	Not included	Damaged or missing temporary barriers or signs at road works	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not included	Inadequately guarded
Missing pre-formed modules	Yes	The void from missing paraview, flag, channel or kerb	Not included	Not included	Not included	Difference in level, loose, rocking or missing > 40mm	Not included	Not included	Not included	As pothole	Not included	Not included
Obstructions - materials, goods, equipment	Yes	Overhanging signs/banners less than 5.03m or items that impede/obstruct users/visibility	Judgment made based on immediate risk	Not included	Not included	Not included	Generalised	Not included	Refer to removal procedure	Any obstruction	Not included	Generalised
Abrupt level differences	Yes	Vertical displacement +/- 40mm over 300mm	40mm	40mm	Not included	Loss of surfacing material causing a difference in level > 40mm	Not included	Not included	Not included	40mm	Not included	Not included
Subsidence/Depression	Yes	Greater than 100mm over 600mm	Not included	Greater than 40mm over 200mm	Not included	50mm depth	40mm deep	Not included	40mm deep over 1200mm or more than 300mm wide	40mm or greater over 600mm straight edge	As pothole intervention	Not included
Cracking	Yes	300mm in any horizontal direction + 40mm deep	M/C 3-6 100 + 40mm deep	40mm deep	Greater than 20mm + 20mm deep	Not included	20mm wide + 50mm deep	40mm deep	Not included	40mm wide + 40mm deep + 300mm deep	Not included	Not included
Kerb/Edgings	Yes		Kerb missing	Vertical projection above horizontal projection 50mm	Vertical displacement > 40mm on 1 or 2 m/s respectively > 40mm on all other tests	Not included	Misaligned 50mm / chipped/cracked Loose/reckling Missing	Not included	Not included	Not included	Out of alignment vertically or horizontally greater than 20mm	Damaged, missing or displaced. Out of vertical alignment
Edge Deterioration	Yes	Included in potholes	Extends into C/W by > 300 x 150mm + 100mm Depth	Not included	Not included	Cracking, heaving and deterioration of edge of carriageway > 40mm	Not included	Not included	Not included	250mm long + 40mm deep	41mm and over	Assess the immediate risk
Unsuitable surfaces	Yes		Not included	Not included	where artificial materials are used as the running surface contrary to the immediately surrounding surface.	Not included	Not included	Not included	Not included	Not included	Not included	Not included
Rutting	Yes		Not included	Not included	Not included	Permanent longitudinal rutting depth > 40mm	50mm depth	40mm deep	Not included	Not included	Not included	As pothole intervention
Severe damage	Yes		Not included	Not included	Not included	No description given	Not included	Not included	Not included	Not included	Not included	Not included
Trench, reinstatement high/low	Yes		< +/- 40mm	Not included	Not included	> 40mm	Not included	Not included	Not included	Not included	Not included	Deal with under the NRSWA
Traffic calming features			Inspected for wear and tear, defect returns to that extent	Damaged and/or loose components	Not included	Not included	Not included	Not included	Not included	Not included	Not included	Not included

KEY



More onerous than DCC
Same or less onerous than DCC

Footway Defects

Defect Type	National Code of Practice	Devon County Council	South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
		Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.
Pothole	Yes	50mm in any horizontal direction + 20mm deep	100mm x 100mm x 20mm	20mm deep	50mm in any horizontal direction + 20mm deep	> 300mm x 300 mm + >20mm depth	75mm + 20mm deep	Greater than 20mm deep	30mm	20mm deep and a horizontal measurement of 50mm.	21mm or greater	>20mm deep
Standing water due to defective/damaged highway drainage systems	Yes		Judgment made based on immediate risk	No minimum criteria given	forces pedestrians off the paved surface	Water greater than 10mm deep which extends the footway to <0.5m	Substantial running water across footway. Flooded subways following pump failure/cum blockages	Not included	Substantial standing water	forces pedestrians off the paved surface.	Not included	Substantial standing water, risk determined by inspector
Embankment or bank slips	Yes	Blocked footway forcing pedestrians off the footway or leaving footway foundation unsupported	Judgment made based on immediate risk	No minimum criteria given	Earth slips and wall collapse	Deep seated slippage of material	General obstruction	Not included	Not included	Any debris deposited in the highway and which is a significant hazard to road users	Not included	No minimum intervention details given
Spillages	Yes	Greater than 0.5m²	Not included	No minimum criteria given	Greater than 2m²	No minimum dimension	No minimum dimension	Constituting a hazard	Oil/bleeding tar	Any debris deposited in the highway and which is a significant hazard to road users	Not included	Spillages representing an immediate hazard. No minimum dimension
Obstructions - debris	Yes	Any debris causing an obstruction	If causing a slip hazard and covering > 50% of width	No minimum criteria given	Debris, fallen trees and mud etc.	Debris, fallen trees, dead animals and mud etc.	Obstacles/mud/stones and gravel likely to cause a hazard	Constituting a hazard	Refer to removal procedure	Any obstruction	Any debris	Multi-debris representing an immediate hazard. No minimum dimension
Slippery surface	Yes	Excessive rotting leaves, moss and slippery ironwork	Not included	Not included	Included in defective ironwork	Not included	Anything else considered dangerous	Not included	Oil/bleeding tar	Not included	Not included	Not included
Dangerous or obstructing trees	Yes	Diseased/leaning precariously or damaged. Height less than 2.1m	Defective trees, a description of the defect and hazard is passed to the Arboriculture team for further assessment	Inadequate visibility, dying or diseased trees within falling distance of the highway	Included in visibility/overgrown hedges and trees	Severe damage	Unstable tree causing danger of collapse onto highway, overhanging tree leading to loss of height clearance < 2.1m over footways	Obvious dead trees, or trees with obvious die-back, which could fall on the highway (to be referred to headquarter/s for specialist advice)	Unstable tree likely to fall into highway. Lack of overhead clearance 2.1m	A highway tree (or a tree on private land within falling distance of the highway) which appears to be dead, dying or diseased, 2.5m vertical clearance	Obstructing the highway	Minimum height clearance of 2.3m. Dead or dying trees. Tree root damage
Obscured visibility and overgrown hedges	Yes	Sight line, obstructing clear passage and vertical clearance less than 2.1m	Overgrown vegetation causing a hazard or danger to highway users	Inadequate visibility, dying or diseased	growth forces pedestrians off the paved surface, this will be recorded as a safety defect. Growth such as brambles, where shoots although not physically obstructing still constitute a hazard	Severe damage and obstructing a regulatory sign	Unstable tree causing danger of collapse onto highway, overhanging tree leading to loss of height clearance < 2.1m over footways	Footway impassable	Not included	Overgrown vegetation causing a hazard or danger to highway users. Includes spiky plants, 2.5m vertical clearance	Not included	Minimum height clearance of 2.3m. Obscured visibility at junctions and crossing points and obstructing rural lanes
Defective ironwork	Yes	Missing/broken/slippery covers or +/- 20mm difference or rocking +/- 20mm or slippery covers	Cover Missing/Displaced, surround breaking up (ironwork loose) High/Low > +/- 20mm	Missing, badly cracked, rocking or in danger of collapse. Worm and slippery surfaces to covers. Vertical projections > 20mm	Any cover anywhere in the highway that has a polished smooth surface High/Low > +/- 20mm	Cracked/broken/missing High/Low > +/- 20mm	Gaps within framework (other than designed by manufacturer) Level differences within framework Rocking covers Cracked / broken covers Worm / polished covers Missing covers High/Low > +/- 20mm	Raised, low or broken gully covers etc. Trip hazard greater than 20mm	Any cover or grating that is missing any of its components, vertical displacement at any point that exceeds 20mm	Any cover or grating that is missing any of its components, vertical displacement at any point that exceeds 20mm. Any cover anywhere in the highway that has a polished, smooth surface	21mm or greater	Any defective ironwork, raised, sunken or broken
Defective overhead cables	Yes	Height less than 2.1m, loose/damaged cable or supporting pole/structure	Not included	Not included	Not included	Not included	Not included	Overhead wires in a dangerous condition	NRSWA Sect B1	minimum 3.0m where risk of pedestrians includes banners and decorations	Not included	Not included
Defective roadworks signing	Yes	Non-conformity to Chapter 8 inc DCC and contractor	Non-conformity to Chapter 8	Not included	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not included	Damaged or missing temporary barriers or signs at road works	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not included	Inadequately guarded.
Missing pre-formed modules	Yes	The void from missing pavilion, flag, channel or kerb	The void from missing pavilion or flag	Not included	Not included	Difference in level, loose, rocking or missing, difference in levels > 20mm	Not included	Not included	Not included	vertical displacement at any point exceeds 20mm	Not included	Not included
Obstructions - materials, goods, equipment	Yes	Overhanging signs/banners less than 2.1m or items that impede/obstruct users/visibility. Reduction of footway width due to roadworks to less than 1.0 m without the provision of an alternative route for pedestrians	Judgment made based on immediate risk	Not included	Any object within the confines of the footway that is likely to impede the safety of pedestrians	Not included	Generalised	Not included	Refer to removal procedure	Any obstruction	Not included	Generalised
Cracks and gaps	Yes	20mm wide + 20mm deep	50mm wide + 20mm deep	20mm wide and 20mm deep	20mm wide + 20mm deep	Cracking, coarse craking, scaling, heeling & loss of aggregate allowing serious permeability of water > 20mm	75mm + 20mm deep	open joints/tracks 20mm width	20mm wide and 20mm deep in town centres, schools/doctors/OAP home	20mm or greater and has a depth exceeding 20mm and more than 300mm long	Gap greater than 15mm wide and deeper than 15mm	Open joints
Trip	Yes	Sharp edged defect, vertical deviation of 20mm or more	Vertical height difference > 20mm	> 20mm	Sharp edged defect, vertical deviation of 20mm or more	Various defects described that also relate to other defect types	50mm	vertical displacement at any point exceeds 20mm.	20mm in town centres, schools/doctors/OAP home	vertical displacement at any point exceeds 20mm.	21mm or greater	+/- 20mm
Rocking flag	Yes	Flags that Rise or falls + 20mm or - 20mm	Flags that Rise or falls + 20mm or - 20mm	> 20mm	Flags that Rise or falls + 20mm or - 20mm	> 20mm Profile, loose, rocking, cracked or missing	Identifiable rocking slab/block	vertical displacement at any point exceeds 20mm.	vertical displacement at any point exceeds 20mm.	vertical displacement at any point exceeds 20mm.	21mm or greater	+/- 20mm
Damaged steps	Yes	Sharp edged defect, vertical deviation of 20mm or more	Not included	Not included	Not included	Not included	Not included	Not included	Not included	vertical displacement at any point exceeds 20mm.	Not included	Not included
Damaged handrails	Yes	Loose or broken handrail	Not included	Not included	Damaged handrails	Not included	Not included	Not included	Not included	Not included	Not included	Not included
Kerbs	Yes		Uneven >20mm, broken or missing	Vertical projection 20mm horizontal projection 50mm	vertical displacement exceeding 20mm, crack exceeding 20mm width and 20mm depth including at joints or at the end of the work including spall/s	Not included	Missing kerb	Damaged, rocking, missing or discoloured kerbs vertical displacement greater > 20mm	Out of vertical alignment or loose/rocking > 30mm	horizontal / vertical displacement greater than or equal to 20mm	Not included	Displaced or damaged kerbs
Depression	Yes		> +/- 50mm over 600mm	Not included	> 50mm at any point over 300mm straight line	Rapid change of footway profile greater than 40 mm, variation from straight edge	Not included	Not included	Not included	Vertical displacement greater than 50mm over a horizontal measurement of 300mm or less	25mm or greater over a 600mm straight edge	Not included
Unsuitable surfaces	Yes		Not included	Not included	where ground materials are used as the running surface contrary to the immediately surrounding surface	Not included	Not included	Not included	Not included	Not included	Not included	Not included
Overriding			Not included	Not included	Not included	Not included	Broken into adjacent to and running parallel with footway edge 100mm	Not included	Not included	in excess of 100mm in depth, 200mm wide and 1.5m long	Not included	Not included
Cellars		Letter issued to owner	Not included	Not included	Not included	Not included	Not included	Not included	Not included	As trips and gaps, smooth/slippery, broken,	Not included	Defective coal plate/basement
Trench, reinstatement high/low	Yes		< +/- 20mm	Not included	Not included	Not included	Not included	Not included	Not included	Not included	Not included	Deal with under the NRSWA
Tree Roots	Yes		< +/- 20mm	Not included	Any tree root has lifted the paved surface to a value of 40mm or greater	Not included	Not included	Not included	Not included	Not included	Not included	Footway heave, risk assessed by specialist contractor

