



**GADSDEN CONSULTING**

# ROADS AND FOOTPATHS MANAGEMENT AND MAINTENANCE SCHEDULE

**LOCATION:** RESIDENTIAL DEVELOPMENT,  
ACCRINGTON ROAD, WHALLEY


**CLIENT:** OAKMERE HOMES

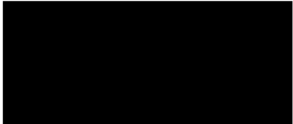
**JOB No:** 21315

**REF:** 21045-GAD-00-00-RE-C-3200

Rev	Description	Issued By	Reviewed By	Date
P01	First Issue	RG	RB	15/12/2025

This report has been prepared for the sole benefit, use and information for the client. The liability of M&P Gadsden Consulting Engineers Ltd trading as Gadsden Consulting with respect to the information contained will not extend to any third party.

Author	Signature	Date
Richard Gadsden BSc(Hons), MCIHT, GMICE Director		15/12/2025

Reviewed	Signature	Date
Rob Bruce Beng(Hons), BA(Hons) Civil Engineer		15/12/2025

Contents

1. Introduction 3

2. Carriageway Hierarchy..... 3

3. Inspection Frequency ..... 5

4. Safety Defect and Condition Definitions ..... 6

5. Risk Assessment of Individual Defects ..... 7

6. Data to be Recorded ..... 7

## 1. Introduction

The purpose of this report is to provide a schedule for the maintenance of the roads and footpaths for the development of proposed residential development at Accrington Road, Whalley.

The highways are to be constructed in line with the approved drawings. Whilst the majority of the roads and footpaths within the site will remain private, this report will follow the Lancashire County Council 'Highway Safety Inspection Policy' (2023) as best as possible.

It is the responsibility of the developer to maintain the roads and footpaths until the development is complete and the responsibilities are transferred to a reputable management company.

The highways to remain private can be seen in Appendix A.

## 2. Carriageway Hierarchy

The carriageway and footways can be categorised as indicated in Lancashire County Council 'Highway Safety Inspection Policy' (2023) and can be seen in the tables overleaf.

Table 1: - Carriageway Hierarchy				
Category	Ref No.	Type	Description	Inspection Frequency
Motorway	1	Limited access - motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use	Monthly
Strategic Route	2	Trunk and some Principal 'A' class roads between primary destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited	Monthly
Main Distributor	3a	Major Urban Network and InterPrimary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety	Monthly
Secondary Distributor	3b	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network	3 Monthly
Link Road	4a	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In urban areas these are residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic	6 Monthly
Local Access Road	4b	Unclassified roads providing access to residential and business areas.	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop, access and estate roads or cul-de-sacs.	12 Monthly

The application site carriageways are classed as 4b – Unclassified roads providing access to residential and business areas.

Category	Ref No.	Description	Inspection Frequency
Primary Walking Route	1	Busy urban town/city centre shopping areas and main pedestrian routes linking interchanges between different modes of transport e.g. railways, bus stations/interchanges.	Monthly
Secondary Walking Route	2	Medium usage routes through local areas feeding into primary routes, local shopping centres, large schools and industrial and commercial centres etc.	3 Monthly
Link Footway	3	Linking local access footways through urban areas and busy rural footways	6 Monthly
Local Access Footway	4	Footways associated with low usage, short estate roads to the main routes and cul-de-sac etc.	12 Monthly

The application site footways are classification 4 – Footways associated with low usage, short estate roads to the main routes and cul-de-sac etc.

### 3. Inspection Frequency

Where footways and cycle ways are adjacent to, near or part of the carriageway all parts of the street will be inspected at the carriageway frequency. The footway hierarchy will be used to set the inspection frequency of footways and cycle ways that are not adjacent to, near or part of the carriageway.

