GUIDANCE ON CONSISTENCY

AN ADDENDUM TO THE LOTAG GUIDANCE ON HIGHWAY SAFETY INSPECTIONS

FOR

THE LONDON TECHNICAL ADVISERS GROUP(LOTAG)

Date: November 2017
Version: Version no.0.8

Contents

ACKNOWLEDGEMENTS 3
DISCLAIMER 4
1. CONSISTENCY WITH OTHER AUTHORITIES 5
1.1. THE CODE OF PRACTICE FOR WELL-MANAGED HIGHWAY INFRASTRUCTURE (OCTOBER 2016) (THE CODE) 5
1.2. PURPOSE OF THIS DOCUMENT 5
1.3. USE OF THIS DOCUMENT 5
2. CURRENT APPROACH IN LONDON 6
2.1. INSPECTION FREQUENCIES 6
2.2. INVESTIGATORY LEVELS 7
2.3. RESPONSE TIMES 8

ACKNOWLEDGEMENTS

Officers and staff of the following organisations took part in workshops, focus groups and consultations to produce this document:

LoTAG Board and Chairs
Transport for London
Metis Consultants Ltd
London Insurance Consortium

[List to be completed after consultation period]

DISCLAIMER

Metis Consultants Limited (Metis) have prepared this Guidance Document on behalf of the London Technical Advisers Group (LoTAG). The contents of this Guidance Document have been compiled based on focus groups, workshops and consultations of which the organisations listed in the Acknowledgements section of this Guidance Document took part. No other warranty, expressed or implied, is made as to the professional advice included in this Guidance Document or any other services provided by Metis or LoTAG.

The conclusions and recommendations contained in this Guidance Document are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by Metis and LoTAG has not been independently verified by Metis or LoTAG, unless otherwise stated in the Guidance Document.

The work described in this Guidance Document is based on the conditions encountered and the information available during the period of production. The scope of this Guidance Document and the services are accordingly factually limited by these circumstances.

Metis and LoTAG disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Guidance Document, which may come or be brought to Metis' or LoTAG's attention after the date of the Guidance Document.

Certain statements made in the Guidance Document that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Guidance Document, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. Neither Metis or LoTAG specifically guarantee or warrant any estimate or projections contained in this Guidance Document.

The User should take appropriate professional legal advice prior to implementing any recommendations made within this Guidance Document that may impact on the legal exposure of the User's organisation. Metis and LoTAG do not except any responsibility arising from the use of, or adoption of recommendations in, this Guidance Document.

1. CONSISTENCY WITH OTHER AUTHORITIES

1.1. THE CODE OF PRACTICE FOR WELL-MANAGED HIGHWAY INFRASTRUCTURE (OCTOBER 2016) (THE CODE)

1.1.1. Recommendation 5 of the Code states:

"To ensure that users' reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies" (The Code, 2016: p10).

1.2. PURPOSE OF THIS DOCUMENT

1.2.1. This document is an addendum to the LoTAG Guidance on Highway Safety Inspections and should be read alongside it, not in isolation.

1.2.2. As the public travel around the road network they cross boundaries from one highway authority to another. It is therefore important that highway authorities understand the level of service their neighbours are providing.

1.2.3. The London Technical Advisers Group (LoTAG) is well placed to support London highway authorities to address the concept of consistency as described in the Code. Through the annual Asset Management Status Reporting, and benchmarking within LoTAG sub-groups, LoTAG hold a repository of data that can be used to support authorities to assess their consistency with other authorities.

1.2.4. This guidance provides information as to what levels of service for frequency of inspection, investigatory levels and defect response times are being used within London. The data is based on the LoTAG Status Report 2015 returns which was provided by 20 boroughs. Future LoTAG Status Reports will continue to capture this data and this document will be updated annually.

1.3. USE OF THIS DOCUMENT

1.3.1. This document should be used to enable comparison of an authority's frequency of inspection, investigatory levels and defect response times. LoTAG do not suggest that these are the only factors that should be considered when looking at consistency. These are however key elements of a consistent approach that a road user will experience as they cross authority boundaries.