KEY	<div></div>	More onerous than DCC
	<div></div>	Same or less onerous than DCC

Cycleway Defects

Defect Type	National Code of Practice	Devon County Council	South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
		Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.
Pothole	Yes	50mm in any horizontal direction + 20mm deep	100mm x 100mm x 20mm	40mm deep	50mm in any horizontal direction + 20mm deep	> 300mm x 300 mm + >20mm depth	75mm + 50mm deep	40mm	20mm to 38mm	20mm deep and a horizontal measurement of 50mm.	Not Included	> 50mm deep
Embankment or bank slips		Blocked cycleway forcing cyclists off the cycleway	Judgment made based on immediate risk	No minimum criteria given	Earth slips and wall collapses	Deep sealed slippage of material	General obstruction	Not Included	Not Included	Any debris deposited in the highway and which is a significant hazard to road users	Not Included	No minimum intervention details given
Spillages	Yes	Greater than 0.5m²	Not Included	No minimum criteria given	Greater than 2m²	No minimum dimension	No minimum dimension	Constituting a hazard	Oil/bleeding tar	Any debris deposited in the highway and which is a significant hazard to road users	Not Included	Spillages representing an immediate hazard. No minimum dimension
Obstructions - debris	Yes	Any debris causing an obstruction	If causing a slip hazard and covering > 50% of width	No minimum criteria given	Debris, fallen trees and mud etc.	Debris, fallen trees and mud etc.	Oil/debris/mud/stones and gravel likely to cause a hazard	Constituting a hazard	Refer to removal procedure	Any obstruction	Not Included	Mud/debris representing an immediate hazard. No minimum dimension
Overriding		Adjacent to carriageway more than 100mm	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included
Slippery surface	Yes	Excessive rotting leaves, moss and slippery ironwork	Not Included	No minimum criteria given	Included in defective ironwork	Not Included	Surface is slippery	Constituting a hazard	Oil/bleeding tar	Not Included	Not Included	Not Included
Dangerous or obstructing trees	Yes	Diseased/leaning precariously or damaged. Height less than 2.5m	Defective trees, a description of the defect and hazard is passed to the Arboriculture team for further assessment.	Inadequate visibility, dying or diseased trees within falling distance of the highway.	Included in visibility/overgrown hedges and trees	Severe damage	Unstable tree causing danger of collapse onto highway, overhanging tree leading to loss of height clearance < 2.4m over cycleways	Obvious dead trees, or trees with obvious die-back, which could fall on the highway (to be referred to headquarters to specialist advice)	Unstable tree likely to fall into highway.	A highway tree (or a tree on private land within falling distance of the highway) which appears to be dead, dying or diseased. 2.5m vertical clearance	Not Included	Minimum height clearance of 2.7m. Dead or dying trees. Tree root damage
Obscured visibility and overgrown hedges & bushes	Yes	Sight line, obstructing clear passage and vertical clearance less than 2.5m	Overgrown vegetation causing a hazard or danger to highway users.	Inadequate visibility, dying or diseased.	growth forces pedestrians off the paved surface, this will be recorded as a safety defect. Growth such as brambles, where shoots although not physically obstructing still constitute a hazard	Severe damage and obstructing a regulatory sign.	Unstable tree causing danger of collapse onto highway, overhanging tree leading to loss of height clearance < 2.4m over cycleways	Not Included	Not Included	Overgrown vegetation causing a hazard or danger to highway users. Includes spiky plants. 2.5m vertical clearance	Not Included	Minimum height clearance of 2.7m. Obscured visibility at junctions and crossing points and obstructing rural lanes
Defective road markings and road studs	Yes	Stop, giveaway or cycleway boundary	Missing regulatory	Inadequate within prohibitory lines, worn, deleted/missing at junctions	Any road markings installed in pursuant to a traffic order	Worn road markings Stop Lines only. Loose cats eye casing/studs	Faded or worn with 30% loss	Not Included	Not Included	Not Included	Not Included	Not Included
Defective ironwork	Yes	Missing/broken covers or +/- 40mm difference or rocking +/- 40mm	Cover Missing/ Displaced High/Low > + - 20mm	Missing, badly cracked, rocking or in danger of collapse. Worn and slippery surfaces to covers. Vertical projections > 25mm	Any cover anywhere in the highway that has a polished smooth surface High/Low > +/- 20mm	Cracked/broken/missing High/Low > +/- 20mm	Sunken cover 50mm depth	Raised, low or broken gully grates, manholes, service covers etc.Trip hazard greater than 20mm	Any cover or grating that is missing any of its components, vertical displacement at any point that exceeds 20mm to 39mm	Any cover or grating that is missing any of its components, vertical displacement at any point that exceeds 20mm Any cover anywhere in the highway that has a polished, smooth surface.	Not Included	Any defective ironwork, raised, sunken or broken
Defective overhead cables	Yes	Height less than 2.5m, loose/damaged cable or supporting pole/structure	Not Included	Not Included	Not Included	Not Included	Not Included	Overhead wires in a dangerous condition	NRSWA Sect 81	minimum 3.0m where risk of pedestrians	Not Included	Not Included
Defective roadworks signing	Yes	Non-conformity to Chapter 8 inc DCC and contractor	Non-conformity to Chapter 8	Not Included	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not Included	Damaged or missing temporary barriers or signs at road works	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not Included	Inadequately guarded.
Missing pre-formed modules	Yes	The void from missing paviour, flag, channel or kerb	Not Included	Not Included	Not Included	> 20mm Profile, loose, locking, cracked or missing	Not Included	Not Included	Not Included	vertical displacement at any point exceeds 20mm.	Not Included	Not Included
Obstructions - materials, goods, equipment & signs	Yes	Overhanging signs/banners less than 2.5m or items that impede/obstruct users/visibility	Judgment made based on immediate risk	Not Included	Any object within the confines of the cycleway that is likely to impede the safety of cyclists	Not Included	Generalised	Not Included	Refer to removal procedure	Any obstruction	Not Included	Generalised
Cracks and gaps	Yes	20mm wide + 40mm deep	Not Included	Not Included	>20mm and >20mm deep	Cracking, coarse crazing, scaling, heaving & loss of aggregate allowing serious permeability of water >20mm	20mm wide + 50mm deep	Open joint/cracks 20mm width	Not Included	20mm or greater and has a depth exceeding 20mm and more than 300mm long.	Not Included	Open joints
Abrupt level differences	Yes	Sharp edged defect, vertical deviation of 40mm or more	>20mm	Not Included	>20mm	Sharp edged defect, vertical deviation of 20mm or more	50mm	Greater than 20mm	Not Included	vertical displacement at any point exceeds 20mm.	Not Included	+/- 50mm
Standing water due to defective/damaged highway drainage systems	Yes		Judgment made based on immediate risk	Not Included	Not Included	Water greater than 10mm deep which restricts the cycleway to <0.5m.	Not Included	Not Included	Substantial standing water	Not Included	Not Included	Not Included
Depression/Rutting	Yes		Not Included	Not Included	> 50mm at any point over 300mm straight line	Rapid change of cycleway profile greater than 40 mm. variation from straight edge	50mm depth	Not Included	Not Included	Vertical displacement greater than 50mm over a horizontal measurement of 300mm or less	Not Included	As pothole intervention
Trench, reinstatement high/low	Yes		+/- >20mm	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Dealt with under the NRSWA
Unsuitable surfaces	Yes		Not Included	Not Included	where unbound materials are used as the running surface contrary to the immediately surrounding surface	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included

KEY	<div></div>	More onerous than DCC
	<div></div>	Same or less onerous than DCC

Roadside Defects

Defect Type	National Code of Practice	Devon County Council	South Gloucestershire County Council	Cumbria County Council	Torbay Council	Cornwall Council	Essex County Council	Leicestershire County Council	Norfolk County Council	Somerset County Council	Swindon Borough Council	Kent County Council
		Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.	Description/Dimensions Etc.
Dangerous or obstructing trees	Yes	Diseased/leaning precariously or damaged. Height less than 5.03m carriageway, 2.1m footway and 2.4m cycleway	Defective trees, a description of the defect and hazard is passed to the Arboriculture team for further assessment.	Inadequate visibility, dying or diseased trees within falling distance of the highway.	Not Included	Not Included	Unstable tree causing danger of collapse onto highway	Obvious dead trees, or trees with obvious die-back, which could fall on the highway (to be referred to headquarters for specialist advice)	Unstable tree likely to fall into highway.	Diseased/leaning precariously or damaged. Height less than 5.03m	Obstructing the highway	Minimum height clearance of 5.2m. Dead or dying trees
Defective ironwork	Yes	Missing/broken covers, collapsed or collapsing chamber or slippery cover	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Broken or missing covers, grating or frames.
Defective overhead cables	Yes	Height less than 2.5m, loose/damaged cable or supporting pole/structure	Not Included	Not Included	Not Included	Not Included	Not Included	Overhead wires in a dangerous condition	NRSA Sect 81	Not Included	Not Included	Not Included
Defective roadworks signing	Yes	Non-conformity to Chapter 8 inc DCC and contractor	Non-conformity to Chapter 8	Not Included	Non-conformity to Chapter 8	Not Included	Not Included	Damaged or missing temporary barriers or signs at road works	Non-conformity to Chapter 8	Non-conformity to Chapter 8	Not Included	Inadequately guarded.
Obstructions - materials, goods, equipment & signs	Yes	Overhanging signs/banners less than 2.5m or items that impede/obstruct users/visibility	Judgment made based on immediate risk	Not Included	Not Included	Not Included	Not Included	Not Included	Refer to removal procedure	Not Included	Not Included	Generalised
Damaged road restraint systems	Yes	VRS, ped guardrail, bridge parapet or retaining wall parapet with obvious impact damage, missing, loose or time expired components	Not Included	Damaged to extent where functionality is impaired or otherwise liable to cause a danger	VRS, ped guardrail with obvious impact damage, missing, loose or time expired components	Severe deformation of beams and posts, deformed / broken items causing an additional hazard to the road user. Includes ped guard rails	Item damaged or misaligned causing a hazard	Damage or missing vehicle safety barriers	Damaged safety fence and pedestrian guard rail	Barrier that is damaged, unsupported or does not appear to be at a level of 600mm above edge of carriageway when closer than 1500mm from edge of road. Includes ped guardrail	RTA damaged make safe	Damaged or missing safety fence/pedestrian guardrails
Defective boundary fences	Yes	Boundary fence with impact damage ineffective for stock proofing or exposed tubular metal rail.	Not Included	Not Included	Boundary fence with impact damage ineffective for stock proofing	Severe deformation of Fence or Wall, deformed / broken items causing an additional hazard to the user	Not Included	Not Included	Not Included	A hedge or fence adjacent to the carriageway that is considered to be in a condition that will allow livestock to stray Any protruding fence rail	Not Included	Not Included
Defective streetlights, illuminated or variable message traffic signs	Yes	Any damage to an externally illuminated equipment. Exposed electricity supply or unstable column or lamp and obscured by vegetation.	Electrics exposed	Failure, damaged to extent where safety and/or functionality is compromised.	Electrical equipment with exposed/damaged wiring. Any street lighting point that has sustained damage such that its integrity is affected	Exposed wiring, missing (door lamp, bowl) or severe damage.	Exposed wiring Missing door to lamp column	Lighting column or illuminated sign knocked down. Exposed live electrical wiring;	Emergency faults	Any electrical installation that has sustained damage to cause a hazard or have exposed wiring	Warning signs/regulatory signs, exposed electrical wiring	Missing, damaged illuminated bollards. Visibly damaged lighting columns. Missing doors.
Defective road traffic signs	Yes	Regulatory/mandatory/hazard warning sign damaged, missing, obscured, faded or dirty.	Regulatory obscured/twisted/missing	Missing/damaged/	Any regulatory / warning sign that has sustained any damage or that is not legible such that the signing is not effective or poses a hazard to highway users or is missing. Obscured visibility due to vegetation	Regulatory sign damaged, missing, obscured, faded or dirty.	Damaged/misaligned item causing a hazard (including sign fixings) Missing item causing a hazard (including sign fixings)	Damaged or missing Stop or Give Way Sign loose sign face in danger of falling on pedestrian, or falling into carriageway.	Lack of clearance 5.2m & 2.1m	Significant or major defects caused by damage which create a hazard to non-illuminated traffic signs	Warning signs/regulatory signs	Missing sign, worn or faded leaving poor legibility. Damaged or vandalised and obscured by vegetation.
Defective traffic signals	Yes	Any defect on any type of traffic signal. Out of alignment or obscured by vegetation	Signals not working correctly	Failure, damaged to extent where safety and/or functionality is compromised.	Any traffic signal, including pedestrian facilities, that is not operating correctly or has been damaged	Light, signal failure or severe damage.	Lights/signals not operating Correctly/malfunctioning signals pointing the wrong way Signal lamp failure	Seriously damaged or defective traffic signals;	Any traffic signal fault	Traffic signal point that has sustained damage such that its integrity is affected	Not Included	visibly damaged traffic signals or associated electronic equipment. Obscured by vegetation
Defective escape lanes/arrester beds		Any obstruction in the vicinity including weeds. Compacted or contaminated material and damage to associated signs	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Any object within the confines of an arrester bed that is likely to impede the safety of motorists using the facility	Not Included	Not Included
Sign post/fixing/markings post/non-illuminated bollard			Not Included	Not Included	Not Included	Not Included	Not Included	Not Included	Unsafe post	likely to impede the safety of motorists using the facility	Physical damage	Not Included

