

The following is an extract from the Highway Survey, Inspection and Repair manual:

## **APPENDIX 6**

### **COMPARISON WITH NATIONAL STANDARDS (EXEMPTIONS REPORT)**

#### **6.1 NETWORK HIERARCHY**

The Code of Practice quotes separate hierarchies for roads, footways and cycleways. As CYC footways and cycleways are inspected at the same time as the adjacent road, one inclusive hierarchy has been developed for the CYC network.

A comparison between the CYC hierarchy, and the road hierarchy in the Code of Practice is shown in Tables 6.1 and 6.2.

The inclusion of City Centre footstreets, routes from car parks and railway station, and main suburban shopping areas as CYC level 1 reflects both the Council's commitment to giving pedestrians top priority in its Hierarchy of Road Users, and the footway hierarchy in the Code of Practice.

Windmill Lane (C294) is the only classified road which is included in Level 3, with annual safety inspection. This is due to the change in its function from important link between classified routes to local access road, with restricted access at one end.

#### **6.2 SAFETY INSPECTION FREQUENCIES**

The Code of Practice states that safety inspection frequencies should be based upon:

- Category within the network hierarchy
- Traffic use characteristics and trends
- Incident and inspection history
- Characteristics of adjoining network elements
- Wider policy or operational considerations

The relative frequencies within the CYC regime are dictated by the first four elements above. The actual frequencies are determined by the resources available, and are those which CYC is confident it can achieve, based on past experience. A programme has been developed for the annual safety inspections of the Level 3 roads which takes account of the characteristics of each area and allows for periods of adverse weather, so that regularity of inspection can be ensured.

A comparison between the CYC safety inspection frequencies and those suggested in the Code of Practice is shown in Tables 6.3, 6.4 and 6.5.

The Code of Practice also states that safety inspections 'are normally undertaken by slow moving vehicle'. Whilst as much of the York network as possible is surveyed by vehicle, this is not feasible for the city centre, urban shopping areas and approximately 15% of the

remainder, due to the numbers of pedestrians and/or parked vehicles. As walked surveys take longer this contributes to the slightly lower frequency of CYC inspections compared to the Code of Practice.

### **6.3 INVESTIGATORY LEVELS, DEFECT CATEGORIES AND RESPONSE TIMES**

The Code of Practice does not specify values for investigatory levels, allowing local judgement to be made as to the hazard to users of the network, depending on the location and severity of the defect, and the normal use of the item.

The investigatory levels given in Appendix 4 cover all the items given in the Code of Practice list of 'suggested items for inspection'. They have been developed using Audit Commission Standards of Performance, the Highways Agency's Routine Maintenance Management System, and local knowledge of York's highways.

A comparison between the Code of Practice and CYC defect categories and response times is shown in Table 6.6. The introduction of an additional category in the CYC regime allows the inspector to differentiate between defects that are immediately dangerous, and those which require prompt attention but can reasonably be attended to within 1 working day.

## CODE OF PRACTICE HIERARCHIES

Roads		Footways	
Level	Description	Level	Description
1	Motorway	1a	Prestige zone – Prestige areas with exceptionally high usage
		1	Primary route – Busy urban shopping and business areas, and main pedestrian routes linking transport interchanges
2	Strategic Route – Trunk roads and some principal roads	2	Secondary route – Medium usage routes feeding primary routes, shopping centres, large schools etc.
3a	Main urban network and links between strategic routes	3	Link footway – Linking local access footways through urban areas, and busy rural footways
3b	Other classified roads and unclassified bus routes carrying local traffic		
4a	Local traffic roads linking category 3 roads	4	Local access footway – Low usage routes, estate roads and culs de sac
4b	Local access roads serving limited number of properties only.		

**Table 6.1**

## CITY OF YORK COUNCIL HIERARCHY

Level	Description
1	City Centre footstreets; important pedestrian routes from car parks and railway station; main suburban shopping areas
2	All classified roads and footways and important links between classified routes. Unclassified routes with frequent* bus services.
3	All other roads and footways and off-road cycle routes

\*at least one every 20 minutes in one direction

**Table 6.2**

Notes:

1. As footways, cycleways and the adjacent road are inspected at the same time in York, the one CYC hierarchy covers all 3 levels of use.
2. There are no motorways within CYC boundary, and trunk roads are maintained by the Highways Agency, so no categories have been included for these.

## CODE OF PRACTICE SAFETY INSPECTIONS

Road Category	Description	Inspection Frequency
2	Strategic Route – Trunk roads and some principal roads	Monthly
3a & 3b	Main urban network. Other classified roads and unclassified bus routes	Monthly
4a	Local traffic roads.	3 monthly
4b	Local access roads serving limited number of properties	Annually

**Table 6.3**

Footway Category	Description	Inspection Frequency
1a & 1	Prestige zones. Main urban pedestrian routes	Monthly
2	Medium usage routes	3 monthly
3	Link footways and busy rural footways	6 monthly
4	Low usage routes, estate roads and cul de sacs	Annually

**Table 6.4**

## CITY OF YORK COUNCIL SAFETY INSPECTIONS

Category	Description	Inspection Frequency
Level 1	The city centre footstreets and important routes from car parks and the railway station. Main suburban shopping areas	Monthly
Level 2	Principal roads and other main important distributor roads, including unclassified roads carrying frequent* bus services.	Monthly
	Frontages of schools not located on Level 1 or 2 roads.	6 monthly
Level 3	All other roads. Plus off-road cycle routes	Annually

**Table 6.5**

Note:

Footways, cycleways and the adjacent road are inspected at the same time in York

\*at least one every 20 minutes in one direction

## DEFECT CATEGORIES AND RESPONSE TIMES

Code of Practice			City of York Council		
Cat.	Definition	Response	Cat.	Definition	Response
1	Require prompt attention because they represent immediate or imminent hazard or there is a risk of short-term structural deterioration.	Correct or make safe <b>at time of inspection</b> (if reasonably practicable). Temporary repair within 24 hours. Permanent repair within 28 days	1	First person to pass by would be likely to have an accident	Defect is made safe before the Inspector leaves site. Temporary repair within 1 working day. Permanent repair within 20 working days
			2	There is an immediate risk to the public or risk of short-term structural deterioration.	Defect is made safe or repaired within 1 working day. Permanent repair within 20 working days
2	All others	Within planned programmes of work with the priority as determined by risk assessment.	3	No immediate risk to the public.	Permanent repair within 20 working days.

**Table 6.6**