

From the office of the Minister for Infrastructure
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DEPOSITING PAPERS CONCERNING AQW 27826/22-27

The tables regarding the changes in the defects to be instructed for repair over the past 10 years are deposited in the Assembly Library.

Should there be any follow on queries concerning the Deposited Paper, you can contact my officials from Roads Directorate on 028 90542969 or by email at dfi-roads-maintenance-hq@infrastructure-ni.gov.uk



LIZ KIMMINS MLA
Minister for Infrastructure

12/02/2026

Roads Service Policy and Procedures Guide

V1 - 9 October 2012 – 31 March 2015

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times					
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4	
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects					
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2	R4
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1	R2	R3	R4
		Low Traffic (< 1,500 vpd)	4 months	R0	R1	R2	R3	R4
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2	R4
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2	R3	R4
		Low Traffic (<500 vpd)	4 months	R0	R2	R3	R4	R4
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2	R4
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	2 months	R0	R1	R2	R3	R4
		Low Traffic High risk Housing estates with a high incidence of defects.	2 months	R0	R1	R2	R3	R4
		Low Traffic Housing estates, other urban footways and rural footways.		R0	R1	R2	R3	R4
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1	R2	R4
	All other car parks		2 months	R0	R1	R2	R3	R4

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Repair within **4 weeks**

R 4 – Repair during the next available programme or review condition at next inspection

V2 - 1 April 2015 – 15 April 2015

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1		
		Low Traffic (< 1,500 vpd)	4 months	R0	R1		
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2	
		Low Traffic (<500 vpd)	4 months	R0			
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	2 months	R0	R1	R2 ⁴	
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	2 months	R0	R1	R2 ⁴	
		Low Traffic Housing estates, other urban footways and rural footways.	4 months	R0	R1	R2 ⁴	
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1	
	All other car parks		2 months	R0	R1	R2	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Currently not being repaired

R 4 – Currently not being repaired

Roads Service Policy and Procedures Guide

Notes:

1. If a defect was in the system for repair then the repair work should have been completed even if the target completion date was after 1 April 2015.
2. Only R0, R1 & R2 defects to be recorded.
3. In relation to patching, the area which is “marked out” for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
4. The following defects are to be issued to O&M for repair – all Cat 0, Cat 1, and Cat 2/R1 defects. Cat 2/R2 defects on rural high/medium traffic roads and footways, subject to available weekly budget limits.
5. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas, followed by cutting of sightlines as required.
6. **Gully cleaning.** NS to order responsive cleaning only from April to June plus known hot spots. NS to issue rural schedules for manual cleaning. With effect from 1 July NS may order one full cycle of gully cleaning in all areas.
7. **Weed control/verge maintenance.** O&M will deliver a manual weed scuffling service.

Roads Service Policy and Procedures Guide

V3 - 16 April 2015 – 22 April 2015

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1		
		Low Traffic (< 1,500 vpd)	4 months	R0	R1		
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2	
		Low Traffic (<500 vpd)	4 months	R0	R2 ⁴		
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	2 months	R0	R1	R2	
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	2 months	R0	R1	R2	
		Low Traffic Housing estates, other urban footways and rural footways.	4 months	R0	R1	R2	
Car Parks	Town and city centers (those located within the central business area)	1 month	R0	R1	R1		
	All other car parks	2 months	R0	R1	R2		

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Currently not being repaired

R 4 – Currently not being repaired

Roads Service Policy and Procedures Guide

1. All defects to be recorded, but only those defects to be repaired should be marked out.
2. In relation to patching, the area which is “marked out” for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
3. The following defects are to be issued to O&M for repair – all Cat 0, Cat 1, and Cat 2/R1 defects. Cat 2/R2 defects on rural high/medium traffic roads.
4. Routine defects on rural low traffic roads are not to be repaired except for missing gully lids.
5. R2 footway defects adjacent to urban roads are to be repaired along with those on footways adjacent to rural roads.
6. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas, followed by cutting of sightlines as required.
7. **Gully cleaning.** NS to order responsive cleaning only from April to June plus known hot spots. NS to issue rural schedules for manual cleaning.
With effect from 1 July NS may order one full cycle of gully cleaning in all areas.
8. **Weed control/verge maintenance.** O&M will deliver a manual weed scuffling service.

