

## **Flintshire County Council - Streetscene**

### **Policy for Highway Safety Inspections, Intervention Criteria and Response times**

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#### **1. Background**

- 1.1 Flintshire County Council as Highway Authority has responsible for the maintenance of all adopted highways (except trunk Roads) within the County. Flintshire County Council has a statutory duty to maintain the highways but may be responsible for any claims which result from injury or loss to members of the public who may use them.

#### **2. Need for a policy**

- 2.1 Flintshire County Council receive numerous claims from highway users following trips, falls or personnel loss/damage to property on the public highway. The implementation of this policy will ensure the highway network is in a fit for purpose and safe condition also providing the Council with a defence against any claims.
- 2.2 By virtue of section 58 of the Highways Act 1980 (England and Wales), if an Authority can prove it had in place adequate policies and procedures to maintain the highway, and that the policies and procedures were being followed and providing there was no prior knowledge of 'the defect' before the incident date, a claim for damages against the Authority as a result of a trip, fall or personnel loss can be repudiated.
- 2.3 Safety inspections involve visiting each section of the highway infrastructure at an approved frequency. During the visit any defects that are present are noted and the required maintenance repair work arranged. Safety inspections are carried out on carriageways (roads), footways and cycleway's.
- 2.4 Highway inspections are carried out by the Area Highway Supervisors based in Streetscene.

### 3. Carriageway inspections

3.1 In accordance with the national Code of practice for Highway Maintenance, each carriageway in the County has been classified into one of the following groups:

Category	Definition	Detail	Length
2	Class A - Strategic Route	Routes for fast moving, long distance traffic with few frontages or pedestrian traffic	152km
3a	Class B - Main distributor	Routes between strategic routes and linking urban centres.	76 km
3b	Class C - Secondary distributor	Routes carrying mainly local traffic with large numbers of frontages and junctions	262 km
4a	Unclassified - Link Roads	Routes linking main/secondary distributors and local access roads, many frontages and junctions	666km
4b	Unclassified - Local access road	Routes serving properties only with limited access traffic.	

3.2 The following table shows the frequency of inspections that will be undertaken in respect of each road classification. The frequency is based on a risk assessment of each classification and by reference to the recommendations contained in the National Guidance document "Well Maintained Highways – A Code of Practice for Highway Maintenance Management (July 2005)"

Description	Category	Code Frequency		FCC Freq.
Strategic Route – Class A	2	1 month		1 month
Main Distributor – Class B	3(a)	1 month		1 month
Secondary Distributor – Class C	3(b)	1 month		1 month
Link Road – U/C	4(a)	3 months		3 months
Local Access – U/C	4(b)	1 year	Urban	6 months
			Rural	6 months

3.3 The carriageway inspections will be carried out by the Streetscene Area Supervisors from a vehicle, driven as slowly as road conditions will allow. The supervisor will be a passenger in the vehicle, which will be driven by a member of the Streetscene workforce.

#### 4. Footway inspections.

4.1 In accordance with the guidelines within the National Code of practice for Highway Maintenance every footway within the County has been classified into one of the following groups:

Category	Definition	Detail	Length
Cat 1a	Prestige	Very busy main town centre shopping areas	To be confirmed
Cat 1b	Primary	Busy urban shopping and business areas	To be confirmed
Cat 2	Secondary	Medium usage routes local shopping centres	To be confirmed
Cat 3	Link footways	Linking local access footways, busy rural footways	To be confirmed
Cat 4	Local access footways	Low usage estate road footways	To be confirmed

4.2 The following table shows the frequency of inspections that will be undertaken in respect of each footway classification. The frequency is based on a risk assessment of each classification and by reference to the recommendations contained in the National Guidance document “Well Maintained Highways – A Code of Practice for Highway Maintenance Management (July 2005)”

Description	Category	Code Frequency.	FCC Frequency.
Prestige Area	1(a)	1 month	Weekly
Primary Walking Route	1 (b)	1 month	1 month
Secondary Walking Route	2	3 months	3 months
Link Footway	3	6 months	6 months
Local Access Footway	4	1 year	6 months

4.3 The inspections will be carried out by Streetscene Area Supervisors by walking the footway.

## 5. Cycleway Inspections

- 5.1 In accordance with the guidelines within the National Code of practice for Highway Maintenance every Cycleway within the County has been classified into one of the following groups:

Category	Definition	Detail	Length
Cat A	Integral	Cycle lane forming part of the carriageway	To be confirmed
Cat B	Dedicated	A highway route for cyclist not contiguous with the public footway or carriageway	To be confirmed

- 5.2 The following table shows the frequency of inspections that will be undertaken in respect of each footway classification. The frequency is based on a risk assessment of each classification and by reference to the recommendations contained in the National Guidance document "Well Maintained Highways – A Code of Practice for Highway Maintenance Management (July 2005)"

Description	Category	Code Frequency.	FCC Frequency
Integral	A	As adjacent carriageway	As adjacent carriageway
Dedicated	B	6 months	6 months

- 5.3 The integral cycleway inspections will be driven as part of the carriageway inspection and the dedicated cycleway's will be walked.

## 6. Intervention Criteria

6.1 During the inspection defects will be identified by the Street Scene supervisor. The defect will fall into one of the following categories.

### Carriageways:

1. A situation with potential to cause serious injury or accident.
2. Defect above 40mm
3. Defect below 40mm

### Footways:

1. A situation with potential to cause serious injury or accident
2. Defect above 25mm
3. Defect below 25mm

### Cycleways

1. A situation with potential to cause serious injury or accident.
2. Defect above 40mm
3. Defect below 40mm

## 7 Response Times

7.1 The time to make safe or guard the defect will be as follows:

Asset	Defect	Response Time
Carriageways	A situation with potential to cause serious injury or accident	Immediate or closure
	Defect above 40mm	Rectify within 3 working days
	Defect below 40mm	Review at next inspection
Footways:	A situation with potential to cause serious injury or accident	Immediate or closure
	Defect above 25mm	Rectify within 3 working days
	Defect below 25mm	Review at next inspection
Cycleways	A situation with potential to cause serious injury or accident	Immediate or closure
	Defect above 40mm	Rectify within 3 working days
	Defect below 40mm	Review at next inspection

## **8. Training of Streetscene Supervisors**

- 8.1 Each Supervisor will receive training to enable them to carry out the inspections. The training will take the form of 'shadowing' existing experienced Supervisors, and instruction by Team Leaders Street Scene. Before Street Scene Supervisors carry out their duties, a formal appraisal of their knowledge both of this policy and Highway Maintenance good practice shall be assessed by the Team Leaders..

## **9. Background Documents**

Highways Act 1980

Code of Practice for good highway maintenance management July 2005

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