KEY

More onerous than DCC
 Same or less onerous than DCC

AAD	Year	CP	Road	RoadCat	East	North	Start	Junction	End	Junction	Link	Length	Link	Length	Pedal	Cycle	Motor	cycle	Cars	Taxis	Bus	Coar	Light	Good	V2	Axle	Rigi	V3	Axle	Rigi	V4	or	5	Axle	V3	or	4	Axle	V5	Axle	Arti	V6	or	More	#	All	HGVs	All	Motor	Ve	%	HGV	mc
2011	8027	A361	PR	300000	114266	A396	M5				8.3	5.15	4	112	17857	78	3758	633	148	90	120	299	341	1631	23436	7.0%	3																										
2011	18566	A361	PR	280010	122938	B3227	A396	Bolham Road			25.2	15.65	0	40	8045	33	1963	402	83	61	73	236	278	1133	11214	10.1%	3																										
2011	38707	A361	PR	260000	131685	A39(T)	A399				13.4	8.32	1	87	10841	82	2016	447	76	37	29	128	120	837	13863	6.0%	3																										
2011	48650	A361	PR	296000	114150	A3126	Bolham Road	A396			2	1.24	4	79	15320	90	2804	414	173	70	40	93	356	1146	19439	5.9%	3																										
2011	81188	A361	PR	256300	131448	A39	A377				0.8	0.49	5	206	19390	140	3818	284	155	117	17	47	239	859	24413	3.5%	3																										
2011	99359	A361	PR	273000	126625	A399	B3227				5.5	3.41	0	58	11298	106	1939	261	109	59	27	57	367	880	14281	6.2%	3																										
2011	99837	A361	PR	257570	132000	A377	A361				1.5	0.93	0	88	11506	78	2855	224	126	39	26	50	230	695	15222	4.6%	3																										
2011	7006	A376	PR	297700	90000	B3179	A3052				2.3	1.42	20	193	19170	84	2774	227	131	84	16	20	58	536	22757	2.4%	3																										
2011	37065	A376	PR	300000	84000	Summer Lane	B3179				6.1	3.79	26	217	13209	189	2187	192	47	16	12	16	30	313	16115	1.9%	3																										
2011	37674	A376	PR	297000	91160	M5 Jct 30	M5				0.7	0.43	92	391	32165	246	5966	788	249	149	101	146	203	1636	40404	4.0%	3																										
2011	77998	A376	PU	300440	82000	B3178	Imperial Road	Summer Lane			2.6	1.61	210	217	14153	275	2311	196	59	10	17	16	31	329	17285	1.9%	3																										
2011	16970	A377	PR	275090	104900	A3072	B3220				3.2	1.98	4	60	4192	53	984	115	34	14	5	6	29	203	5492	3.7%	3																										
2011	16971	A377	PU	291300	93000	A3015	Western Way	B3183	New North Rd		2.1	1.3	105	177	9751	112	1722	170	114	44	11	14	100	453	12215	3.7%	3																										
2011	16972	A377	PU	291520	91000	B3123	A3015	Nr Frog St			1.7	1.05	181	481	17429	137	3317	300	109	48	31	42	173	703	22067	3.2%	3																										
2011	18081	A377	PR	291278	90303	A30	/B3123				0.6	0.37	18	182	17732	75	3103	322	87	34	26	37	193	699	21791	3.2%	3																										
2011	27037	A377	PR	285000	99520	C Road (Station Rd)	A3072				5	3.1	26	140	9018	126	1596	200	57	25	7	11	59	359	11239	3.2%	3																										
2011	37064	A377	PR	290510	96000	A396	Stoke Road/CC Road	(Station Road)			4.3	2.67	88	321	11420	142	1484	250	69	23	7	38	76	463	13830	3.3%	3																										
2011	38207	A377	PR	265000	118075	B3226	Fortescue	CB3227	Nr Umberleigh		11.8	7.33	0	16	1288	10	342	15	16	5	2	4	12	54	1710	3.2%	3																										
2011	47042	A377	PR	280000	101448	A3072	Mill Street	A3072	Copplestone		7.6	4.72	10	125	6557	122	1363	167	84	40	4	9	43	347	8514	4.1%	3																										
2011	47077	A377	PU	290930	95000	B3183	New North Road	A396			1.2	0.74	175	173	11031	242	1632	168	63	27	9	11	67	345	13423	2.6%	3																										
2011	56745	A377	PR	270000	109620	B3220	B3226	Fortescue	Crc		17.2	10.68	1	55	1834	36	600	60	18	1	13	6	13	111	2636	4.2%	3																										
2011	57036	A377	PR	258000	125996	B3226	Fortescue	CA39(T)			10.3	6.4	4	58	3513	20	964	109	19	6	2	7	12	155	4710	3.3%	3																										
2011	7015	A380	PR	287220	74570	A381/A383	B3195				2.3	1.42	4	170	23979	167	3990	483	151	78	54	147	143	1056	29362	3.6%	3																										
2011	8403	A380	PU	287315	70000	Aller Brake Rd	A381				0.9	0.55	217	540	25538	338	4212	612	151	114	80	108	129	1194	31822	3.8%	3																										
2011	16977	A380	PR	289000	78490	B3195	B3192				5.9	3.66	0	310	22732	183	4875	455	134	63	40	63	249	1004	29104	3.4%	3																										
2011	37072	A380	PR	287630	72000	A381	A381/A383				2.5	1.55	5	441	27139	138	5365	420	156	94	34	43	234	981	34064	2.9%	3																										
2011	38180	A380	PR	291000	83100	C road to Colleywell	A380	split at Telegraph			3.1	1.92	0	310	22732	183	4875	455	134	63	39	63	250	1004	29104	3.4%	3																										
2011	70080	A380	PR	291010	84990	A380	merge	A38			1.3	0.8	0	226	12822	79	2723	274	47	30	18	88	59	516	16366	3.2%	3																										
2011	70081	A380	PR	291100	84370	Telegraph Hill	A38				0.5	0.31	1	284	13544	80	3132	255	87	20	13	27	153	555	17595	3.2%	3																										
2011	73389	A380	PR	287200	62840	LA Boundary	Preston Down Rd				1	0.62	11	335	22211	171	3299	219	70	11	24	24	84	432	26448	1.6%	3																										
2011	78017	A380	PR	288060	68500	LA Boundary	Aller Brake Rd				3.6	2.23	241	605	24054	313	4152	607	119	84	87	73	85	1055	30179	3.5%	3																										
2011	78055	A380	PR	287170	63250	Preston Down Rd	LA Boundary				0.3	0.18	19	627	25410	136	4175	356	38	21	13	51	59	538	30886	1.7%	3																										
2011	99360	A380	PR	290167	81000	B3192	C road to Colleywell				2	1.24	0	310	22732	183	4875	455	134	63	39	63	250	1004	29104	3.4%	3																										
2011	7022	A385	PR	280030	60800	A381	A381				1	0.62	112	310	15572	199	2929	585	80	58	34	36	24	817	19827	4.1%	3																										
2011	16984	A385	PR	279100	62000	A384	A381				1.8	1.11	22	110	10428	159	1879	239	102	48	12	22	79	502	13078	3.8%	3																										
2011	27053	A385	PR	281000	60445	A381	C road towards Aish				2.9	1.8	31	218	13048	248	2616	234	50	32	25	14	35	390	16520	2.4%	3																										
2011	37079	A385	PR	275000	60360	A385	split	A384			7.2	4.47	6	84	4641	130	1014	179	46	6	13	13	49	306	6175	5.0%	3																										
2011	73387	A385	PR	283900	60300	C-road towards Aish	LA Boundary				1.2	0.74	14	201	9402	192	1684	207	77	24	10	15	52	385	11864	3.2%	3																										
2011	74873	A385	TR	272200	60590	A38	A385 main route				0.3	0.18	0	33	2405	22	546	80	19	9	3	20	10	141	3147	4.5%	3																										
2011	74874	A385	PR	272060	60800	A38	A385 spur				0.6	0.37	9	81	3455	75	736	110	102	21	3	8	24	268	4615	5.8%	3																										
2011	7024	A386	PR	257300	99000	C Road	HATHERLEIGH	A3072	Lamerton Crc		2.9	1.8	1	22	2379	59	793	65	56	16	8	11	80	236	3489	6.8%	3																										
2011	7025	A386	PR	250000	76500	B3357	C road to Lydford				12	7.45	18	20	4683	64	1084	120	58	7	5	8	64	262	6113	4.3%	3																										
2011	8078	A386	PR	252363	85965	C road to Lydford	Station Rd				1.4	0.86	6	26	4041	50	813	100	55	18	8	13	73	267	5197	5.1%	3																										
2011	8528	A386	PR	245977	126997	Old Barnstaple Rd	A39				2.1	1.3	22	169	6655	146	1569	37	10	2	1	1	4	55	8594	0.6%	3																										
2011	16988	A386	PR	256630	95000	A3079	C Road	HATHERLEIGH			3.3	2.05	0	21	1671	5	431	103	50	26	25	31	57	292	2420	12.1%	3																										
2011	16989	A386	PR	251005	65000	Tamerton Rd roundabout	B3212	roundabout			6.1	3.79	31	129	11622	200	1663	195	62	10	8	11	94	380	13994	2.7%	3																										
2011	27054	A386	PR	256810	100000	A3072	Lamerton Crc	A3072	Hatherleigh Rd		6.5	4.03	0	20	2689	42	878	72	33	38	11	29	57	240	3869	6.2%	3																										
2011	37080	A386	PR	247430	120000	B3227	A388				8.2	5.09	1	36	3449	81	830	90	31	11	2	3	44	181	4577	4.0%	3																										
2011	37082	A386	PR	250000	70541	B3212	Dousland Rd	A390			8.5	5.28	19	167	10592	214	1595	242	77	29	3	13	85	449	13017	3.4%	3																										
2011	38383	A386	PR	247530	74000	A390	B3362				0.1	0.06	36	126	11191	100	1812	136	61	32	6	6	26	267	13496	2.0%	3																										
2011	38615	A386	PR	245781	130001	A39(T)	Ferry				3.5	2.17	13	97	3086	100	677	13	4	0	0	0	2	19	3979	0.5%	3																										
2011	47058	A386	PR	250000	114700	A3072	A3124				19.5	12.11	2	63	1924	55	576	78	25	6	6	3	43	161	2779	5.8%	3																										
2011	47059	A386	PR	255030	92700	A30	slip	A3079			2.7	1.67	4	37	2479	16	829	182	81	42	11	33	197	546	3907	14.0%	3																										
2011	47062	A386	PR	245560	125000	A388	Ford Rise, Bideford				2.5	1.55	23	72	6796	111	1540	114	54	18	5	8	43	242	8761	2.8%	3																										
2011	48367	A386	PU	248000	74273																																																

