

Proposed changes made in Highway-Inspection-manual-edit2

Original document: Highway-Inspection-manual-September-2014

Date: 12 March 2016

Section	Comment/Change
All	Paragraph numbers removed as this were not used consistently and were confusing with level 2 headings.
Introduction	'Economy and Environment' replaced with 'Highways, Transport and Environmental Maintenance'
Introduction	End of paragraph 1 now reads 'The number of claims must be controlled as these have an impact on the highway maintenance budgets.'
Introduction	'as such during inspections' added to the end of paragraph 2
Introduction	'risk of danger' changed to 'risk due to a hazard'
Safety Inspections	'Safety Inspections – Roads' and 'Safety Inspections – Footways and Cycleways' have been combined into a single section. In practice the inspectors do not do footway inspections and carriageway inspections. Some of the existing text in Roads referred to footway inspections, other requirements are not repeated in the footway section; having one section solves this.
Safety Inspections	Road changed to Highway
Safety Inspections	The methods for carrying out the inspections have been put into one place. The categories are not referred to as the name to avoid confusion in the next and be consistent with the carriageway bits.
Safety Inspections	'by cycle' changed to 'on foot or by cycle'
Safety Inspections	Table 1 gives all the inspection frequencies in one place for improved clarity.
Safety Inspections	'by Divisional staff' removed to allow for the job to be done county-wide and commissioned out if required.
Safety Inspections	Highways Network Management Group replaced with Shropshire Council.
Safety Inspections	'These will be recorded on a locally agreed basis' changed to 'These will be recorded in the IHMS'
Safety Inspections	I would recommend removing the allowance for staff to be sick, especially if this document might form our brief for a contractor.
Safety Inspections	I would recommend that the final paragraph is changed. This paragraph only works for annual inspections. This should be revised to something like on the due date e.g. on the anniversary of the previous annual inspection.
Inspection System	Changed from Computerised Inspection System to Inspection System. Feels more modern.
Inspection System	Confirm removed and replaced with IHMS where appropriate. This allows us to change the system without the policy.
Defects	'For each budget heading' removed. I was told that inspection systems should not be related to financial items.
Location of Defects	Unique Road Sections promoted over USRNs. Inspections are actually done on URSs'
Defect Categories	'The categories match the current ordering system in "CONFIRM".' This statement is irrelevant in an inspection manual.
Defect	Do you need to define what a working day is as you discriminate the response

Categories	based on it?
Defect Categories	Risk based approach used instead of Risk Management Philosophy; it is the current term.
Defect Categories	<p><i>'A list of Category E defects has been defined. In Shropshire, a risk-based approach has been applied to this list and the 1 hour action will generally be applied on the busiest locations, i.e. 'greatest risk' of an accident and resulting claim.'</i> This paragraph is really misleading. One hand it states that Cat E will be 'generally applied' in the busiest locations (rather than Cat 1 or Cat 2) and also it suggests that Cat E is not used on minor routes which is not the case (Cat E is used on Local Access roads). I would recommend it is removed or changed to something as follows:</p> <p><i>'A list of Category E defects has been defined. In Shropshire, a risk-based approach has been applied to this list of defects and the fastest response applied where any hazard presents the greatest risk of an accident.'</i></p>
Highway Defect List	Removed the response times, these are simply repeated from the table above.
Section 7	Budget Heading is not Heading
Section U	Noted change for consistency on road markings in more than half of the marking must be worn to trigger an action. Changed text for clarity.
Section U	Changed the other trigger from 30% to 50% for consistency and reworded in alignment with the above comment.

- References to old organisations and departments have been updated as appropriate. References to specific systems (e.g. Confirm) have been removed and replaced with generic terms (e.g. IHMS) to allow for the authority to replace systems if needed.
- There are subtle edits to the introduction to improve clarity and precision.
- The 'Safety Inspections – Roads' and 'Safety Inspections – Footways and Cycleways' of the current document have been combined into a single section in the proposed document. Some of the existing text in the Roads section referred to footway inspections, other requirements are not repeated in the footway section; having one section solves these consistency issues.
- In the proposed Safety Inspections section, the methods for carrying out the inspections have been put into one place as stated above. The network classification categories are now referred to as the name rather than code to avoid confusion and be consistent with the current carriageway statements.
- In the proposed Safety Inspections section, Table 1 now gives all the inspection frequencies in one place for improved clarity.
- In the proposed Safety Inspections section, the words 'by Divisional staff' have been removed to allow for regular analysis of insurance claims to be done county-wide and commissioned out if required.
- In the proposed Safety Inspections section, the current phrase 'These will be recorded on a locally agreed basis' has been changed to 'These will be recorded in the IHMS' (IHMS has been defined).
- In the proposed Safety Inspections section, the text which allows for inspections to be delayed for staff sickness has been replaced by a section on operational contingency. This new section further clarifies the requirements on the Authority.
- In the proposed Safety Inspections section, where inspections are delayed in exceptional circumstances (e.g. severe weather), there is now a requirement for a record to be maintained of why these circumstances occurred.

- The reference to the inspection form in Appendix A which is called Computerised Inspection System in the current document has been removed.
- Under 'Location of defects', the network referencing requirements have been updated in line with the current practice.
- Paragraph 4 of Section G in the former document which introduced a judgement on future deterioration has been removed to keep outcome of the inspection purely based on what has been seen.
- Section U – Road Markings. A change has been made for road markings in order to standardise the intervention at 50% or more worn (day or night visibility); this has increased the intervention level from 30% to 50% on main roads. The reason for this change is to improve the consistency of the approach.