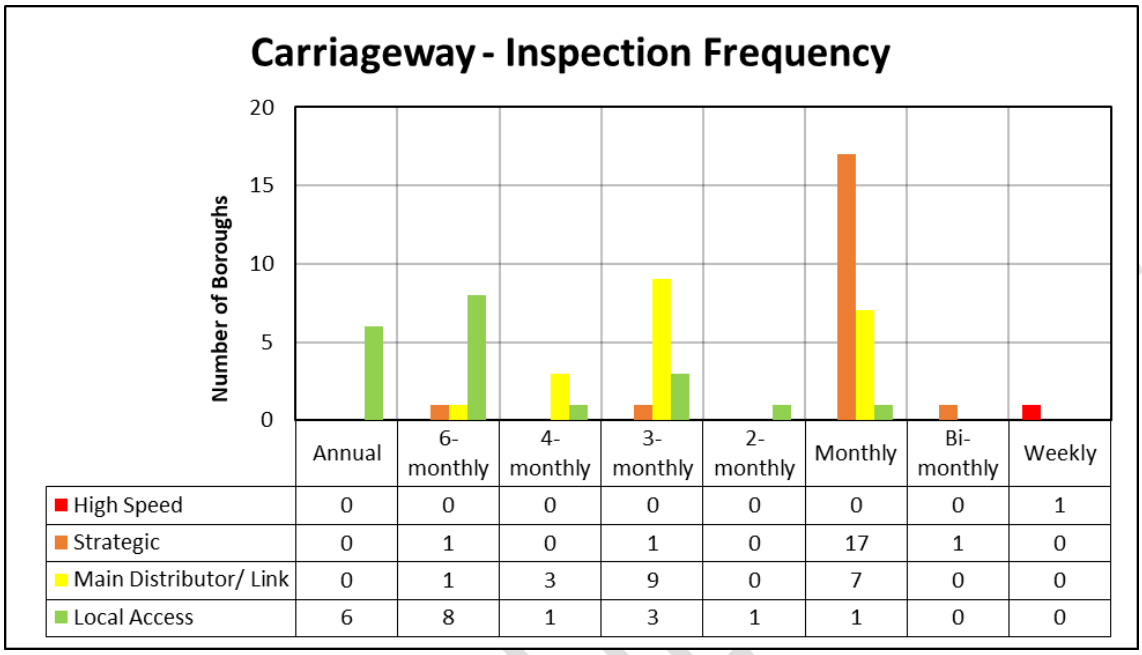
1.3.2. The graphs in Section 2 below summarise the relevant data collected through the Status Report. This provides evidence and opportunity for an authority to benchmark and provide background to their local choices for inspection frequency, investigatory levels and response times.

1.3.3. Where an authority has a level of service in the extremes of the data ranges provided, it is recommended further risk based evidence is developed to support that approach.

2. CURRENT APPROACH IN LONDON

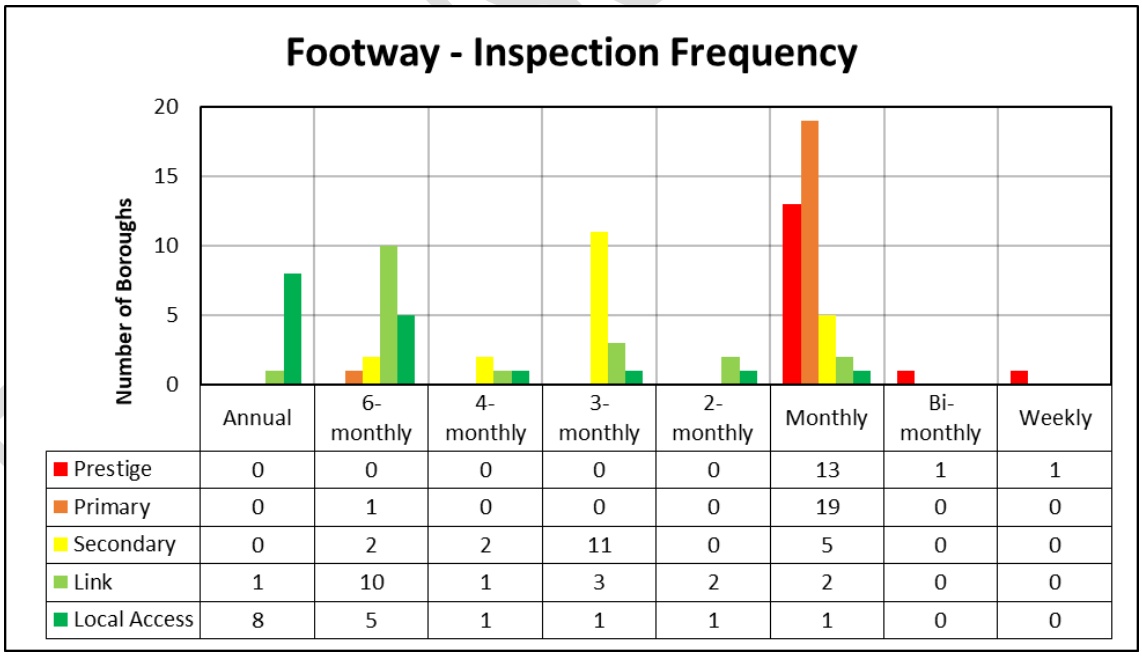
2.1. INSPECTION FREQUENCIES

2.1.1. Carriageways



	Annual	6-monthly	4-monthly	3-monthly	2-monthly	Monthly	Bi-monthly	Weekly
High Speed	0	0	0	0	0	0	0	1
Strategic	0	1	0	1	0	17	1	0
Main Distributor/ Link	0	1	3	9	0	7	0	0
Local Access	6	8	1	3	1	1	0	0

