

5 Categories of Defects

5.1 General

When a defect has been identified, the Operating Company is required to use the guidance outlined in this Trunk Road Inspection Manual and take account of applicable regulations and engineering judgement in deciding when remedial action will be necessary and to make recommendations on the type of work required. There are two categories of defect defined in this Trunk Road Inspection Manual, namely Category 1 and Category 2.

5.2 Classification of Category 1 Defects

Category 1 Defects require prompt attention because they represent an immediate or imminent risk of either one or more of the following:

- Injury to any party using or repairing the trunk road network
- Significant disruption to the normal flow of traffic through the trunk road network
- Significant deterioration of any specific part or infrastructure of the trunk road network
- Damage to a third party's property, livestock or equipment
- Damage to the environment
- Liable to leave Scottish Ministers in breach of one or more of their statutory duties
- Failure to effectively enforce the legality of an asset that has a mandatory or prohibitory function
- Failure of an asset to fulfil its intended function where such an asset protects the road user, maintenance personnel, environment, the trunk road network infrastructure, and/or facilitates the safe use of the trunk road network
- Offence to road users from graffiti that is obscene, blasphemous or otherwise offensive.

Examples of the types of defects that may constitute a Category 1 Defect are given for each asset type in the appropriate sections of Chapter 6. However, this Trunk Road Inspection Manual is deemed not to contain an exhaustive compendium of defects and in the absence of a description of a defect, the Operating Company is required to make the classification from first principles.

The principles of a system of defect risk assessment for application to safety inspections is set out in Chapter 9 of *Well Maintained Highways – Code of Practice for Highway Maintenance*. Each Operating Company should provide clear guidance and training to employees in the conduct of safety inspections.

5.3 Response to Category 1 Defects

Category 1 Defects are corrected or made safe in accordance with Schedule 7 Part 1 of the Transport Scotland Operating Company Contract.

Category 1 Defects are corrected or made safe at the time of inspection if reasonably practicable. In this context, making safe may constitute displaying warning notices/signs, coning off or fencing to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, repairs of a temporary or permanent nature are carried out as soon as possible and no later than:

- 06:00 on the day following identification of the Category 1 Defect on carriageways,
- within 24 hours of identification for all other Category 1 Defects.

Where a temporary repair has been carried out, the deferred permanent repair period for the following defect types shall be

- 28 days for carriageway surface,
- 56 days for bridge parapets,
- All other Category 1 Defects repaired permanently within the specific period referred to in Schedule 7 Part 1 of the Transport Scotland Operating Company Contract, or no later than 28 days after identification where no specific period is stated.

5.4 Classification of Category 2 Defects

General

Category 2 Defects are those which, following a risk assessment, are deemed not to represent an immediate or imminent hazard or risk of short term structural deterioration. Category 2 Defects should be repaired within planned programmes of work. The Operating Company logs, groups together and prioritises the repair of Category 2 Defects and submits programmes and bids for repairs in accordance with the requirements of Schedule 4 Part 1 of the Transport Scotland Operating Company Contract.

Disability Discrimination Act

In December 2006, a new duty took effect, requiring government departments and agencies to publish a Disability Equality Scheme outlining how they would implement Disability Discrimination Act (DDA) 2005 responsibilities through policy, guidance, planning and stewardship. As trunk road authority, Transport Scotland published the trunk road Disability Equality Scheme and Action Plan document 'Roads for All' in December 2006 (<http://www.transportscotland.gov.uk/road/maintenance-and-management/accessibility>).

The document focuses on the design, construction, operation and maintenance of the trunk road network and forms part of the wider Disability Equality Scheme for Transport Scotland and the Scottish Government. The Action Plan included a requirement to inspect the whole trunk road network, including bus stops, to identify the extent of all types of barrier to travel for all users of the trunk road network.

Transport Scotland is committed to developing a programme to address the removal of these barriers to accessibility on the trunk road network. This will be achieved via a combination of taking opportunities to address these barriers where possible in conjunction with operations and works contracts, and also through future stand-alone works.

6 Inspection Requirements

6.1 General

This Trunk Road Inspection Manual is intended to be of loose leaf construction to facilitate updates as required, and contains details of the inspection activities for each asset type, each in its own section and sub-divided as follows:

- A list of detailed inspection codes relating to an activity and a schedule of the inventory items to which they apply.
- A schedule of defect codes specific to the activity, the defect attribute, unit of measurement, and minimum and maximum values.
- Notes on specific individual defects (where applicable).
- An indicative list of Category 1 Defects requiring immediate action.
- A list of DDA Defects (where applicable).
- Where deemed appropriate, relevant photographs are also included.

