

## Petition Temple Crescent, Bramley

### Appendix 1

Within the current Code of Practice there are two responses for dealing with safety defects;

- **Priority A** - Used to deal with defects which form an immediate hazard to the highway user. Action will be instructed by telephone from the site. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< four hours from identification.
- **Priority 1** - See definition in guidance on Safety Inspections. This category is also used to react to customer generated reports of urgent defects. This may also be used when works are identified as part of a third party claims investigation. Defect to be repaired =< 24 hours from identification of defect.

The majority of these defects are identified whilst carrying out cyclic safety inspections. Additional defects are identified when carrying out ad-hoc inspections or from customer reports.

On identification these safety defects are passed on the Highway Delivery Team (HDT) by phone and a back office process is completed later. This method works well and meets the requirement of the national guidance and underpins our third party claims defence.

There are a number of problems with this existing method:

- Due to the number a first fix is not being achieved.
- The standard of repair has been called in to question.
- The number of repeat repairs is rising.
- Safety defects arising at the side of existing repaired defects.
- Inefficient use of Highway Inspector (HI) and HDT resource.

In order to address the above a new method is proposed, which was prompted by three opportunities:

- Earlier this year the HDT took delivery of a new piece of mobile equipment called a "Multihog", which can be fitted with various attachments. The DHT have purchased the milling and winter packs. The milling pack has been in use for over six months and has been very successful in dealing with small carriageway patches. Its versatility will lend itself to carrying out permanent repairs to potholes.
- A willingness and desire from staff to improve the planning of safety defect repairs to improve quality.
- To prevent future safety defects occurring close to existing safety defects.

To be able to adapt to a new system of working the response time taken to repair defects must be extended from 24hrs to 48hrs. This will enable more efficient planning of works. The new 48 hour response time has been endorsed by the Council's insurers along with the solicitors and barristers that are used to represent the Council with respect to third party highway claims.

Improvements in the quality of the repairs are also required and the "Multihog" will provide a quick and efficient method of excavating the highway to accept better quality material and repair methods. This will significantly reduce the number of repeat safety repairs at a location.

To reduce the number of safety defects appearing close to an existing safety repair, it is proposed to expand the area immediately adjacent to an identified safety defect to include future potential safety defects.

### Identification, Categorising and Risk Assessment

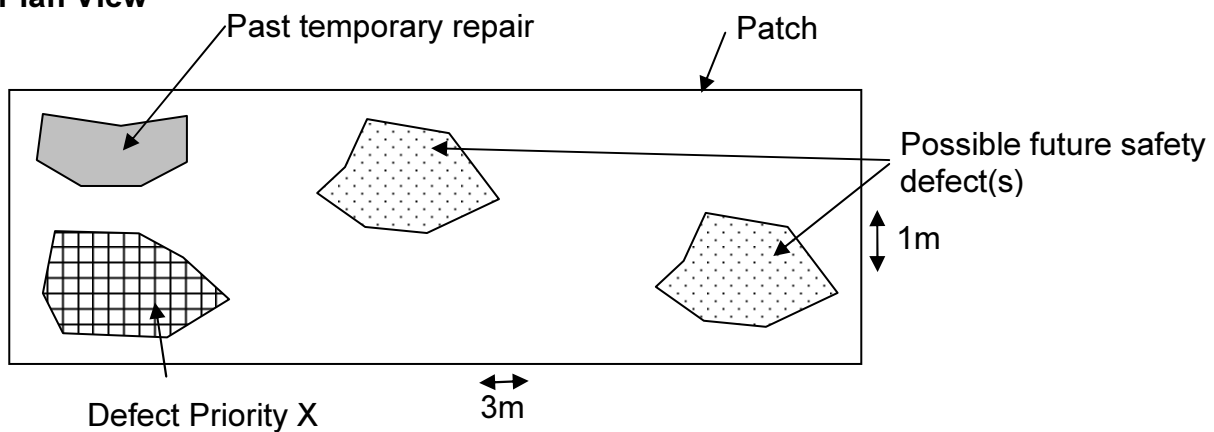
The existing procedure of generating cyclic, ad-hoc and report inspections will not change. If the defect is assessed as a Priority A (4hrs) then this defect will be actioned as previously.

If a Priority 1 (24hrs) defect is identified then a further risk assessment risk assessment will be carried out on site.

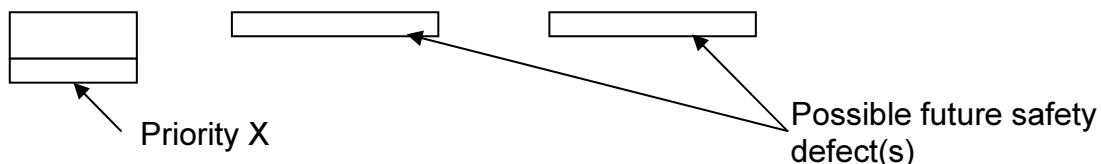
The pothole location needs to be considered. Higher risk locations such as; schools, doctors, hospitals, high traffic volumes (vehicle/foot), vulnerable people, Permit Street, etc. will place this defect in the existing Priority 1(24hrs) category.

All other defects will be placed in the new Priority X (48hrs) category, the close surrounding area need to be assessed. The methodology is to include any past temporary repairs and any other defects that could become hazardous in the near future. The completed repair should be of a "table top" size.

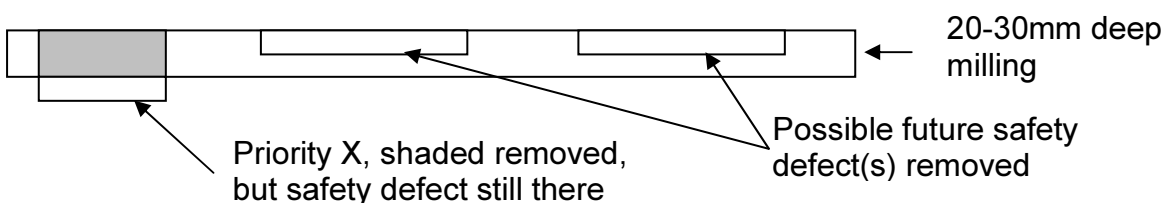
#### Plan View



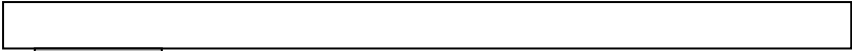
#### Side view prior to milling



#### After milling



**PX removed**



Patch to be repaired within 5 days



Priority X removed.