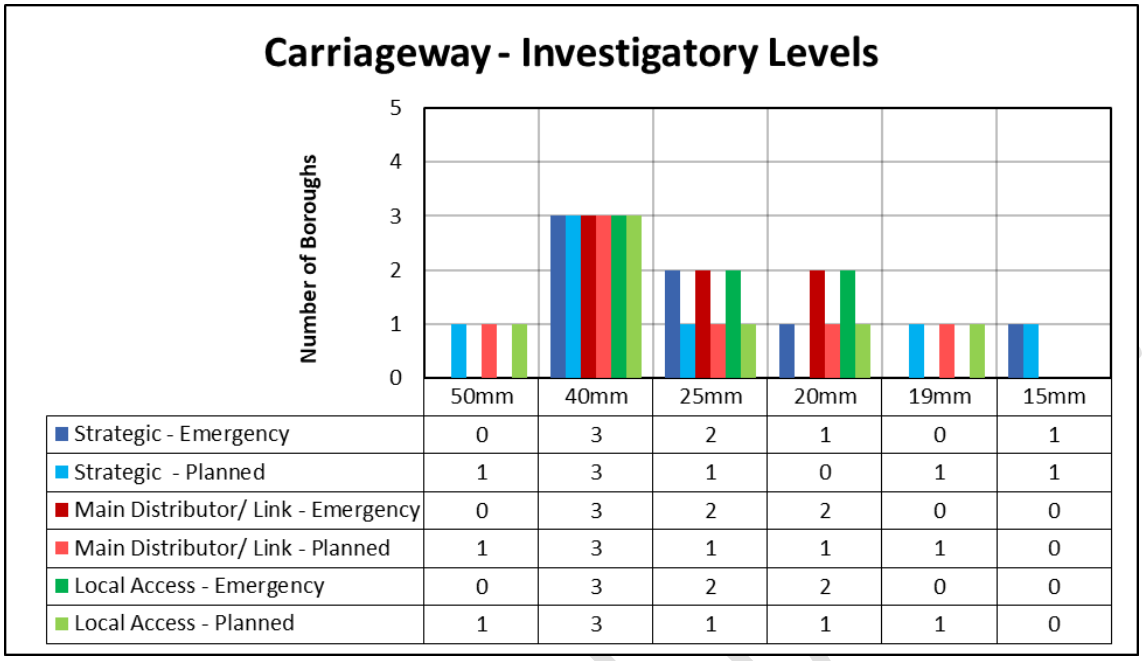
2.1.2. Footways



	Annual	6-monthly	4-monthly	3-monthly	2-monthly	Monthly	Bi-monthly	Weekly
Prestige	0	0	0	0	0	13	1	1
Primary	0	1	0	0	0	19	0	0
Secondary	0	2	2	11	0	5	0	0
Link	1	10	1	3	2	2	0	0
Local Access	8	5	1	1	1	1	0	0