2011	46425 A39	PR	270000	147400 A399	B3223	14.2	8.82	1	21	2865	76	493	21	5	1	4	0	0	31	3486	0.9%	3
2011	48191 A39	PR	274143	148000 B3223	B3234	3.8	2.36	2	11	491	12	26	5	1	0	0	0	6	546	1.1%	3	
2011	48681 A39	PR	250000	129016 A386	B3232	9	5.59	0	136	15054	125	2640	217	91	92	9	22	180	611	18566	3.3%	3
2011	58217 A39	PR	245010	127921 A386	A386	1.4	0.86	29	90	15641	116	2001	350	133	56	43	62	81	725	18573	3.9%	3
2011	73398 A39	PR	276000	149310 B3234	LA Boundary	7.7	4.78	1	38	1278	19	126	12	2	0	0	0	14	1475	0.9%	3	
2011	77946 A39	PR	257600	132380 Whiddon Drive	A361	0.3	0.18	112	123	13223	129	2710	107	54	18	11	9	35	234	16419	1.4%	3
2011	77948 A39	PU	256000	134060 A361	Westaway Plain	1.4	0.86	16	97	7514	62	1385	60	23	16	2	1	9	111	9169	1.2%	3
2011	99378 A39	PU	256000	133650 A39 Pilton Causeway	A3125	1	0.62	28	138	8182	59	1895	123	33	17	17	8	14	212	10486	2.0%	3
2011	99836 A39	PR	255000	131260 A39	A361	2.4	1.49	6	219	21009	148	3945	234	135	58	22	33	150	632	25953	2.4%	3
2011	48236 A30	PR	325000	107972 A303	A358 Furnham Road	6.1	3.79	13	17	1507	8	361	73	21	6	3	6	18	127	2020	6.3%	4
2011	77997 A3015	PR	296530	93000 Moor Lane roundabout	M5 Jct 29	0.6	0.37	260	181	17107	99	2509	134	36	2	11	15	21	219	20115	1.1%	4
2011	99845 A3015	PU	294000	90610 A377 Frog Street	A379	3.9	2.42	295	229	21806	507	2294	182	36	16	6	6	37	283	25119	1.1%	4
2011	99846 A3015	PU	295301	91193 A379	Moor Lane roundabout	2.7	1.67	286	198	18799	108	2757	147	40	2	12	16	23	240	22102	1.1%	4
2011	7576 A3052	PR	300000	90700 A376 Exmouth Road	B3180	7.8	4.84	19	98	8375	146	2530	296	195	62	25	43	112	733	11882	6.2%	4
2011	17543 A3052	PR	325000	92490 B3174 Hollyhead Road	B3161 Coly Road	5.6	3.47	28	82	6720	122	900	96	20	3	8	2	2	131	7955	1.6%	4
2011	17544 A3052	PR	310000	89570 B3178 Exmouth Road	B3176 / C	3.1	1.92	14	109	11439	149	1647	198	54	24	11	4	15	306	13650	2.2%	4
2011	27631 A3052	PR	305300	90000 B3180	B3178 Exmouth Road	3.5	2.17	4	88	8353	120	1408	177	45	19	9	5	24	279	10248	2.7%	4
2011	37672 A3052	PR	330000	91280 A358	LA Boundary	7.4	4.59	4	58	2944	44	479	38	1	0	1	0	0	40	3565	1.1%	4
2011	37673 A3052	PU	313000	89980 road to Stowford Road	A375 School Street/	1.3	0.8	11	113	7162	59	1254	130	8	6	11	3	20	178	8766	2.0%	4
2011	47630 A3052	PR	320000	90933 C Seaton Road	B 3174 Hollyhead Road	1.9	1.18	4	100	7659	95	1401	247	23	4	5	6	14	299	9554	3.1%	4
2011	48164 A3052	PR	325757	92627 B3161 Coly Road	A358	1.1	0.68	21	39	5154	49	815	88	19	4	4	5	3	123	6180	2.0%	4
2011	57630 A3052	PR	316464	90000 Harcombe Lane	Ea Seaton Road	5.4	3.35	8	71	6190	97	760	204	35	3	11	5	0	258	7376	3.5%	4
2011	78032 A3052	PR	311250	89910 B3176 (mid-junction road to Stowford Road)	Ris	1.5	0.93	6	83	9594	186	1412	147	22	6	3	3	12	193	11468	1.7%	4
2011	78033 A3052	PU	313600	90000 A3754 School Street	Harcombe Lane East	0.7	0.43	9	79	6871	108	843	227	39	4	13	5	0	288	8189	3.5%	4
2011	8622 A3079	PR	244300	100000 A3072 Dunsland Cross	A386 Fowley Cross Lane	20.8	12.92	2	26	1563	42	530	51	39	9	2	8	46	155	2316	6.7%	4
2011	28749 A3121	PR	265000	53525 A379	A38	10.1	6.27	5	37	1636	17	485	48	26	6	1	4	14	99	2274	4.4%	4
2011	18602 A3122	PR	280000	52955 A3122 N - Eastern	A379 Townstall Road	9.6	5.96	4	57	5397	75	1204	130	47	7	10	3	9	206	6939	3.0%	4
2011	38704 A3122	PR	278000	53160 A381 Halwell	A3122 Halwell Cross	0.5	0.31	1	17	1404	10	376	4	0	0	0	0	4	1811	0.2%	4	
2011	48685 A3122	PR	278188	53000 A381 Totnes Cross	A3122 East - West J	0.8	0.49	4	48	3397	55	852	143	40	10	6	1	18	218	4570	4.8%	4
2011	28750 A3123	PR	260000	144090 A361	A399	11.4	7.08	5	21	1600	30	368	78	6	0	3	0	0	87	2106	4.1%	4
2011	70036 A3124	PR	267160	98000 A382 Whiddon Drive	A3072 The Barton	8.8	5.46	0	18	1623	21	573	115	60	28	4	18	134	359	2594	13.8%	4
2011	99852 A3124	PR	254000	116550 A3072	A386	27.5	17.08	1	13	1859	30	535	44	11	8	0	4	8	75	2512	3.0%	4
2011	46326 A35	PR	316400	100730 A373 Dowell Street	Monkton Road/King's	0.7	0.43	6	91	8061	72	1272	88	8	2	5	1	106	9602	1.1%	4	
2011	6972 A358	PR	327500	95000 A3052	A358 spur	5.8	3.6	11	68	5340	147	923	94	10	5	6	5	10	130	6608	2.0%	4
2011	27005 A358	PR	330700	100000 A358 spur	B3167	7.7	4.78	8	87	6487	59	954	142	36	15	5	9	49	256	7843	3.3%	4
2011	74882 A358	PR	329300	97300 A358 main route	A35	0.2	0.12	24	51	2577	61	446	93	20	6	5	2	4	130	3265	4.0%	4
2011	18603 A361	PR	251295	145000 B3230	B3343	4.7	2.92	9	105	4422	156	827	118	16	8	4	10	1	157	5667	2.8%	4
2011	27019 A361	PR	250000	140600 A3123/B3343	A3125	17.5	10.87	9	97	4660	146	1191	141	28	7	11	8	42	237	6331	3.7%	4
2011	81189 A361	PR	255740	132123 A3125	A39	1.5	0.93	1	127	14373	111	2319	206	75	24	29	17	134	485	17415	2.8%	4
2011	28432 A375	PR	315700	100420 A375	A373	0.8	0.49	33	119	10139	113	1690	80	24	5	2	7	14	132	12193	1.1%	4
2011	37061 A375	PR	315370	100000 C Seaton Road	A35	4.5	2.79	48	136	8620	78	1178	93	26	7	8	13	19	166	10178	1.6%	4
2011	56968 A375	PR	314815	95000 A3052 High Street	C Seaton Road	6.6	4.1	6	31	3232	43	522	96	11	2	4	4	1	118	3946	3.0%	4
2011	74883 A375	PR	315250	100240 A35	A375	0.8	0.49	31	206	12259	89	2677	159	57	6	26	13	29	290	15521	1.9%	4
2011	6407 A379	PR	294000	89374 Sannerville Way	Rr Glasshouse Lane	0.9	0.55	222	702	23054	212	4828	523	109	40	45	85	79	881	29677	3.0%	4
2011	16382 A379	PR	292400	88979 Bridge road/Sannerville	A38 Mid Junction	3.5	2.17	29	176	12109	148	2507	293	75	28	25	18	133	572	15512	3.7%	4
2011	26410 A379	PU	294850	90300 A3015 Topsham Road	A3015	0.8	0.49	479	373	26146	121	4671	589	184	53	41	22	137	1026	32337	3.2%	4
2011	27040 A379	PR	296500	80000 High Street, Dawlis	LITTLE WEEK ROAD	13.1	8.13	19	129	6928	76	1075	72	22	6	7	1	4	112	8320	1.3%	4
2011	27044 A379	PR	255000	52029 LA Boundary	Red Lion Hill	2.1	1.3	44	242	7353	82	1402	109	33	36	5	5	18	206	9285	2.2%	4
2011	47049 A379	PR	260000	52070 C Road Red Lion Hill	A3121	7.7	4.78	5	75	4553	74	1082	125	22	16	5	4	26	198	5982	3.3%	4
2011	48112 A379	PR	286988	51582 A3122	SANDQUAY ROAD/	1.6	0.99	22	192	7424	235	1380	182	5	0	8	1	1	197	9428	2.1%	4
2011	56414 A379	PR	296000	91040 A3015	M5 Jct 30	2.1	1.3	8	253	22081	68	3325	551	113	77	45	119	96	1001	26728	3.7%	4
2011	57043 A379	PR	280000	42790 C Fore Street	A3122 Townstall Road	23.1	14.35	14	38	2883	51	555	50	23	4	1	0	0	78	3605	2.2%	4
2011	73393 A379	PR	293400	71290 LA Boundary	Ness Drive, Shaldon	2.5	1.55	13	120	7428	106	1293	41	7	1	9	0	0	58	9005	0.6%	4
2011	77996 A379	PU	294400	89750 Glasshouse Lane	A3015 Topsham Road	0.5	0.31	246	780	25589	235	5358	580	120	44	49	95	87	975	32937	3.0%	4
2011	78047 A379	PR	293140	72250 Ness Drive	A381	1.8	1.11	12	117	8819	59	1422	59	12	2	2	1	2	78	10495	0.7%	4
2011	78049 A379	PU	294100	73070 A381	New Rd	2.5	1.55	20	158	9536	141	1827	82	18	3	4	2	1	110	11772	0.9%	4
2011	81066 A379	PR	265210	51710 A3121	A381	12.2	7.58	15	82	5700	57	1226	170	29	5	6	4	22	236	7301	3.2%	4
2011	81068 A379	PR	271280	45870 A381	A381	1.6	0.99	4	90	6023	38	1531	127	43	31	3	1	21	226	7908	2.9%	4
2011	81069 A379	PR	273260	44490 A381	A381	2.4	1.49	20	76	7207	69	1284	94	42	4	1	11	14	166	8802	1.9%	4
2011	99848 A379	PR	295000	74350 New Rd, Teignmouth	LITTLE WEEK ROAD	5.7	3.54	22	113	9757	136	1445	82	24	2	5	5	3	121	11572	1.0%	4
2011	57431 A38	PR	307124	115000 M5	LA Boundary	7.2	4.47	32	118	5297	114	1264	145	217	170	12	19	84	647	7440	8.7%	4
2011	7016 A381	PR	290000	73340 A380/A383	Broadmeadow Lane,	5.1	3.16	32	110	10460	113	1847	145	62	6	9	3	71	296	12826	2.3%	4
2011	7018 A381	PR	272000	43828 A381 (other branch)	A379	2.1	1.3	5	54	4705	81											