The detailed inspection requirements for each asset type are outlined in the following sections. A summary of inspection frequencies is also provided in Appendix F.

Examples of the types of defects that may constitute a Category 1 Defect are given for each asset type in the appropriate sections of Chapter 6. However, this Trunk Road Inspection Manual is deemed not to contain an exhaustive compendium of defects and in the absence of a description of a defect, the Operating Company is required to make the classification from first principles.

The principles of a system of defect risk assessment for application to safety inspections is set out in Chapter 9 of *Well Maintained Highways – Code of Practice for Highway Maintenance*. Each Operating Company should provide clear guidance and training to employees in the conduct of safety inspections.



Bituminous Carriageways

Permitted Inventory Items

- Carriageway (CW)
- Crossovers (XO)
- Central Reserves (CR)
- Central Islands (CI)
- Hard Shoulders (HS)
- Lay-by (LB)

This section relates to minor repairs to bituminous carriageways. It does not relate to larger scale work needed to strengthen the carriageway or to work linked with structural maintenance, including surface dressing, which would normally be classed as, or linked to, structural maintenance activities.

Particular consideration should be given to defects, which may constitute an immediate danger to road users and to identify deficiencies compromising the reliability, quality, comfort and ease of use of the carriageway.

Inspection Requirement	Detailed inspections of carriageways, crossovers, central islands and central reserves, hard shoulders and lay-by.	
Inspection Frequency	MC	Annual Detailed Inspection
	MD	2 Yearly Central Reserve Inspection
	MS	Structural Pavement Condition Survey

Defect Description	Code	Attribute	Units	Min.	Max.
Localised Cracking Cracking confined to a discrete area of the carriageway and not associated with structural maintenance activities.	LOCK	Area:	sq metres	1	250
Localised edge deterioration Cracking confined to a discrete area of the carriageway and not associated with structural maintenance activities.	LODT	Length:	metres	1	100
Surfacing joints Open or excessive joints.	SRJT	Length:	metres	1	100
Cracking around ironwork	CKIR	Area:	sq metres	1	250
Patch – adjacent cracking	PACK	Area:	sq metres	1	250
Patch – loss of material (fretting)	PLMT	Area:	sq metres	1	250
Patch – difference in level Difference in level of a patch with the surrounding carriageway.	PDLV	Area:	sq metres	1	250
Trench RI – adjacent cracking Cracking around a reinstated trench.	TACK	Area:	sq metres	1	250
Trench RI – loss of material Loss of material (fretting) from a reinstated trench.	TLMT	Area:	sq metres	1	250
Trench RI – difference in level Difference in level between a reinstated trench and the surrounding carriageway.	TDLV	Area:	sq metres	1	250
Pothole	POTH	Area:	sq metres	1	250
Single crack	CRCK	Length:	metres	1	250
Patch – material cracking Cracking of the material used for patching.	PMCK	Area:	sq metres	1	250
Trench RI – material cracking Cracking of the material used to reinstate the trench.	TMCK	Area:	sq metres	1	250

Bituminous surfacing fretting Loss of material from the carriageway surface.	BFRT	Area:	sq metres	1	250
Flooding	FLOD	Area	sq metres	1	250
Debris in traffic lane	DBTL	Area	sq metres	1	250
Debris in hard shoulder	DBHS	Area	sq metres	1	250
Detritus	DETR	Area	sq metres	1	250
Other	OTHR				
None	NONE				

Category 1 Defects include but shall not be limited to the following Defects:

POTH	Factors such as traffic speed, type and volume, road alignment and visibility, and the position of the pothole in the road relative to the normal track taken by vehicles shall be considered when categorising the Defect. Pothole \geq 40mm and larger than 100mm x 100mm shall be categorised as Category 1 defects. Smaller or shallower potholes shall also be recorded as Category 1 defects where they pose a risk to road users . Abrupt difference in level between the carriageway and any trench, repair or ironwork.
PDLV, TDLV	Road edge breaking and falling away (note: overrun of verge is not a Category 1 defect).
LODT	Sufficient amount of water lying on, or running along/across the carriageway which represents a hazard to road users, may interrupt the free flow of traffic, or cause damage to other Structures or the carriageway.
FLOD	
DBTL, DBHS	Debris on the hardshoulder or carriageway that could damage a vehicle or cause road users to take avoiding action (note: immediate action should be taken to remove such debris).
DETR	Any severe accumulation of dirt, stone, gravel or other material in the hardshoulder or carriageway (note: immediate action should be taken to deal with oil spillages).