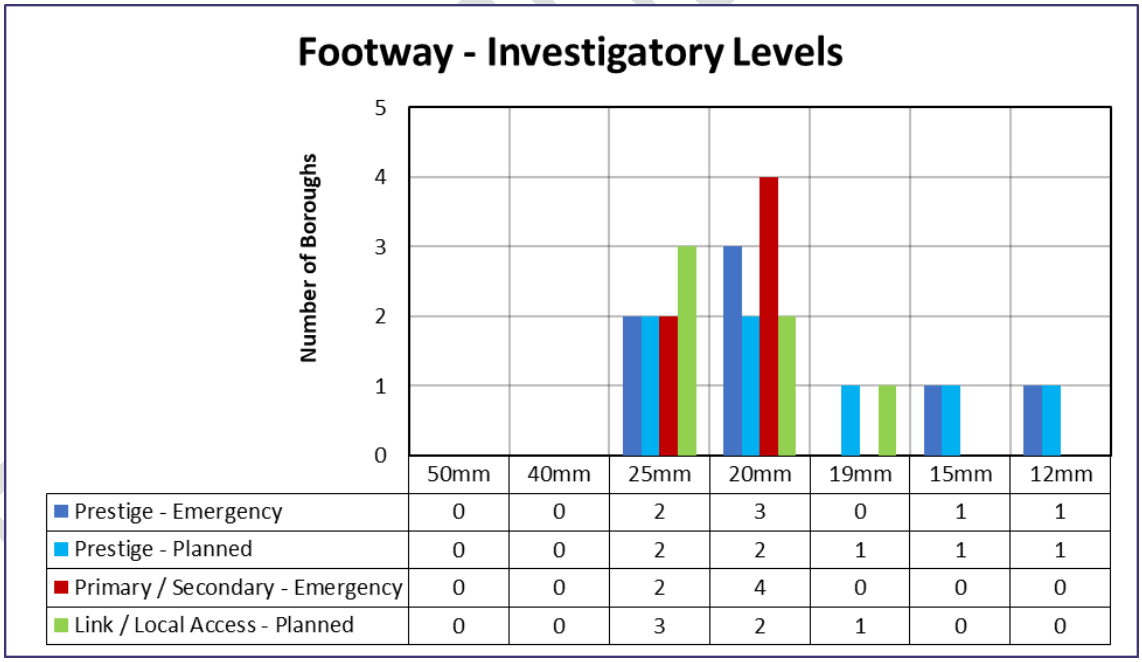
2.2. INVESTIGATORY LEVELS

2.2.1. Carriageways



	50mm	40mm	25mm	20mm	19mm	15mm
Strategic - Emergency	0	3	2	1	0	1
Strategic - Planned	1	3	1	0	1	1
Main Distributor/ Link - Emergency	0	3	2	2	0	0
Main Distributor/ Link - Planned	1	3	1	1	1	0
Local Access - Emergency	0	3	2	2	0	0
Local Access - Planned	1	3	1	1	1	0

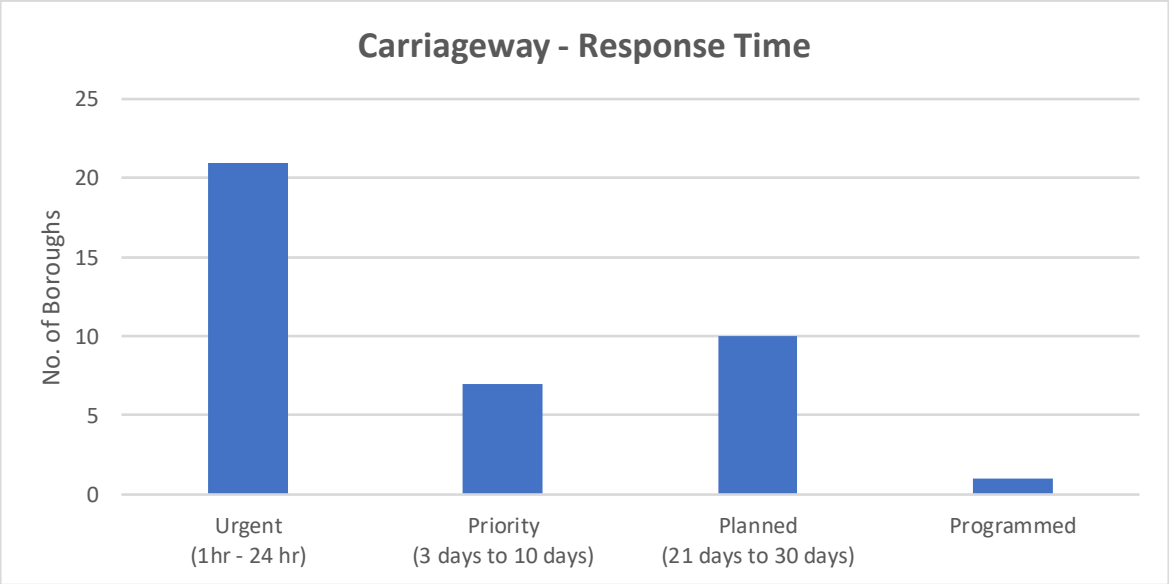
2.2.2. Footways



	50mm	40mm	25mm	20mm	19mm	15mm	12mm
Prestige - Emergency	0	0	2	3	0	1	1
Prestige - Planned	0	0	2	2	1	1	1
Primary / Secondary - Emergency	0	0	2	4	0	0	0
Link / Local Access - Planned	0	0	3	2	1	0	0

2.3. RESPONSE TIMES

2.3.1. Carriageways



2.3.2. Footways