2011	28353	A381	PR	283530	65000	A385	East St	7.9	4.9	5	80	5634	62	1157	92	50	16	5	2	11	176	7109	2.5%	4
2011	28748	A381	PR	274000	47250	A379	C Road Field Study I	2.9	1.8	1	20	3153	54	962	150	82	24	12	11	24	303	4492	6.7%	4
2011	37074	A381	PR	279800	60500	C Plymouth Road	A385 Ashburton Roa	0.5	0.31	17	151	8566	146	1675	181	60	14	7	7	45	314	10852	2.9%	4
2011	47053	A381	PR	276100	50000	C Road Field Study	A3122 Totnes Cross	6.7	4.16	1	55	4122	52	1008	140	54	25	8	10	20	257	5494	4.7%	4
2011	57075	A381	PR	270890	40000	B3204	A381 split	7.8	4.84	5	71	5423	54	1120	82	40	3	6	1	4	136	6804	2.0%	4
2011	78016	A381	PU	285500	71000	Ogwell Rd	A382	1.3	0.8	39	237	13416	114	2378	175	54	15	4	0	19	267	16412	1.6%	4
2011	78048	A381	PU	293000	72950	Broadmeadow Lane	A379	0.3	0.18	35	122	11610	125	2051	162	69	7	10	3	80	331	14239	2.3%	4
2011	81067	A381	PR	270900	44700	A381 (other branch	A379	2.7	1.67	2	35	2782	26	861	174	57	18	6	12	22	289	3993	7.2%	4
2011	7019	A382	PR	280000	80900	B3344	B3212	10.8	6.71	10	16	2595	49	695	58	7	0	3	3	23	94	3449	2.7%	4
2011	37076	A382	PR	282456	76000	A38	B3344	3.6	2.23	11	173	8949	56	1642	156	38	6	7	2	37	246	11066	2.2%	4
2011	47938	A382	PU	285600	71600	A381	A383	0.8	0.49	34	174	14482	278	2898	159	55	28	9	5	44	300	18132	1.7%	4
2011	57049	A382	PR	270000	90220	B3212 Cross Street	A3124 Whiddon Dow	10.6	6.58	0	16	2690	34	825	88	27	5	6	1	17	144	3709	3.9%	4
2011	70038	A382	PR	269370	92670	A3124	A30	0.6	0.37	16	56	4463	49	1197	150	55	11	4	18	87	325	6090	5.3%	4
2011	99564	A382	PR	285000	72847	A383	A38	4.4	2.73	19	244	14824	124	1970	248	35	7	19	16	24	349	17511	2.0%	4
2011	7020	A383	PR	280000	71950	A38(T)	Chercombe Bridge F	5.9	3.66	12	86	6225	70	1314	149	51	35	5	8	31	279	7974	3.5%	4
2011	74876	A383	PU	285560	71900	A383 Ashburton Rc	A383 Jetty Marsh Rc	0.2	0.12	99	205	14433	192	2780	150	53	11	16	13	38	281	17891	1.6%	4
2011	78018	A383	PU	284500	71680	Chercombe Bridge	A382	1.8	1.11	22	80	9047	55	1742	118	47	13	6	6	33	223	11147	2.0%	4
2011	78019	A383	PR	287800	73090	Longford Lane	A380/A381	0.3	0.18	49	139	12456	115	2084	116	35	9	16	18	59	253	15047	1.7%	4
2011	99565	A383	PU	287500	73030	A383	Longford Lane	3.2	1.98	48	138	12332	114	2063	115	35	9	16	17	58	250	14897	1.7%	4
2011	27051	A384	PR	275000	66000	A38(T)	C road to Staverton	4.1	2.54	11	83	7323	106	1265	210	84	38	9	14	63	418	9195	4.5%	4
2011	47055	A384	PR	278000	63160	C road to Staverton	A385	2.8	1.73	13	91	7003	119	1065	153	42	7	4	7	34	247	8525	2.9%	4
2011	99104	A390	PR	245900	73057	LA Boundary	B3362	6.2	3.85	8	168	6466	92	955	113	58	9	5	5	33	223	7904	2.8%	4
2011	17004	A396	PR	295000	120560	B3227	B3227	3	1.86	6	33	1693	15	377	48	18	1	2	0	2	71	2189	3.2%	4
2011	28525	A396	PR	293540	125000	B3227	LA Boundary	6.9	4.28	2	7	1230	8	305	41	15	10	0	1	2	69	1619	4.3%	4
2011	38110	A396	PR	295000	115145	A361(T)	B3227	8.3	5.15	18	76	4165	33	934	117	29	3	4	4	15	172	5380	3.2%	4
2011	38705	A399	PR	270000	130425	A361(T)	A39	19	11.8	3	15	2803	28	490	72	41	6	8	2	12	141	3477	4.1%	4
2011	47079	A399	PR	260000	145300	A3123 Long Lane	B3230 New Barnstap	11.6	7.2	17	12	1456	43	336	28	4	0	0	0	0	32	1879	1.7%	4
2011	58309	A399	PR	264000	144123	A39 Blackmoor Ga	A3123 Long Lane	4	2.48	5	16	3106	51	453	79	7	2	7	0	2	97	3723	2.6%	4
2011	7586	A3072	PR	270000	101720	A3124 The Barton	A377 Copplestone	11	6.83	4	34	1977	26	627	94	68	11	4	10	86	273	2937	9.3%	5
2011	17555	A3072	PR	250000	103740	C Road nr Beara C	A386	7.9	4.9	4	35	1494	6	339	92	23	12	9	12	8	156	2030	7.7%	5
2011	27640	A3072	PR	285000	101320	A377	A377 Copplestone	3.1	1.92	4	32	2001	20	608	83	41	9	4	8	24	169	2830	6.0%	5
2011	27641	A3072	PR	240000	103821	A388	A3079 Dunsland Crc	6.7	4.16	1	38	3202	31	1119	91	97	26	12	16	67	309	4699	6.6%	5
2011	37683	A3072	PR	286800	103000	C Road nr Bradley	C Road Coffintree Hi	3.1	1.92	13	16	1905	32	482	85	17	15	3	3	27	150	2585	5.8%	5
2011	37684	A3072	PR	257730	100000	A386 Lamerton Crc	A3124 Culm Cross	8.7	5.4	2	6	724	5	140	46	22	10	8	15	16	117	992	11.8%	5
2011	37685	A3072	PR	230000	105250	LA Boundary	A388 North Road	6.5	4.03	1	57	3520	52	906	105	47	20	2	6	39	219	4754	4.6%	5
2011	47642	A3072	PR	290000	105300	C Road Coffintree	A396 Exeter Road	7.9	4.9	1	35	1466	6	386	57	13	11	4	17	10	112	2005	5.6%	5
2011	47643	A3072	PR	245000	104420	A3079 Dunsland C	C Road Nr Beara Co	6.7	4.16	2	15	1050	10	477	43	38	11	4	5	14	115	1667	6.9%	5
2011	70037	A3072	PR	265000	100530	A3124 Culm Cross	A3124 The Barton	2.6	1.61	4	27	1889	20	628	135	151	22	8	15	133	464	3028	15.3%	5
2011	77945	A3125	PU	254150	131500	A39 Roundswell	Old Bideford Rd	0.6	0.37	397	266	17556	373	3018	134	41	17	10	1	25	228	21441	1.1%	5
2011	81187	A3125	PU	256015	133005	A361 (Sticklepath F	A39	1.1	0.68	72	182	14328	724	2484	94	37	7	4	0	12	154	17872	0.9%	5
2011	99838	A3125	PU	255000	132570	Old Bideford Rd	A361	2.1	1.3	437	292	19292	409	3317	147	45	18	11	1	27	249	23559	1.1%	5
2011	48094	A3126	PU	295000	113072	A396	Park Hill	1.6	0.99	74	148	10770	114	2751	233	55	19	22	6	25	360	14143	2.5%	5
2011	78052	A3126	PR	295350	113500	Park Hill	A361	0.5	0.31	67	135	9800	104	2503	212	50	17	20	6	23	328	12870	2.5%	5
2011	47039	A373	PR	310000	103300	M5 Jct 28	A35 Honiton High St	16.8	10.43	2	62	2568	45	630	71	42	4	1	5	6	129	3434	3.8%	5
2011	99834	A375	PU	313000	89620	Sidmouth	A3052	2.7	1.67	45	81	6170	78	1266	46	17	2	1	2	1	69	7664	0.9%	5
2011	47048	A379	PR	290000	53450	Ferry	B3205 Slappers Hill	3.2	1.98	4	73	1464	7	369	22	0	0	0	0	0	22	1935	1.1%	5
2011	73386	A379	PR	290304	53706	B3205	LA Boundary	0.1	0.06	12	82	3606	18	532	41	14	0	0	1	2	58	4296	1.4%	5
2011	7029	A388	PR	240000	112600	A3072	B3227	15.5	9.63	1	16	1909	36	711	108	54	20	9	5	36	232	2904	8.0%	5
2011	7587	A388	PR	234355	103600	A3072	A3072	0.8	0.49	0	36	5203	34	1054	84	60	15	9	4	42	214	6541	3.3%	5
2011	27059	A388	PR	244970	120000	B3227	A386	10.7	6.64	1	30	2064	19	508	57	28	15	1	3	26	130	2751	4.7%	5
2011	37084	A388	PR	235480	100000	LA Boundary	A3072	17.8	11.06	0	18	2174	22	580	72	29	17	7	6	45	176	2970	5.9%	5
2011	74877	A388	PR	236810	85200	A388 spur	A30	1.1	0.68	7	54	2327	28	496	50	37	11	2	4	24	128	3033	4.2%	5
2011	74878	A388	PR	236500	85030	A30	A388	0.1	0.06	0	5	932	5	221	34	26	11	4	4	29	108	1271	8.5%	5
2011	99087	A388	PR	236000	84848	LA Boundary	A388 spur	1.1	0.68	10	52	1986	23	295	41	23	5	0	4	4	77	2433	3.2%	5
2011	7041	A396	PR	295000	110703	A3072	Ashley Rise, Tiverton	5.2	3.23	27	77	6364	99	1134	117	27	21	2	2	37	206	7880	2.6%	5
2011	37098	A396	PR	294818	100000	Stoke Hill	A3072	11.1	6.89	26	78	5010	89	777	42	21	6	1	1	8	79	6033	1.3%	5
2011	56731	A396	PR	292476	96173	A377	Stoke Hill	4.4	2.73	20	90	3804	90	678	60	33	10	5	2	5	115	4777	2.4%	5
2011	78050	A396	PU	295290	112000	Ashley Rise	A3126	0.4	0.24	47	81	8171	139	1141	132	62	20	3	4	52	273	9805	2.8%	5
2011	78051	A396	PR	298880	113500	Lowman Way	A361	0.4	0.24	118	160	17373	97	2583	229	82	31	45	44	36	467	20680	2.3%	5
2011	99851	A396	PU	296340	112700	A3126	Lowman Way	2.2	1.36	111	151	16389	91	2437	216	77	29	43	42	34	441	19509	2.3%	5