SRJT Surfacing Joints



CKIR Cracking around ironwork



PACK Patch adjacent cracking



PLMT Patch – loss of material



PDLV Patch – difference in level



TACK Trench RI – adjacent cracking



TLMT Trench RI - loss of material



TDLV Trench RI – difference in level



POTH Pothole



DBHS Debris in hard shoulder



FLOD Flooding



Concrete Carriageways

Permitted Inventory Items

- Carriageway (CW)
- Crossovers (XO)
- Central Reserves (CR)
- Central Islands (CI)
- Hard Shoulders (HS)
- Lay-by (LB)

This section relates to minor repairs to concrete carriageways. It does not relate to larger scale work needed to strengthen the carriageway or to work linked with structural maintenance, including surface dressing, which would normally be classed as, or linked to, structural maintenance activities.

Particular consideration should be given to defects, which may constitute an immediate danger to road users and to identify deficiencies compromising the reliability, quality, comfort and ease of use of the carriageway.

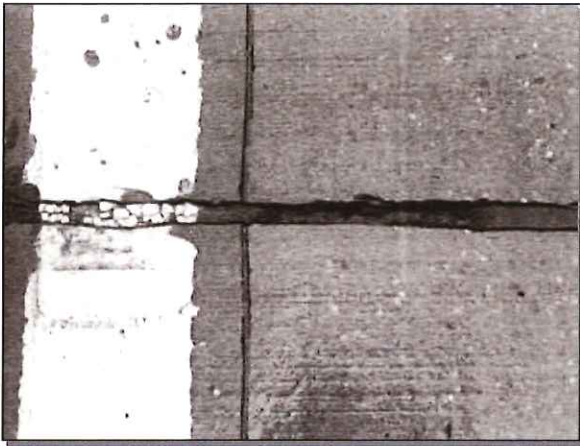
Inspection Requirement	Detailed inspections of carriageways, crossovers, central islands and central reserves, hard shoulders and lay-by.	
Inspection Frequency	MC	Annual Detailed Inspection
	MD	2 Yearly Central Reserve Inspection
	MS	Structural Pavement Condition Survey

Defect Description	Code	Attribute	Units	Min.	Max.
Joint seals	JTSL	Length:	metres	1	100
Shallow spalling at joints / cracks	SSPL	Length:	metres	1	100
Deep spalling at joints	DSPL	Length:	metres	1	100
Opening of longitudinal joint	OLJT	Length:	metres	1	100
Stepping at joint / crack	STEP	Length:	metres	1	100
Vertical movement under traffic	VMVT	Area:	sq metres	1	250
Evidence of pumping	EPMP	Area:	sq metres	1	250
Settlement / ponding	SETT	Area:	sq metres	1	250
Cracking	CRCK	Length:	metres	1	100
Failed overbanding / sealed cracks	OVSD	Length:	metres	1	100
Surface crazing	SRCZ	Area:	sq metres	1	250
Scaling	SCAL	Area:	sq metres	1	250
Miscellaneous surface Defects	MSRF	Area:	sq metres	1	250
Surface texture worn	SRTX	Area:	sq metres	1	250
Initiate skid test	SKID	Length:	metres	1	100
Failed repair	RFAL	Area:	sq metres	1	250
Patch – difference in level Difference in level of a patch with the surrounding carriageway.	PDLV	Area:	sq metres	1	250
Trench RI – difference in level Difference in level between a reinstated trench and the surrounding carriageway.	TDLV	Area:	sq metres	1	250
Localised edge deterioration Cracking confined to a discrete area of the carriageway and not associated with structural maintenance activities.	LODT	Length:	metres	1	100
Debris in traffic lane	DBTL	Area	sq metres	1	250