V4 - 23 April 2015 – 22 September 2015

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2 ⁴
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1	R2 ⁴	
		Low Traffic (< 1,500 vpd)	4 months	R0	R1	R2 ⁴	
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2 ⁶
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2	
		Low Traffic (<500 vpd)	4 months	R0	R2 ⁵		
Footways & Footpaths	High Traffic (Town & City centres) Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)		1 month	R0	R1	R1	R2 ⁶
			2 months	R0	R1	R2	
	Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	2 months	R0	R1	R2		
Car Parks	Low Traffic Housing estates, other urban footways and rural footways.		4 months	R0	R1	R2	
	Town and city centers (those located within the central business area)		1 month	R0	R1	R1	
	All other car parks		2 months	R0	R1	R2	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Currently not being repaired

R 4 – Currently not being repaired

Notes:

1. All defects to be recorded, but only those defects to be repaired should be marked out.
2. In relation to patching, the area which is "marked out" for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
3. The following defects are to be issued to O&M for repair – all Cat 0, Cat 1, and Cat 2/R1 defects. Cat 2/R2 defects on rural high/medium traffic roads. Cat 2/R2 and Cat 3/R2 defects on urban roads where the speed limit is 50 mph or greater.
4. Asphalt only unless speed limit of 50 mph or greater.
5. Routine defects on rural low traffic roads are not to be repaired except for missing gully lids.
6. Asphalt only
7. R2 defect repairs not completed will be returned to NS.
8. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas, followed by cutting of sightlines as required..
9. **Gully cleaning.** NS to order responsive cleaning only from April to June plus known hot spots. NS to issue rural schedules for manual cleaning. With effect from 1 July NS may order one full cycle of gully cleaning in all areas.
10. **Weed control/verge maintenance.** O&M will deliver a manual weed scuffling service.

Skeleton Service does not extend to -

1. The use of external contractors, except in emergencies
2. Pothole repairs in lightly trafficked rural roads, except in emergencies
3. General weed spraying
4. A second scheduled grass cut (although cutting of sightlines can be undertaken as required)
5. Normal gully emptying (i.e. twice per annum)
6. Normal patching service with defects repaired within long established timescales

V5 – 23 September 2015 to 18 November 2015

Road Element & Location		Traffic Volume	Inspection Frequencies	Defect Response Times					
				Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4	
Motorway			Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects					
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2 ⁴		
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1	R2 ⁴			
		Low Traffic (< 1,500 vpd)	4 months	R0	R1	R2 ⁴			
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2 ⁵		
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2			
		Low Traffic (<500 vpd)	4 months	R0	R2				
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2 ⁵		
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	2 months	R0	R1	R2			
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	2 months	R0	R1	R2			
		Low Traffic Housing estates, other urban footways and rural footways.	4 months	R0	R1	R2			
Car Parks		Town and city centers (those located within the central business area)	1 month	R0	R1	R1			
		All other car parks	2 months	R0	R1	R2			

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Currently not being repaired

R 4 – Currently not being repaired

Notes:

1. All defects to be recorded, but only those defects to be repaired should be marked out.
2. In relation to patching, the area which is “marked out” for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
3. The following defects are to be issued to O&M for repair – all Cat 0, Cat 1, and Cat 2/R1 defects. Cat1/R2 and Cat 2/R2 defects on all rural. Cat 2/R2 and Cat 3/R2 defects on urban roads where the speed limit is 50 mph or greater.
4. Asphalt only unless speed limit of 50 mph or greater.
5. Asphalt only.
6. R2 defect repairs not completed will be returned to NS.
7. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas.
8. **Gully cleaning.** NS to order responsive cleaning only from April to June plus known hot spots. NS to issue rural schedules for manual cleaning. With effect from 1 July NS may order one full cycle of gully cleaning in all areas.
9. **Weed control/verge maintenance.** O&M will deliver a manual weed scuffling service.

Skeleton Service does not extend to -

1. The use of external contractors, except in emergencies
2. General weed spraying
3. A second scheduled grass cut (although cutting of sightlines can be undertaken as required)
4. Normal gully emptying (i.e. twice per annum)
5. Normal patching service with defects repaired within long established timescales

V6 – 19 November 2015 to 13 December 2015

Road Element & Location		Traffic Volume	Inspection Frequencies	Defect Response Times					
				Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4	
Motorway			Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects					
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2		
		Medium Traffic (1,500 - 5,000 vpd)	2 months	R0	R1	R2	R3		
		Low Traffic (< 1,500 vpd)	4 months	R0	R1	R2	R3		
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2		
		Medium Traffic (500 - 5,000 vpd)	2 months	R0	R1	R2	R3		
		Low Traffic (<500 vpd)	4 months	R0	R2	R3			
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2		
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	2 months	R0	R1	R2	R3		
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	2 months	R0	R1	R2	R3		
		Low Traffic Housing estates, other urban footways and rural footways.	4 months	R0	R1	R2	R3		
Car Parks		Town and city centers (those located within the central business area)	1 month	R0	R1	R1			
		All other car parks	3 months	R0	R1	R2			

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Repair within 4 weeks

R 4 – Currently not being repaired

Notes:

1. In relation to patching, the area which is “marked out” for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
2. All R0, R1, R2 and R3 defects to be recorded and issued for repair to both O&M and external contractors as appropriate.
3. R2 and R3 defects that were recorded within the month prior to 19/11/2015 and which were still within the timescale for repair to be issued for repair.
4. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas.
5. **Gully cleaning and weed control** - Works Orders for gully cleaning and weed control in the form of scuffling to be issued as appropriate.