Road	RoadCategory	StartJunction	EndJunction	LinkLength_km	AllMotorVehicles	%HGV	mc	flow	proportion
A361	PR	A396	M5	8.3	23436	7.0%	3	561.3818182	
A361	PR	B3227	A396 Bolham Road	25.2	11214	10.1%	3	815.5636364	
A361	PR	A39(T)	A399	13.4	13863	6.0%	3	536.1160173	
A361	PR	A3126 Bolham Road	A396	2	19439	5.9%	3	112.2020202	
A361	PR	A39	A377	0.8	24413	3.5%	3	56.36479076	
A361	PR	A399	B3227	5.5	14281	6.2%	3	226.6825397	
A361	PR	A377	A361	1.5	15222	4.6%	3	65.8961039	
A376	PR	B3179	A3052	2.3	22757	2.4%	3	151.0565657	
A376	PR	Summer Lane	B3179	6.1	16115	1.9%	3	283.6984127	
A376	PR	M5 Jct 30	M5	0.7	40404	4.0%	3	81.62424242	
A376	PU	B3178 Imperial Road	Summer Lane	2.6	17285	1.9%	3	129.6998557	
A377	PR	A3072	B3220	3.2	5492	3.7%	3	50.71976912	
A377	PU	A3015 Western Way	B3183 New North Road	2.1	12215	3.7%	3	74.03030303	
A377	PU	B3123	A3015 Nr Frog St	1.7	22067	3.2%	3	108.2652237	
A377	PR	A30	/B3123	0.6	21791	3.2%	3	37.73333333	
A377	PR	C Road (Station Road/West Town Road	A3072	5	11239	3.2%	3	162.1789322	
A377	PR	A396 Stoke Road/Cowley Bridge Road Rndbt	C Road (Station Road/West Town Road	4.3	13830	3.3%	3	171.6277056	
A377	PR	B3226 Fortescue Cross	B3227 Nr Umberleigh	11.8	1710	3.2%	3	58.23376623	
A377	PR	A3072 Mill Street	A3072 Copplestone	7.6	8514	4.1%	3	186.7428571	
A377	PU	B3183 New North Road	A396	1.2	13423	2.6%	3	46.48658009	
A377	PR	B3220	B3226 Fortescue Cross	17.2	2636	4.2%	3	130.849062	
A377	PR	B3226 Fortescue Cross	A39(T)	10.3	4710	3.3%	3	140.008658	
A380	PR	A381/A383	B3195	2.3	29362	3.6%	3	194.8992785	
A380	PU	Aller Brake Rd	A381	0.9	31822	3.8%	3	82.65454545	
A380	PR	B3195	B3192	5.9	29104	3.4%	3	495.5659452	
A380	PR	A381	A381/A383	2.5	34064	2.9%	3	245.7720058	
A380	PR	C road to Colleywell Bottom	A380 split at Telegraph Hill	3.1	29104	3.4%	3	260.3821068	
A380	PR	A380 merge	A38	1.3	16366	3.2%	3	61.4020202	
A380	PR	Telegraph Hill	A38	0.5	17595	3.2%	3	25.38961039	
A380	PR	LA Boundary	Preston Down Rd	1	26448	1.6%	3	76.32900433	
A380	PR	LA Boundary	Aller Brake Rd	3.6	30179	3.5%	3	313.5480519	
A380	PR	Preston Down Rd	LA Boundary	0.3	30886	1.7%	3	26.74112554	
A380	PR	B3192	C road to Colleywell Bottom	2	29104	3.4%	3	167.988456	
A385	PR	A381	A381	1	19827	4.1%	3	57.22077922	
A385	PR	A384	A381	1.8	13078	3.8%	3	67.93766234	
A385	PR	A381	C road towards Aish	2.9	16520	2.4%	3	138.2626263	
A385	PR	A385 split	A384	7.2	6175	5.0%	3	128.3116883	
A385	PR	C-road towards Aish	LA Boundary	1.2	11864	3.2%	3	41.08744589	
A385	TR	A38	A385 main route	0.3	3147	4.5%	3	2.724675325	
A385	PR	A38	A385 spur	0.6	4615	5.8%	3	7.991341991	
A386	PR	C Road HATHERLEIGH ROAD	A3072 Lamerton Cross	2.9	3489	6.8%	3	29.2008658	

A386	PR	B3357	C road to Lydford	12	6113	4.3%	3	211.7056277
A386	PR	C road to Lydford	Station Rd	1.4	5197	5.1%	3	20.9979798
A386	PR	Old Barnstaple Rd	A39	2.1	8594	0.6%	3	52.08484848
A386	PR	A3079	C Road HATHERLEIGH ROAD	3.3	2420	12.1%	3	23.04761905
A386	PR	Tamerton Rd roundabout	B3212 roundabout	6.1	13994	2.7%	3	246.3590188
A386	PR	A3072 Lamerton Cross	A3072 Hatherleigh Rndbt	6.5	3869	6.2%	3	72.57864358
A386	PR	B3227	A388	8.2	4577	4.0%	3	108.3157287
A386	PR	B3212 Dousland Road	A390	8.5	13017	3.4%	3	319.3203463
A386	PR	A390	B3362	0.1	13496	2.0%	3	3.894949495
A386	PR	A39(T)	Ferry	3.5	3979	0.5%	3	40.19191919
A386	PR	A3072	A3124	19.5	2779	5.8%	3	156.3939394
A386	PR	A30 slip	A3079	2.7	3907	14.0%	3	30.44415584
A386	PR	A388	Ford Rise, Bideford	2.5	8761	2.8%	3	63.21067821
A386	PU	A390	B3357	1.4	12831	3.0%	3	51.84242424
A386	PR	A3124	B3227	1	5822	4.0%	3	16.8023088
A386	PR	Station Rd	A30 slip roads mid-junction	5.5	4552	6.5%	3	72.25396825
A386	PR	A30 slip roads mid-junction	A30 slip	0.6	8184	6.9%	3	14.17142857
A386	PU	Ford Rise	A386 The Quay	0.7	9723	2.7%	3	19.64242424
A386	PU	A386 The Quay	Old Barnstaple Rd	0.6	9541	0.7%	3	16.52121212
A386	PU	LA Boundary	Tamerton Rd roundabout	0.4	15535	2.7%	3	17.93362193
A386	PU	A386 split	A39	1.8	18322	3.1%	3	95.17922078
A39	PR	Westaway Plain	B3230	0.8	8261	1.2%	3	19.07301587
A39	PR	LA Boundary	Clovelly Rd roundabout	21.2	6960	3.7%	3	425.8354978
A39	PU	Alexandra Road	Whiddon Drive	1.7	18044	1.4%	3	88.52756133
A39	PR	Clovelly Rd roundabout	A386	3.8	12954	3.0%	3	142.0640693
A39	PR	B3230	A399	14.7	1595	3.4%	3	67.66666667
A39	PR	A399	B3223	14.2	3486	0.9%	3	142.8606061
A39	PR	B3223	B3234	3.8	546	1.1%	3	5.987878788
A39	PR	A386	B3232	9	18566	3.3%	3	482.2337662
A39	PR	A386	A386	1.4	18573	3.9%	3	75.04242424
A39	PR	B3234	LA Boundary	7.7	1475	0.9%	3	32.77777778
A39	PR	Whiddon Drive	A361	0.3	16419	1.4%	3	14.21558442
A39	PU	A361	Westaway Plain	1.4	9169	1.2%	3	37.04646465
A39	PU	A39 Pilton Causeway	A3125	1	10486	2.0%	3	30.26262626
A39	PR	A39	A361	2.4	25953	2.4%	3	179.761039
MC 3				(length tot is 310.9 !!)	346.5	13769.80263		10006.81847
A30	PR	A303	A358 Furnham Road	6.1	2020	6.3%	4	27.71479982
A3015	PR	Moor Lane roundabout	M5 Jct 29	0.6	20115	1.1%	4	27.14574899
A3015	PU	A377 Frog Street	A379	3.9	25119	1.1%	4	220.3421053
A3015	PU	A379	Moor Lane roundabout	2.7	22102	1.1%	4	134.2226721