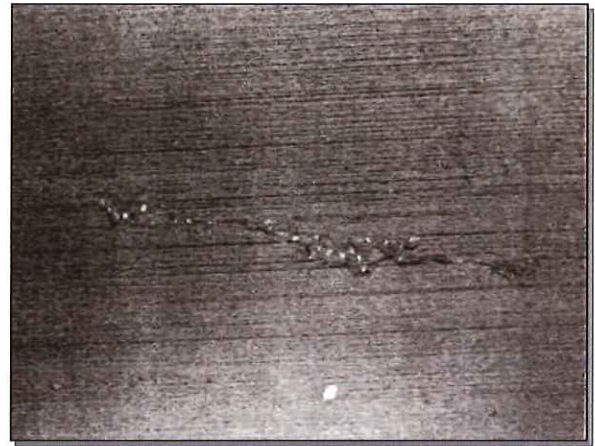
Debris in hard shoulder	DBHS	Area	sq metres	1	250
Detritus	DETR	Area	sq metres	1	250
Flooding	FLOD	Area:	sq metres	1	250
Other	OTHR				
None	NONE				

Category 1 Defects include but shall not be limited to the following Defects:

SSPL, DSPL	Factors such as traffic speed, type and volume, road alignment and visibility, and the position of the spalling in the road must also be considered when categorising the Defect. Spalling in concrete $\geq 40\text{mm}$ deep and $> 100\text{mm} \times 100\text{mm}$ shall be categorised as Category 1 defects. Smaller/shallower spalling shall also be recorded as Category 1 defects where they pose a risk to road users.
PDLV, TDLV	Abrupt difference in level between the carriageway and any trench, repair or ironwork.
LODT	Road edge breaking and falling (note: overrun of verge is not a Category 1 defect).
STEP	Difference in level between adjacent concrete bays, either longitudinal or transverse.
FLOD	Sufficient amount of water lying on, or running along/across the carriageway which represents a hazard to road users, may interrupt the free flow of traffic, or cause damage to other Structures or the carriageway.
DBTL, DBHS	Debris on the hardshoulder or carriageway that could damage a vehicle or cause road users to take avoiding action (note: immediate action should be taken to remove such debris).
DETR	Any severe accumulation of dirt, stone, gravel or other material in the hardshoulder or carriageway (note: immediate action should be taken to deal with oil spillages).



