

BRIDGEND COUNTY BOROUGH COUNCIL

Inspection frequency and intervention levels

CARRIAGEWAY CATEGORY		INSPECTION FREQUENCY	EMERGENCY SAFETY INTERVENTION LEVELS (24HR REPAIR) ---- PRIORITY 1			NON-EMERGENCY SAFETY INTERVENTION LEVELS (28 DAY REPAIR) ----PRIORITY 2		
			POTHoles	SUBSIDENCE OR RAISED AREAS (With a minimum actionable value of 75mm)	PROTRUDING IRON WORK	POTHoles/ VERTICAL DIFFERENCES IN LEVEL	SUBSIDENCE OR RAISED AREAS (With a minimum actionable value of 50mm)	PROTRUDING IRON WORK
CHSR	Strategic Route	1 MONTH	50mm	10%	25mm -	40mm	10%	35mm
CH1	Main Distributor	1 MONTH	50mm	10%	25mm -	40mm	10%	35mm
CH2	Secondary Distributor	3 MONTHS	50mm	10%	25mm -	40mm	10%	35mm
CH3	Link Road	6 MONTHS	75mm	20%	50mm -	40mm	10%	35mm
CH4	Local Access Road	12 MONTHS	75mm	20%	75mm -	40mm	10%	35mm
CH5	Minor Road	REACTIVE INSPECTIONS	75mm	20%	75mm	40mm	10%	35mm
FOOTWAY CATEGORY			TRIPS (VERTICAL DIFFERENCES IN LEVEL)			TRIPS (VERTICAL DIFFERENCES IN LEVEL)		
FH1	Town Centre Pedestrian Areas	1 MONTH	40mm	15%	25mm	25mm	15%	20mm
FH2	Footways Outside Public Buildings	3 MONTHS	40mm	15%	40mm	25mm	15%	20mm
FH3	Link Footway	6 MONTHS	40mm	30%	50mm	25mm	15%	20mm
FH4	Housing Estate Footway	12 MONTHS	40mm	30%	50mm	25mm	15%	20mm
FH5 --	Little Used Rural Footway	12 MONTHS	40mm	30%	50mm	25mm	15%	20mm

See notes over page

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NOTES:-

- 1. For Priority 1 defects officers are to ensure that the defect is repaired within 24 hours, this may require contacting the works team direct on mobile phones and issuing the job ticket in retrospect and require overtime working to rectify defects identified on a Friday or Saturday**
- 2. The footway intervention levels apply to the main paved or slabbed area of footways as, when risk assessing kerbing defects consideration should be given to the fact that they form the division between the footway and the adjacent carriageway, usually with an upstand of 75 to 125mm. A pedestrian stepping on or off a footway, or walking along a footway close to the kerblines could reasonably be expected to exercise the appropriate level of care and attention due to the presence of the upstand. As a result the intervention levels for footways are not applied to kerb defects, apart from at designated pedestrian crossing points.**
- 3. The implementation of additional active travel routes and the implementation of cycle routes has been considered as part of the BCBC review. BCBC will implement footway intervention criteria on cycleways where they are combined/contiguous with footways on the network. Where cycleways are included within a carriageway layout the carriageway criteria will apply, as such routes are generally short in length and cyclists would be expected to consider that the route is part of the carriageway rather than an independent cycle way.**