A3052	PR	A376 Exmouth Road	B3180	7.8	11882	6.2%	4	208.4561404
A3052	PR	B3174 Hollyhead Road	B3161 Coly Road	5.6	7955	1.6%	4	100.1979307
A3052	PR	B3178 Exmouth Road	B3176 / C	3.1	13650	2.2%	4	95.1754386
A3052	PR	B3180	B3178 Exmouth Road	3.5	10248	2.7%	4	80.67476383
A3052	PR	A358	LA Boundary	7.4	3565	1.1%	4	59.33648223
A3052	PU	road to Stowfrod Rise	A375 School Street/Sidford Road	1.3	8766	2.0%	4	25.63157895
A3052	PR	C Seaton Road	B 3174 Hollyhead Road	1.9	9554	3.1%	4	40.82905983
A3052	PR	B3161 Coly Road	A358	1.1	6180	2.0%	4	15.29014845
A3052	PR	Harcombe Lane East, Sidmouth	Seaton Road	5.4	7376	3.5%	4	89.58704453
A3052	PR	B3176 (mid-junction)	road to Stowford Rise	1.5	11468	1.7%	4	38.69095816
A3052	PU	A3754 School Street/Sidford Road	Harcombe Lane East	0.7	8189	3.5%	4	12.89316239
A3079	PR	A3072 Dunsland Cross	A386 Fowley Cross Rndbt	20.8	2316	6.7%	4	108.3508772
A3121	PR	A379	A38	10.1	2274	4.4%	4	51.6585695
A3122	PR	A3122 N - Eastern Spur of North South triangle	A379 Townstall Road	9.6	6939	3.0%	4	149.8299595
A3122	PR	A381 Halwell	A3122 Halwell Cross	0.5	1811	0.2%	4	2.036662168
A3122	PR	A381 Totnes Cross	A3122 East - West Jct	0.8	4570	4.8%	4	8.223121907
A3123	PR	A361	A399	11.4	2106	4.1%	4	54
A3124	PR	A382 Whiddon Down	A3072 The Barton	8.8	2594	13.8%	4	51.34322987
A3124	PR	A3072	A386	27.5	2512	3.0%	4	155.3756185
A35	PR	A373 Dowell Street	Monkton Road/King's Road jct	0.7	9602	1.1%	4	15.11785875
A358	PR	A3052	A358 spur	5.8	6608	2.0%	4	86.20422852
A358	PR	A358 spur	B3167	7.7	7843	3.3%	4	135.8324336
A358	PR	A358 main route	A35	0.2	3265	4.0%	4	1.468735942
A361	PR	B3230	B3343	4.7	5667	2.8%	4	59.90755735
A361	PR	A3123/B3343	A3125	17.5	6331	3.7%	4	249.1959064
A361	PR	A3125	A39	1.5	17415	2.8%	4	58.75506073
A375	PR	A375	A373	0.8	12193	1.1%	4	21.9397211
A375	PR	C Seaton Road	A35	4.5	10178	1.6%	4	103.0161943
A375	PR	A3052 High Street	C Seaton Road	6.6	3946	3.0%	4	58.57759784
A375	PR	A35	A375	0.8	15521	1.9%	4	27.92802519
A379	PR	Sannerville Way Rndbt	Glasshouse Lane	0.9	29677	3.0%	4	60.07489879
A379	PR	Bridge road/Sannerville Way Rndbt	A38 Mid Junction	3.5	15512	3.7%	4	122.11426
A379	PU	A3015 Topsham Road	A3015	0.8	32337	3.2%	4	58.18623482
A379	PR	High Street, Dawlish	LITTLE WEEK ROAD	13.1	8320	1.3%	4	245.1461988
A379	PR	LA Boundary	Red Lion Hill	2.1	9285	2.2%	4	43.8562753
A379	PR	C Road Red Lion Hill	A3121	7.7	5982	3.3%	4	103.6018893
A379	PR	A3122	SANDQUAY ROAD/Ferry	1.6	9428	2.1%	4	33.92892488
A379	PR	A3015	M5 Jct 30	2.1	26728	3.7%	4	126.245614
A379	PR	C Fore Street	A3122 Townstal Road	23.1	3605	2.2%	4	187.3043185
A379	PR	LA Boundary	Ness Drive, Shaldon	2.5	9005	0.6%	4	50.63540261
A379	PU	Glasshouse Lane	A3015 Topsham Road	0.5	32937	3.0%	4	37.04116059
A379	PR	Ness Drive	A381	1.8	10495	0.7%	4	42.48987854

A379	PU	A381	New Rd	2.5	11772	0.9%	4	66.19433198
A379	PR	A3121	A381	12.2	7301	3.2%	4	200.3423302
A379	PR	A381	A381	1.6	7908	2.9%	4	28.45883941
A379	PR	A381	A381	2.4	8802	1.9%	4	47.51417004
A379	PR	New Rd, Teignmouth	LITTLE WEEK ROAD	5.7	11572	1.0%	4	148.3589744
A38	PR	M5	LA Boundary	7.2	7440	8.7%	4	120.48583
A381	PR	A380/A383	Broadmeadow Lane, Teignmouth	5.1	12826	2.3%	4	147.1268556
A381	PR	A381 (other branch)	A379	2.1	5808	1.3%	4	27.43319838
A381	PU	A382	Forde Park	1.3	16425	2.2%	4	48.02631579
A381	PR	A3122 Totnes Cross	C Plymouth Road	0.9	6974	4.3%	4	14.11740891
A381	PR	East St	Ogwell Rd	3.5	13304	1.8%	4	104.7323437
A381	PR	A3122	Plymouth Road	8.8	10852	2.9%	4	214.794422
A381	PU	Forde Park	A380	0.5	40418	1.8%	4	45.45434098
A381	PR	A385	East St	7.9	7109	2.5%	4	126.3182636
A381	PR	A379	C Road Field Study Centre	2.9	4492	6.7%	4	29.30004498
A381	PR	C Plymouth Road	A385 Ashburton Road	0.5	10852	2.9%	4	12.20422852
A381	PR	C Road Field Study Centre	A3122 Totnes Cross	6.7	5494	4.7%	4	82.79307242
A381	PR	B3204	A381 split	7.8	6804	2.0%	4	119.3684211
A381	PU	Ogwell Rd	A382	1.3	16412	1.6%	4	47.98830409
A381	PU	Broadmeadow Lane	A379	0.3	14239	2.3%	4	9.607962213
A381	PR	A381 (other branch)	A379	2.7	3993	7.2%	4	24.24898785
A382	PR	B3344	B3212	10.8	3449	2.7%	4	83.78137652
A382	PR	A38	B3344	3.6	11066	2.2%	4	89.60323887
A382	PU	A381	A383	0.8	18132	1.7%	4	32.62618084
A382	PR	B3212 Cross Street/New Street	A3124 Whiddon Down	10.6	3709	3.9%	4	88.42869996
A382	PR	A3124	A30	0.6	6090	5.3%	4	8.218623482
A382	PR	A383	A38	4.4	17511	2.0%	4	173.2982456
A383	PR	A38(T)	Chercombe Bridge Rd, Newton Abbot	5.9	7974	3.5%	4	105.8178138
A383	PU	A383 Ashburton Road	A383 Jetty Marsh Road	0.2	17891	1.6%	4	8.048133153
A383	PU	Chercombe Bridge Rd	A382	1.8	11147	2.0%	4	45.12955466
A383	PR	Longford Lane	A380/A381	0.3	15047	1.7%	4	10.15317139
A383	PU	A383	Longford Lane	3.2	14897	1.7%	4	107.2208727
A384	PR	A38(T)	C road to Staverton	4.1	9195	4.5%	4	84.79419703
A384	PR	C road to Staverton	A385	2.8	8525	2.9%	4	53.68870895
A390	PR	LA Boundary	B3362	6.2	7904	2.8%	4	110.2222222
A396	PR	B3227	B3227	3	2189	3.2%	4	14.7705803
A396	PR	B3227	LA Boundary	6.9	1619	4.3%	4	25.12618084
A396	PR	A361(T)	B3227	8.3	5380	3.2%	4	100.4363473
A399	PR	A361(T)	A39	19	3477	4.1%	4	148.5897436
A399	PR	A3123 Long Lane	B3230 New Barnstaple Road	11.6	1879	1.7%	4	49.02474134
A399	PR	A39 Blackmoor Gate	A3123 Long Lane	4	3723	2.6%	4	33.49527665

MC 4		(length tot is 452.1km)	444.6	10193.0	6722.917004	
A3072 PR	A3124 The Barton	A377 Copplestone	11	2937	9.3%	5
A3072 PR	C Road nr Beara Court	A386	7.9	2030	7.7%	5
A3072 PR	A377	A377 Copplestone	3.1	2830	6.0%	5
A3072 PR	A388	A3079 Dunsland Cross	6.7	4699	6.6%	5
A3072 PR	C Road nr Bradley Farm	C Road Coffintree Hill	3.1	2585	5.8%	5
A3072 PR	A386 Lamerton Cross	A3124 Culm Cross	8.7	992	11.8%	5
A3072 PR	LA Boundary	A388 North Road	6.5	4754	4.6%	5
A3072 PR	C Road Coffintree Hill	A396 Exeter Road	7.9	2005	5.6%	5
A3072 PR	A3079 Dunsland Cross	C Road Nr Beara Court	6.7	1667	6.9%	5
A3072 PR	A3124 Culm Cross	A3124 The Barton	2.6	3028	15.3%	5
A3125 PU	A39 Roundswell	Old Bideford Rd	0.6	21441	1.1%	5
A3125 PU	A361 (Sticklepath Roundabout)	A39	1.1	17872	0.9%	5
A3125 PU	Old Bideford Rd	A361	2.1	23559	1.1%	5
A3126 PU	A396	Park Hill	1.6	14143	2.5%	5
A3126 PR	Park Hill	A361	0.5	12870	2.5%	5
A373 PR	M5 Jct 28	A35 Honiton High Street	16.8	3434	3.8%	5
A375 PU	Sidmouth	A3052	2.7	7664	0.9%	5
A379 PR	Ferry	B3205 Slappers Hill	3.2	1935	1.1%	5
A379 PR	B3205	LA Boundary	0.1	4296	1.4%	5
A388 PR	A3072	B3227	15.5	2904	8.0%	5
A388 PR	A3072	A3072	0.8	6541	3.3%	5
A388 PR	B3227	A386	10.7	2751	4.7%	5
A388 PR	LA Boundary	A3072	17.8	2970	5.9%	5
A388 PR	A388 spur	A30	1.1	3033	4.2%	5
A388 PR	A30	A388	0.1	1271	8.5%	5
A388 PR	LA Boundary	A388 spur	1.1	2433	3.2%	5
A396 PR	A3072	Ashley Rise, Tiverton	5.2	7880	2.6%	5
A396 PR	Stoke Hill	A3072	11.1	6033	1.3%	5
A396 PR	A377	Stoke Hill	4.4	4777	2.4%	5
A396 PU	Ashley Rise	A3126	0.4	9805	2.8%	5
A396 PR	Lowman Way	A361	0.4	20680	2.3%	5
A396 PU	A3126	Lowman Way	2.2	19509	2.3%	5
MC 5		(length tot is 793.4)	163.7	7041.5		