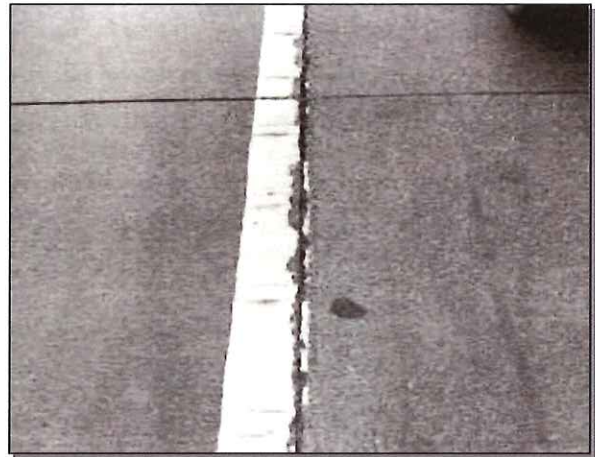
JTSL Joints seals



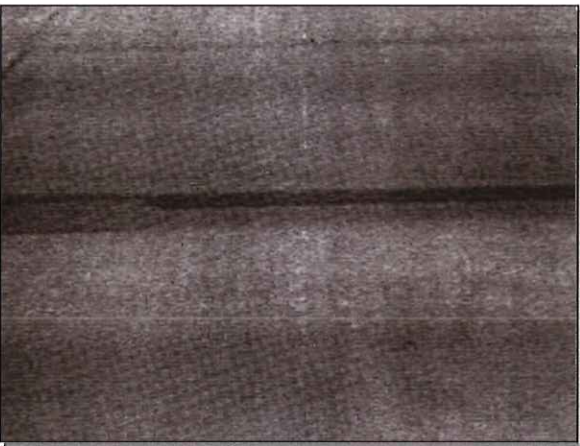
SSPL Shallow spalling at joints/cracks



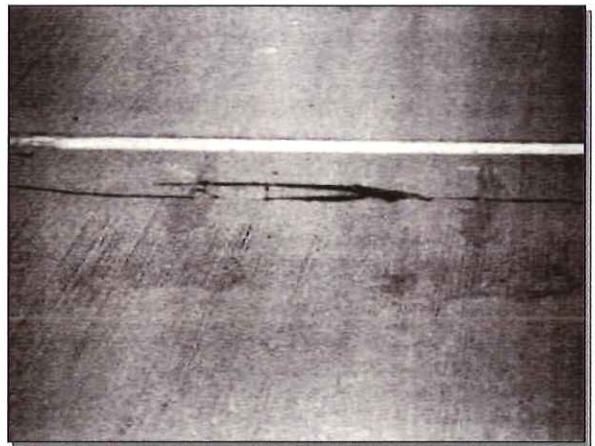
DSPL Deep spalling at joints



OLJT Opening of longitudinal joint



STEP Stepping at joint



CRCK Cracking



OVSD Failed overbanding / sealed cracks



SRTX Surface Texture Worn



RFAL Failed Repair



OTHR



Pedestrian and Cycle Facilities

Permitted Inventory Items

- Footway (FW)
- Cycle Facility (CT)
- Bus stop (BS)
- Miscellaneous street furniture

Footways include the walking surfaces of subways, structures and pedestrian rights of way which are under the responsibility of Transport Scotland and which may occasionally fall outside the road boundary. A cycle track is a paved facility available for persons with pedal cycles, with or without a right of way on foot, usually within the road boundary.

This section relates to minor repairs to footways and cycle tracks. It does not relate to larger scale work which would normally be classed as, or linked to, structural maintenance activities. Particular consideration should be given to defects, such as trips, which may constitute an immediate danger to pedestrians and/or cyclists.

Inspection Requirement	Detailed inspections of pedestrian and cycle facilities	
Inspection Frequency	FCA	Monthly Detailed Inspection (Category A)
	FCB	3 monthly Detailed Inspection (Category B)
	FC	All other areas Annual Detailed Inspection

Defect Description	Code	Attribute	Units	Min.	Max.
Standing water	STWT	Length:	metres	1	100
Slab profile – uneven/trips	SLPF	Area:	sq metres	1	250
Slab cracking	SLCK	Area:	sq metres	1	250
Slab rocking	SROK	Area:	sq metres	1	250
Block profile	BKPF	Area:	sq metres	1	250
Bituminous surfacing – potholes	BPOT	Area:	sq metres	1	250
Bituminous surfacing – local cracking Cracking confined to a discrete area of the footway / cycle track.	BLCK	Area:	sq metres	1	250
Bituminous surfacing – extensive cracking Cracking affecting the major part of a footway / cycle facility.	BECK	Area:	sq metres	1	250
Bituminous surfacing – fretting Loss of material from the footway / cycle facility surface.	BFRT	Area:	sq metres	1	250
Failed patch – adjacent cracking	FPCK	Area:	sq metres	1	250
Failed patch – loss of material Loss of material (fretting) from an existing area of patching.	FLMT	Area:	sq metres	1	250
Failed patch – difference in level	FDLV	Area:	sq metres	1	250
Overgrown by vegetation	OVGV	Length:	metres	1	100
Trench RI – adjacent cracking Cracking around a reinstated trench.	RACK	Area:	sq metres	1	250
Trench RI – loss of material Loss of material (fretting) from a reinstated trench.	RLMT	Area:	sq metres	1	250
Trench RI – difference in level	RDLV	Area:	sq metres	1	200
Other	OTHR				
None	NONE				