V7 – 14 December 2015 to 31 March 2016

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2
		Medium Traffic (1,500 - 5,000 vpd)	3months	R0	R1	R2	R3
		Low Traffic (< 1,500 vpd)	6months	R0	R1	R2	R3
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2
		Medium Traffic (500 - 5,000 vpd)	3months	R0	R1	R2	R3
		Low Traffic (<500 vpd)	6months	R0	R2	R3	
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3months	R0	R1	R2	R3
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	3months	R0	R1	R2	R3
		Low Traffic Housing estates, other urban footways and rural footways.	6months	R0	R1	R2	R3
Car Parks	Town and city centers (those located within the central business area)	1 month	R0	R1	R1		
	All other car parks	3 months	R0	R1	R2		

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Repair within 4 weeks

R 4 – Currently not being repaired

Notes:

1. In relation to patching, the area which is “marked out” for the repair of surface defects shall be limited to removing/making safe the actionable defect only.
2. All R0, R1, R2 and R3 defects to be recorded and issued for repair to both O&M and external contractors as appropriate.
3. R2 and R3 defects that were recorded within the month prior to 19/11/2015 and which were still within the timescale for repair to be issued for repair.
4. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas.
5. **Gully cleaning and weed control** - Works Orders for gully cleaning and weed control in the form of scuffling to be issued as appropriate.

V8 – 1 April 2016 to 8 May 2016

Road Element & Location		Traffic Volume	Inspection Frequencies	Defect Response Times				
				Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway			Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2	
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2		
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2		
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2	
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2		
		Low Traffic (<500 vpd)	6 months	R0	R2			
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2	
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3 months	R0	R1	R2		
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	3 months	R0	R1	R2		
		Low Traffic Housing estates, other urban footways and rural footways.	6 months	R0	R1	R2		
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1		
	All other car parks		3 months	R0	R1	R2		

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Currently not being repaired

R 4 – Currently not being repaired

Notes:

1. Only those defects to be instructed for repair are to be recorded and marked out.
2. The area marked out for repair of surface defects shall be limited to removing/making safe the actionable defect only.
3. All R1 and R2 defects are to be issued to O&M for repair. Where O&M do not have sufficient capacity defects may be issued to external contractors for repair within available budgets.
4. **Grass cutting.** A single annual cut to be completed by O&M across all urban/rural areas.
5. **Gully cleaning.** One full cycle of gully cleaning to be completed by O&M in all areas.
6. **Weed control/verge maintenance.** Schedules issued to external contractors as required.

V9 – 9 May 2016 to 19 June 2016

Road Element & Location		Traffic Volume	Inspection Frequencies	Defect Response Times				
				Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway			Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2	
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2		
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2		
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2	
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2		
		Low Traffic (<500 vpd)	6 months	R0	R2			
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2	
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3 months	R0	R1	R2	R3	
		Low Traffic (high risk - see note 4) Housing estates with a high incidence of defects.	3 months	R0	R1	R2	R3	
		Low Traffic Housing estates, other urban footways and rural footways.	6 months	R0	R1	R2		
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1		
	All other car parks		3 months	R0	R1	R2		

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

5.1 Appendix 1 cont'd

R 2 – Repair or make safe within **5 working days**

R 3 – Only Defects on medium and low traffic (high risk) footways to be repaired within **4 weeks**

4 – Currently not being repaired

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycletracks are treated the same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road

V10 – 20 June 2016 to 31 March 2017

Road Element & Location		Traffic Volume	Inspection Frequencies	Defect Response Times				
				Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway			Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2	
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2	R3	
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2	R3	
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2	
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2	R3	
		Low Traffic (<500 vpd)	6 months	R0	R2	R3		
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2	
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3 months	R0	R1	R2	R3	
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	3 months	R0	R1	R2	R3	
		Low Traffic Housing estates, other urban footways and rural footways.	6 months	R0	R1	R2	R3	
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1	R2	
	All other car parks		3 months	R0	R1	R2	R3	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Repair within **4 weeks**

R 4 – Currently not being repaired

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycletracks are treated same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road