from	to	metres	flow	proprn flow network	year	site		
Lyme St	A35	2.42	7400	66.7636	2008	6268	5	coverage of network
A35	county boundary (S)	4.04	5188	78.1401	2011	6121	5	
A35	county boundary (n)	4.36	2420	39.33639	2008	6374	5	
A3052	Seaton	3.1	5500	63.56485	2012	7388	5	
A3052	Colyford	1.6	2960	17.65649	2010	6985	5	
A3052 Bowd	Sidmouth	3.1	3336	38.55497	2010	6987	5	
A302 Newton p	Brick Cross	4.62	4265	73.46046	2010	7179	5	
Brick Cross	Budleigh Salterton	3.51	4500	58.88603	2011	6266	5	
B3178 Knowle	B3178 Knowle	2.62	5200	50.79223	2011	7315	5	
Budleigh	Knowle	2.7	4700	47.31014	2008	6265	5	
A376	Fou Firs	5.7	6251	132.8364	2006	6035	5	
A376	Topsham	1.93	9570	68.85919	2011	7309	5	
Topsham	Countess Wear	2.55	16500	156.8616	2012	907172	5	
osm	a30	3.58	4987	66.56027	2010	6989	5	
A30	A3052	5.34	4333	86.26261	2007	6242	5	
A30	Clyst Hon	7.94	4140	122.5501	2006	6051	5	Note Cat 6 at time of survey
A30	Airport	1.47	2897	15.87664	2004	3063	5	
Bclyst	Killerton	2.74	5558	56.7756	2010	6981	5	
Killerton	Cullompton	8.58	3593	114.931	2009	5037	5	
Osm	old A30	3.56	2655	35.23767	2010	7198	5	
Hemyock	Culmstock	3.62	1570	21.18853	2007	6309	5	
Culmstock	A38	3.64	1766	23.9654	2010	6016	5	
Uffculme	Willand	2.67	3368	33.52556	2009	6996	5	
Willand	Cullompton	4.08	5719	86.99072	2009	6751	5	
Bampton	somerset boundary	8.12	1420	42.98699	2012	1416	5	
Bampton	Black Cat	2.88	593	6.367073	2010	6966	5	
Tiverton	Witleigh	4.06	2332	35.29777	2010	6967	5	
A3124 The Bart	A377 Copplestone	11	2937	120.4451			5	
C Road nr Bearz	A386	7.9	2030	59.78824			5	
A377	A377 Copplestone	3.1	2830	32.70701			5	
A388	A3079 Dunsland Cross	6.7	4699	117.3743			5	
C Road nr Bradl	C Road Coffintree Hill	3.1	2585	29.87548			5	
A386 Lamerton	A3124 Culm Cross	8.7	992	32.17537			5	
LA Boundary	A388 North Road	6.5	4754	115.2034			5	
C Road Coffintre	A396 Exeter Road	7.9	2005	59.05193			5	
A3079 Dunsland	C Road Nr Beara Court	6.7	1667	41.63926			5	
A3124 Culm Crc	A3124 The Barton	2.6	3028	29.35093			5	
A39 Roundswell	Old Bideford Rd	0.6	21441	47.96108			5	
A361 (Sticklepat	A39	1.1	17872	73.29232			5	
Old Bideford Rd	A361	2.1	23559	184.4458			5	
A396	Park Hill	1.6	14143	84.36342			5	
Park Hill	A361	0.5	12870	23.99061			5	
M5 Jct 28	A35 Honiton High Street	16.8	3434	215.0811			5	
Sidmouth	A3052	2.7	7664	77.14573			5	
Ferry	B3205 Slappers Hill	3.2	1935	23.08467			5	
B3205	LA Boundary	0.1	4296	1.601611			5	
A3072	B3227	15.5	2904	167.8112			5	
A3072	A3072	0.8	6541	19.50863			5	
B3227	A386	10.7	2751	109.7405			5	
LA Boundary	A3072	17.8	2970	197.092			5	
A388 spur	A30	1.1	3033	12.43821			5	
A30	A388	0.1	1271	0.473847			5	
LA Boundary	A388 spur	1.1	2433	9.977631			5	
A3072	Ashley Rise, Tiverton	5.2	7880	152.7644			5	
Stoke Hill	A3072	11.1	6033	249.66			5	
A377	Stoke Hill	4.4	4777	78.36111			5	
Ashley Rise	A3126	0.4	9805	14.62178			5	
Lowman Way	A361	0.4	20680	30.83921			5	
A3126	Lowman Way	2.2	19509	160.0112			5	
		268.23	5899.136	4213.415				

from	to	metres	flow	proportionate flow	year	site		
A3052	Seaton Down Hill	1780	3175	42.51806	2012	7344	6	coverage of network
A3052	A375 Putts Corner	6940	2512	131.1562	2009	6641	6	
A3052 Stafford	Colyton	4420	1077	35.81357	2003	2869	6	
A3052 Stevenbs	Sidmouth (Sid Rd)	2330	2665	46.71569	2008	6343	6	
A3052	Woolbrook Road	1640	5450	67.24345	2010	7201	6	
	Dinan Way	2820	6934	147.1101	2012	5058	6	
	Littleham Road	1650	6300	78.20494	2010	6564	6	
	Pound lane	920	5540	38.34487	2010	7094	6	
	Hulham Road	3500	7356	193.6955	2008	6629	6	
OSM	Chineway Road	5050	2519	95.70381	2010	7099	6	
OSM	Bowd a3052	6640	2389	119.3422	2009	3177	6	
B3180	West Hill	1550	2224	25.9344	2006	6170	6	
Old A30	Broadclyst	2540	3487	66.63392	2003	2892	6	
Old A30 North tp	Clyst Hydon	7570	610	34.74045	2010	7101	6	
Feniton	A373	5250	868	34.28378	2011	7317	6	
County Boundar	Luppitt turn (thru smeatharpe)	6450	1034	50.17529	2011	6582	6	
Limers X	Dunkeswell	3600	1830	49.56365	2004	3081	6	
Honiton	Limer s X	4520	3181	108.1712	2009	6888	6	
Hemyock	County Bdy	3640	2296	62.87571	2006	6124	6	
Uffculme	Culmstock	4160	1668	52.20343	2009	6750	6	
Bampton	north of morebath	5560	734	30.70298	2007	6370	6	
Willand	Halberton	2970	3176	70.96539	2011	7211	6	
Sampford Pever	Tiverton	8550	5160	331.9139	2007	6392	6	
Cullompton	Tiverton	7310	1913	105.2064	2011	7325	6	
A396	Stockwell Cross (Silverton)	2900	1918	41.84622	2007	6235	6	
A396 Stoke Can	Pinhoe	4330	349	11.36902	2007	6286	6	
A377 Cowley	Brampford Speke	4500	607	20.54995	2009	6627	6	
Tiverton	Rackenford	11540	2234	193.954	2007	6353	6	
Black Dog	Thelbridge	3090	495	11.5073	2007	6310	6	
Eggesford A377	Chawleigh	3430	1115	28.77257	2008	6554	6	
A377 Cowley	Chumleigh	1770	995	13.2497	2002	2469	6	
		132920	2639.065	2340.468				

Data (non A road) extracted from C2 database, generally from speed data obtained at points on the links.

DCC Maintenance Category No.	DCC Maintenance Category Name	DCC Frequency of Inspections	NCoP recommended frequency	Network Length (km) ¹	defects (2010-2012) ²	No. of Defects (3 years 2010-2012 average)	annual number of defects /km	Injury accidents (2009-2011) ³	Average traffic flow per day ⁴	Current number of inspections a year	flow between inspections	frequency of inspection based on a flow<420000 number of inspections a year	Defects (3yr average) per million vehicle km (D/mvKm)	proportion of D/mvKm lowest giving number of inspections a year	average number of injury accidents per year/km	accs per mvKm
3	National Primary Route	1 month	1 month	310.9	8,497	2,832	9.1	849	13800	12	419750	12	1.8	12	0.910	0.2
4	County Primary Route	1 month	1 month	452.1	10,442	3,481	7.7	1236	10200	12	310250	9	2.1	10	0.911	0.2
5	Secondary Primary Route	6 month	1 month	793.4	17,448	5,816	7.3	1044	5900	2	1076750	5	3.4	6	0.439	0.2
6	Local Distributer	6 month	1 month	1,268.90	38,045	12,682	10.0	706	2600	2	474500	2	10.5	2	0.185	0.2
7	Collector Road	6 month	3 months	1,544.40	47,478	15,826	10.2	480	1250	2	228125	1	22.5	1	0.104	0.2
8	Minor Collector Road	Annual	3 months	2,060.20	77,976	25,992	12.6	306	1250	1	456250	1	27.7	1	0.050	0.1
9	Service Road	Annual	annual	4,961.50	201,036	67,012	13.5	492	500	1	182500	0	74.0	0	0.033	0.2
10	Minor Service Road	Annual	annual	652	26,856	8,952	13.7	40	500	1	182500	0	75.2	0	0.020	0.1
11	Minor Lane	Every 2 years	annual	421.7	5,230	1,743	4.1	10	100	0.5	73000	0	113.3	0	0.008	0.2
12	Green Lane			384.9												

Totals 12465.1 433008

Notes

¹ Network Length has been extracted from the WDM database

² Safety defects are based on extracted information from the WDM database for the years 2010 and 2011, with 2012 being projected figures

³ Injury accident data obtained from the police via the Stats 19 forms and extracted from ?????

⁴ Average Figures calculated for categories 3 and 4 (98% coverage), data obtained from the Department for Transport website { <http://www.dft.gov.uk/traffic-counts/cp.php?la=Devon> }
Average figures for category 5 (33% coverage), obtained either from The DfT website (A roads)., or for other roads, from the C2 database.
Average figures for category 6 (10%) coverage obtained from the C2 database.
All other categories estimated traffic flow
Average traffic flow has been established by pure average with no adjustment for proportion of length of network, however ratios are similar.

	average flows	proportioned ave flows	Ratio
3	13800	10000	1.38
4	10200	6700	1.522388
5	5900	4200	1.404762
6	2600	2300	1.130435

Item	Description	Provide details here - one risk only per form			
Risk title	Highway safety policy/procedures to identify and repair safety on time	Failure of highway safety policy / procedures to identify and repair safety defects on time.			
Scope of Risk	Summary scope of the event that could occur and what circumstances could bring it about.	Safety defects on network with danger to road user and possible litigation			
Impact	Description of the hazard, opportunity or uncertainty. Provide details of previous loss experience related to it (DCC or elsewhere). Where possible provide hard data. Include possible reputational damage, financial loss, and effect on stakeholders or customers as appropriate.	High risk to highway user if policy not robust or delivered effectively. Directly linked to crash investigation and 3 rd party claims. About 1000 claims are received per year with potentially significant costs and loss of reputation issues. Recent case has resulted in very high cost.			
Historical context and likelihood	Description of timescale for possible occurrence based on previous event data where possible.	Potential to occur at any time			
Mitigating controls	A title and brief description of each existing control together with a RAG status: Red / Amber / Green as a subjective assessment of how effective each control is.	<p>Regular training of inspectors and operatives</p> <p>Regular review of policy and procedures</p> <p>Monitoring of legal cases</p> <p>Improved managerial control and audits</p>			
Impact and Likelihood scores	Inherent and current scores as assessed using the risk matrix to produce the risk status of both. For the inherent scores imagine what the risk level would be if all existing controls fail (think it can't happen? Think Japan, nuclear power station, tsunami)		Impact	Likelihood	Status
		Inherent	5	5	25 very high
		Current	4	3	12 high
Accountable Officer and Risk Owner	The manager accountable for the risk and the person tasked with day to day management of the risk.	Lester Willmington / Mark Dauncey / Mike Parnell			

Further information - see [Risk Management Guidance for Managers](#)

Estimated cost of changes to safety defects

Financial Considerations

(ii) Items for inspection

	Additional works	Est Cost (£)
Add Carriageway		
Cracking/ Defective surfacing joints	no additional cost should already be being picked up as other defect	0
Defective traffic calming features	no additional cost should already be being picked up as other defect	0
Add Footway		
Standing/running water due to defective piped highway drainage systems	50 times a year at £250,	12,500
Vertical/horizontal displacement of kerb	50 times at £150	7,500
Depression and humps	100 times at £100	10,000
Add Cycleway		
Standing/running water due to defective piped highway drainage systems	10 times, at £250	2,500
Depression and humps	25 times at £100	2,500
Delete Cycleway		
Overriding	No saving as defect now included in carriageway overriding	0
	TOTAL COST	35,000

Estimated cost of changes to safety defects

(iii) Description of defect/degree of deficiency

	Additional works	Est Cost (£)
Carriageway		
Standing/running water due to defective piped highway drainage system	300 times at £250	75,000
Overriding	330 times at £100	33,000
Defective HFS	no additional cost	0
Missing pre-formed modules	no additional cost	0
Footway		
Defective ironwork	no additional cost	0
Missing pre-formed modules	no additional cost	0
Cycleways		
Defective ironwork	10 times at £100	1,000
Missing pre-formed modules	no additional cost	0
Cracks and gaps	20 times at £50	1,000
Abrupt level differences	5 times at £100	500
Roadside		
Defective boundary fences	no additional cost	0
Defective road traffic signs	100 times at £250 for posts	25,000
	TOTAL COST	135,500

Estimated cost of changes to safety defects

Frequency of inspection

	Additional works	<i>Est Cost (£)</i>
<i>Carriageway</i>		
Increase of frequency on Maintenance cat 5 roads from twice a year to monthly.	213 man days at £200	43,000
	TOTAL COST	43,000

Summary of costs

<i>Items for inspection</i>	£35,000
<i>Description of defect/degree of deficiency</i>	£135,500
<i>Frequency of inspection</i>	£43,000
GRAND TOTAL	£213,500