DDA defects associated with Footway(FW) & Cycle Facility(CT) Inventory

Footway and Cycleway DDA Defect Description	Code
Kerb upstand adjacent to c/way < 80mm high (excl crossing points)	DD001
Lack of edge definition (upstand) at rear	DD002
Lack of dropped kerb	DD003
Kerb upstand at crossing > 6mm high	DD004
Width of dropped kerb at uncontrolled crossing is < 1200mm	DD005
Width of dropped kerb at controlled crossing is < 2400mm	DD006
Crossfall of transition area between footway level and dropped kerb level in excess of 1:12 (8.3%)	DD007
Gradient in excess of 1:11 (9%) on dropper kerb	DD008
Bus boarding kerb outwith 125 - 160mm range	DD009
Bus raised boarding area gradient in excess of 1:12 (8.3%)	DD010
Bus raised boarding area is <3000mm long	DD011
Step going length outwith 250-425mm range (depth of tread in the horizontal plane)	DD023
Flight has in excess of 12 steps	DD024
Flight has less than 3 steps	DD025
Rise for a single step outwith 150-170mm range	DD026
Lack of tonal contrast between step nosing and tread, and step nosing and riser	DD027
Step nosing is not non-slip	DD028
Nosing projects in excess of 25mm in horizontal plane	DD029
Risers are open	DD030
Nosings and not parallel with the other nosings	DD031
Nosings and not parallel with the ground/landing	DD032
Taping rails not provided in line with staircase treads	DD033
Stairs are not accompanied by a ramp	DD034
Lack of landings between successive flights	DD035
Longitudinal gradient in excess of 1:20 (5%)	DD036
Crossfall in excess of 1:40 (2.5%)	DD037
Abrupt change in gradient (should be rounded)	DD038
Identify areas (in excess of 10m ²) where surface irregularity exceeds 3mm in a vertical plane	DD039
Identify any gaps exceeding 10mm in a horizontal plane	DD040
Grating placed in area of main pedestrian flow	DD041
Obstacle free width is < 1300mm	DD042
Unobstructed height above footway is < 2300mm, incl overhanging vegetation	DD043
Inconsistent position of a succession of obstacles necessitates weaving	DD044
Width at footway is restricted locally to < 1000mm	DD045
Pole at front of footway outwith 500-600mm offset from c/way	DD046
Edge of footway has sudden level change	DD047
Lack of edge definition	DD048
Seating not provided every 50m	DD049
Seating width is < 500mm	DD050
Seating height is not 470-480mm off ground level	DD051
Seating does not have back rest	DD052
Seating does not have arm rests	DD053
Seating lacks adequate tonal contrast	DD054

Footway and Cycleway DDA Defect Description	Code
Bus stop can not be reached by adjoining footways	DD055
Footway at bus stop is < 3000mm wide	DD056
Width of clear space at bus shelter is < 1000mm	DD057
Ramp not accompanied by steps where the level difference exceeds 200mm	DD058
Ramp is a stepped ramp	DD059
Ramp and landings do not contrast tonally	DD060
Ramp longitudinal gradient in excess of 1:10 (10%) for ramp flight up to 600mm going	DD061
Ramp longitudinal gradient in excess of 1:12 (8.3%) for ramp flight up to 2m going	DD062
Ramp longitudinal gradient in excess of 1:15 (6.7%) for ramp flight up to 5m going	DD063
Ramp longitudinal gradient in excess of 1:20 (5%) for ramp flight up to 10m going	DD064
Individual ramp flight in excess of 10m long	DD065
Individual ramp rise in excess of 500mm	DD066
Sides of ramp not protected by a raised kerb of 100mm min height	DD067
Ramp crossfall in excess of 1:40 (2.5%)	DD068
Total rise in ramped section in excess of 2m	DD069
Total length of ramped section in excess of 50m, but less than 132m	DD070
Length of landing to top/bottom of flight is < 1200mm	DD071
Length of intermediate landing is < 1500mm	DD072
Length of landing at change in direction is < 1800mm	DD073
A landing has not been applied at change in direction	DD074
Landing longitudinal gradient in excess of 1:40 (2.5%)	DD075
Lack of adequate tonal contrast	DD076
Redundant street furniture	DD077
Free standing object does not meet min. height criteria of 1000mm	DD078
Gate latch inoperable by person with reach difficulties eg wheelchair user	DD079
Staggered barriers/access control less than 1200mm apart	DD080
Lack of tactile paving	DD081
Inappropriate tactile paving type	DD082
Inappropriate tactile paving colour	DD083
Inappropriate tactile paving layout	DD084
Outdated/worn profile on tactile paving	DD085
Tactile paving does not contrast tonally with surrounding paving	DD086
The back edge of the tactile surface is not at right angles to the direction of crossing/travel	DD087
Pedestrian route around a junction is not continuous	DD088
Width between handrails is < 1000mm	DD089
Width between handrails is < 1800mm (this does not allow two way movement)	DD090
Width between handrails is > 1800mm	DD091
Handrails not provided on both sides of flight	DD092
Handrails on flight not provided at height of 900-1000mm	DD093
Handrails not continuous across intermediate landings	DD094
Handrails do not extend 300mm past top and bottom of flight	DD095
End of handrail projects into route of travel	DD096
End of handrail does not return into wall/ground or have 100mm downturn (to prevent injury to users)	DD097
Handrail of material which is cold to the touch	DD098
Handrails are not tonally contrasted with background	DD099

