

# Regeneration, Community and Culture Overview and Scrutiny Committee

BRIEFING NOTE – No.6 /14

Date: 26 August 2014

Briefing paper to: All Members of the Regeneration, Community and Culture  
Overview & Scrutiny Committee

**Purpose:** This briefing outlines the procedure to setting highway maintenance schedules in Medway in response to a request from the Committee for the maintenance schedule for pavements in River Ward

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## **Defect Intervention Levels**

The accepted threshold for defects requiring intervention is 20mm or more in the footway and 50mm or more in a carriageway. At points in the carriageway, where pedestrians are invited to cross, the threshold should be the same as for footway. These are general guidelines and only relate to defects that have near vertical sides, a 20mm depression in a footway is not considered a safety defect.

The above criteria has been set following a number of legal cases which have established some precedents by which cases with similar circumstances will be judged.

These guidelines have provided authorities with some indication as to what may constitute a defect (a breach of statutory duty to maintain the highway) but there is no prescriptive or legally binding intervention level and authorities are expected to make their own decisions based on, amongst other things, legal precedent, the composition of the local network, other local factors and budget constraints. There are local authorities with higher intervention levels, but Officers are not aware of any with lower intervention levels.

## **How we address defects**

All roads, designated highway, within Medway are on a continuous rolling program of safety inspections. The frequency of these inspections is determined according to a hierarchy, based on the Well Maintained Highways Code of Practice issued by the Department of Transport and are undertaken by a qualified Highways Inspector. During these inspections, all highway assets are assessed and any necessary works ordered on an appropriate priority for repair or passed to the relevant Officer to action. This particular regime has been in

place since the inception of the Highways Inspectorate in 2007 and has achieved 100% of targeted inspections undertaken on time since then.

In addition to this, all enquiries received from members of the public, about possible defects on the highway, are investigated (within 10 working days of receipt, but normally much quicker) and, as with the inspection regime, any necessary work will be ordered on an appropriate priority.

### **Carriageway and Pavement Sites in River Ward**

The list below is made up of planned and un-planned works within the River Ward for the 2014-15 financial year.

Garden Street – Carriageway  
Garden Street – Footway  
Manor Street – Footway

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