V11 – 1 April 2017 to 22 April 2018

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2	
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (<500 vpd)	6 months	R0	R2		
Footways & Footpaths	High Traffic (Town & City centres)		1 month	R0	R1	R1	R2
	Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)		3 months	R0	R1	R2	R3
	Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.		3 months	R0	R1	R2	R3
	Low Traffic Housing estates, other urban footways and rural footways.		6 months	R0	R1	R2	
Car Parks	Town and city centers (those located within the central business area)		1 month	R0	R1	R1	R2
	All other car parks		3 months	R0	R1	R2	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Only defects on medium and low traffic (high risk) footways to be repaired within 4 weeks

R 4 – Currently not being repaired

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycletracks are treated same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road

Road Maintenance Standards for Safety – Limited Service - Appendix 1 - Defects to be instructed for repair – Effective from 23rd April 2018

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2	
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	R2
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (<500 vpd)	6 months	R0	R2	R3	
Footways & Footpaths	High Traffic (Town & City centres)		1 month	R0	R1	R1	R2
	Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)		3 months	R0	R1	R2	R3
	Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.		3 months	R0	R1	R2	R3
	Low Traffic Housing estates, other urban footways and rural footways.		6 months	R0	R1	R2	
	Town and city centres (those located within the central business area)		1 month	R0	R1	R1	R2
Car Parks	All other car parks		3 months	R0	R1	R2	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

R 3 – Only Defects on low traffic, rural roads and medium and low traffic (high risk) footways to be repaired within **4 weeks**

R 4 – Currently not being repaired

5.1 Appendix 1 cont'd

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycle tracks are treated same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road

Road Maintenance Standards for Safety - Limited Service - Appendix 1 - Defects to be instructed for repair – Effective from 1st May 2019

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2	
	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (<500 vpd)	6 months	R0	R2	R3	
Footways & Footpaths		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3 months	R0	R1	R2	R3
		Low Traffic (high risk - see note 3) Housing estates with a high incidence of defects.	3 months	R0	R1	R2	R3
Car Parks	Town and city centres (those located within the central business area)		6 months	R0	R1	R2	
	All other car parks			R0	R1	R2	

R 0 – Repair or make safe as soon as practical

R 1 – Repair or make safe before the end of the **next calendar day**

R 2 – Repair or make safe within **5 working days**

5.1 Appendix 1 cont'd

R 3 – Only Defects on low traffic, rural roads and medium and low traffic (high risk) footways to be repaired within **4 weeks**

R 4 – Currently not being repaired

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycle tracks are treated same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road

Road Maintenance Standards for Safety – Limited Service - Appendix 1

- Defects to be instructed for repair – Effective from 29 June 2020

Road Element & Location	Traffic Volume	Inspection Frequencies	Defect Response Times				
			Cat 0	Cat 1 (>100mm)	Cat 2 (>50-100mm)	Cat 3 (>20-50mm)	Cat 4
Motorway		Daily (Mon - Sat)	On Motorways a safety patrol is undertaken daily Monday to Saturday to remove debris and identify defects				
C'ways	Urban	High Traffic (>5,000 vpd)	1 month	R0	R1	R1	R2
		Medium Traffic (1,500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (< 1,500 vpd)	6 months	R0	R1	R2	
Footways & Footpaths	Rural	High Traffic (>5,000 vpd)	1 month	R0	R1	R2	
		Medium Traffic (500 - 5,000 vpd)	3 months	R0	R1	R2	
		Low Traffic (<500 vpd)	6 months	R0	R2	R3	
Car Parks		High Traffic (Town & City centres)	1 month	R0	R1	R1	R2
		Medium Traffic (Busy urban footways leading from housing estates and car parks to town and city centres. Main streets in villages.)	3 months	R0	R1	R2	R3
		Low Traffic (high risk - see note 4) Housing estates with a high incidence of defects.	3 months	R0	R1	R2	R3
		Low Traffic Housing estates, other urban footways and rural footways.	6 months	R0	R1	R2	
Town and city centres (those located within the central business area)		1 month	R0	R1	R1	R2	
		3 months	R0	R1	R2		

R0 – Repair or make safe as soon as practical

R1 – Repair or make safe before the end of the **next calendar day**

R2 – Repair or make safe within **5 working days**

R3 – Only Defects on low traffic, rural roads and medium and low traffic (high risk) footways to be repaired within **4 weeks**

R4 – Currently not being repaired

5.1 Appendix 1 cont'd

Notes:

1. vpd = vehicles per day (total of flows in both directions) - AADT.
2. Urban areas are generally those within 20 mph, 30 mph or 40 mph speed limits.
3. On motorways, a safety patrol is undertaken daily Monday to Saturday to remove debris and identify safety defects
4. Where the footways in an urban estate have been classified as low traffic/high risk, then it will be normal to inspect the associated carriageways at the same interval.
5. Cycle tracks are treated same as footways unless they are part of the carriageway.
6. Category 4 means work to be considered for forthcoming work programmes irrespective of the traffic category of the road