Footway and Cycleway DDA Defect Description	Code
Circular handrails does not have cross section of 40-50mm diameter	DD100
Oval handrail does not have cross section of 50 x 35mm	DD101
Clear space between handrail and adjacent wall is < 60mm	DD102
Parking bay does not meet 4800 x 2400mm size	DD103
Accessible parking bay (parallel/kerb side) does not meet 6600 x 3600mm size	DD104
No dedicated accessible parking bay provided	DD105
Lack of 1.2m hatched aisles at dedicated accessible parking bay	DD106
Lack of signage at dedicated accessible parking bay	DD107
Clearance between parked vehicle and running lane is < 1200mm	DD108
Lack of footway facilities for parked vehicle	DD109
Footway is < 1500mm wide	DD110
Crossfall beside parked vehicle in excess of 1:20 (5%)	DD111
Crossing point not on obvious pedestrian desire line	DD112
Crossing point at junction bellmouth not at ideal location	DD113
Lack of refuge at crossing	DD114
Refuge at crossing is < 1500mm wide	DD115
Pedestrian crossing is zebra type	DD116

DDA defects associated with Bus Stop – BS Inventory

Bus stop DDA Defect Description	Code
Bus boarding kerb outwith 125 - 160mm range	DD009
Bus raised boarding area gradient in excess of 1:12 (8.3%)	DD010
Bus raised boarding area is <3000mm long	DD011
Flag on bus stop pole is < 300 x 250mm	DD013
Route numbers on bus stop flag pole are < 50mm high	DD014
Lack of bus shelter	DD015
Bus shelter lacks seating	DD016
Passengers in bus shelter cannot see or be seen by oncoming vehicle	DD017
Bus shelter lacks adequate tonal contrast	DD018
Bus timetable positioned outwith 900-1800mm range off ground level	DD019
Bus timetable font size illegible (character height should be 15-25mm)	DD020
Lack of bus stop flag pole	DD021
Lack of bus stop timetable	DD022
Grating placed in area of main pedestrian flow	DD041
Pole at front of footway outwith 500-600mm offset from c/way	DD046
Seating width is < 500mm	DD050
Seating height is not 470-480mm off ground level	DD051
Seating does not have back rest	DD052
Seating does not have arm rests	DD053
Seating lacks adequate tonal contrast	DD054
Bus stop can not be reached by adjoining footways	DD055
Footway at bus stop is < 3000mm wide	DD056
Width of clear space at bus shelter is < 1000mm	DD057
Lack of adequate tonal contrast	DD076
Redundant street furniture	DD077
Free standing object does not meet min. height criteria of 1000mm	DD078
Parking bay does not meet 4800 x 2400mm size	DD103
Accessible parking bay (parallel/kerb side) does not meet 6600 x 3600mm size	DD104
No dedicated accessible parking bay provided	DD105
Lack of 1.2m hatched aisles at dedicated accessible parking bay	DD106
Lack of signage at dedicated accessible parking bay	DD107
Clearance between parked vehicle and running lane is < 1200mm	DD108
Lack of footway facilities for parked vehicle	DD109
Crossfall beside parked vehicle in excess of 1:20 (5%)	DD111

DDA defects associated with Miscellaneous street furniture – MF Inventory

DDA Defect Description	Code
Seating not provided every 50m	DD049
Seating width is < 500mm	DD050
Seating height is not 470-480mm off ground level	DD051
Seating does not have back rest	DD052
Seating does not have arm rests	DD053
Seating lacks adequate tonal contrast	DD054
Lack of adequate tonal contrast	DD076
Redundant street furniture	DD077
Free standing object does not meet min. height criteria of 1000mm	DD078

Category 1 Defects include but shall not be limited to the following Defects:

BPOT	Pothole \geq 25mm deep, regardless of size. For shallower potholes, factors such as pedestrian/cycle flows, and the position of the pothole in the footway/cycle track relative to the normal track taken by pedestrians/cyclists must also be considered when categorising the Defect.
FDLV, RDLV	Abrupt difference in level between the footway and any trench, repair or ironwork.
SROK, SLPF	Rocking, uneven or missing/broken slabs resulting in a trip hazard.
STWT	Standing water which obstructs the footway to such an extent that pedestrians are likely to step off the footway to pass.



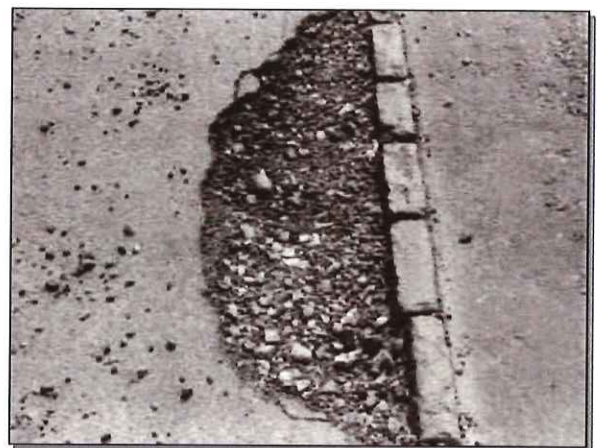
SLPF Slab profile – uneven/trips



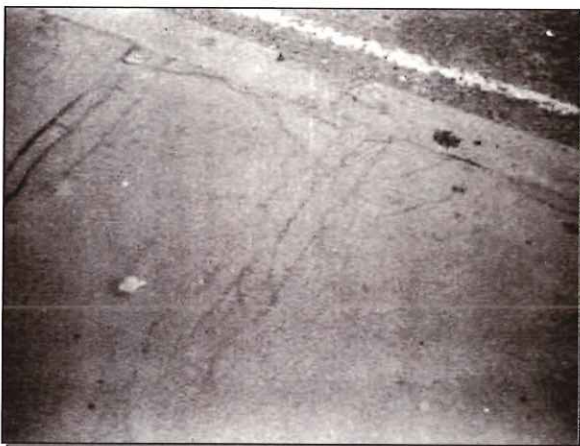
SLCK Slab Cracking



BKPF Block Profile



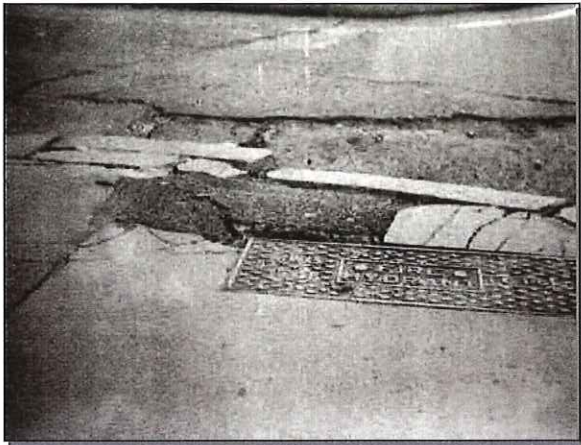
BPOT Bituminous surfacing – potholes



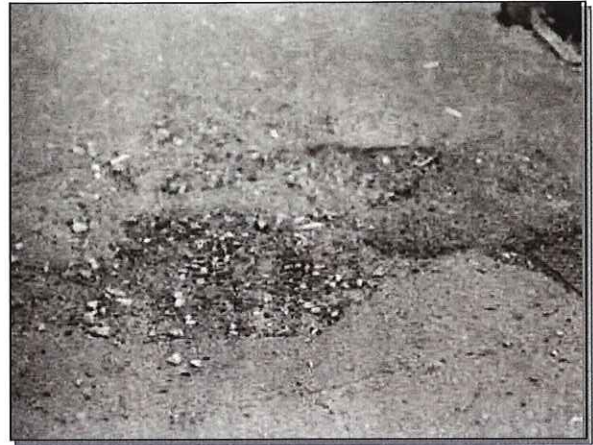
BLCK Bituminous Surfacing – Extensive Cracking



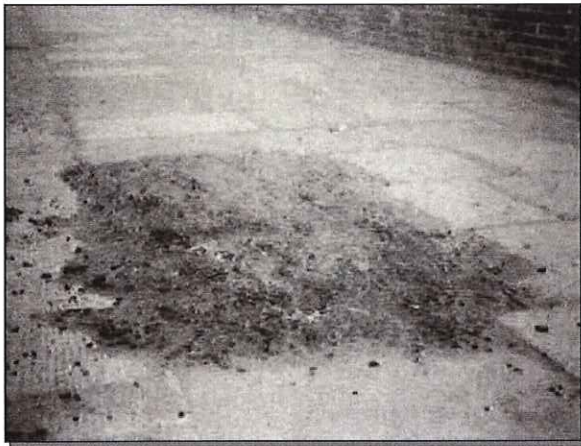
BECK Bituminous Surfacing – Extensive Cracking



FPCK Failed Patch – adjacent cracking



FLMT Failed Patch – loss of material



FDLV Failed Patch – difference in level



OVGV Overgrown by vegetation



RLMT Trench RI – loss of material



RDLV Trench RI – difference in level