Specified Frequency	Tolerance
12 times/year	Plus or minus 5 days
4 times/year	Plus or minus 10 days
2 times/year	Plus or minus 20 days
1 times/year	Plus or minus 20 days

## 4. Safety Defect and Condition Definitions

There are 4 types of defect categories that are described as follows:

### **Emergency defects (Category E defects)**

Emergency Defects (“Cat E” or “E”), are those defects likely to create an immediate danger or serious inconvenience to the public and which therefore require immediate action:

Emergency: Some defects are so serious that they require immediate attention. The inspector will be required to undertake a Dynamic Risk Assessment and either make safe if the inspector deems it safe for him to do (with the equipment the team have available) or to telephone an agreed to request immediate action to make safe (Abbreviated as ‘E’). If a defect is deemed so serious as to be classified as an emergency the inspector must, remain at the site to guard against accident until relieved by the response team. The inspector should be relieved within an hour and the defect made safe within two hours.

### **Asset defects (Category A defects)**

Asset Defects (“Cat A” or “A”), are those defects likely to prevent use of the network and that will create a danger or serious inconvenience to the public. Such defects therefore require action as part of an asset management approach to maintaining the life of the asset. Asset Defects have a specific associated response time, depending on the degree of deficiency and the urban or rural location.

- 5 day: The defect must be repaired within five working days starting from close of work on the day of identification. (Abbreviated as ‘5D’)
- 20 day: The defect must be repaired within twenty working days starting from close of work on the day of identification. (Abbreviated as ‘20D’).

### **Maintenance defect (Category M defects)**

Maintenance defects (“Cat M” or “M”) are defects which are not considered as requiring repair in order to maintain the use of the asset and are not Asset Defects (Cat A Defects) at the time of inspection as they fall below the investigation level requiring action to be taken. However, they may deteriorate to become Asset Defects and if repaired, would be beneficial to the network. As such, they should be identified, recorded and put forward for consideration for permanent repair through inclusion in the planned maintenance programme. Maintenance defects should be considered for permanent repair at the same time as Asset Defects where practical.

### **Condition indicators and ratings (Category C defects)**

Condition indicators (C) are other carriageway and footway defects which are not Asset Defects or Maintenance Defects. Condition indicators identify defects to the network which describe the condition of the network and are used to justify the condition rating (CR) of the network inspected. Condition indicators should be picked up at regular intervals along the inspected route identifying the worse sections of the network. After the section has been inspected the inspector should give an overall condition rating of the footway and carriageway inspected. Separate ratings for footway and carriageway should be given on a scale of 1 to 5. 1 being good and 5 being poor. The Condition rating together with other matrix will be used to identify future maintenance schemes. The condition rating informs the frequency of the next inspection.

## 5. Risk Assessment of Individual Defects

The risk matrix table shown below should be used as a tool to assess the severity and risk attached to defects.

Probability of Incident occurring	LOW	MEDIUM	HIGH
Potential severity of incident			
LOW	Cat C	Cat M	Cat M
MEDIUM	Cat M	20D	5D
HIGH	Cat M	5D	Cat E

**Notes:** - Risk is not specifically related to level of use - A large full width trip on a comparatively lightly used path/footway will expose all users to risk, but a trip of the same height on the same path/footway near one edge will not. The probability of an incident occurring depends on vehicular and pedestrian flows and defect locations. The potential severity of an incident depends on speeds, flows and type of road.

## 6. Data to be Recorded

The details that should be recorded for each inspection can be seen in the list below:

- Road number/name
- Inspectors name/initials
- Date & time
- Weather conditions

Defect details to be recorded are as follows:

- Chainage measurement of the defect from start of road
- Cross sectional position (e.g. left footway, or right verge)
- Description – brief description of the defect
- Any depth/height/size information required
- Repairs recommended
- Any other comments

Defects should be marked with spray paint to identify their location on the road or footpath, ready for repair.

An example of measurable, non-measurable and maintenance defects can be found in Appendix B of this report.

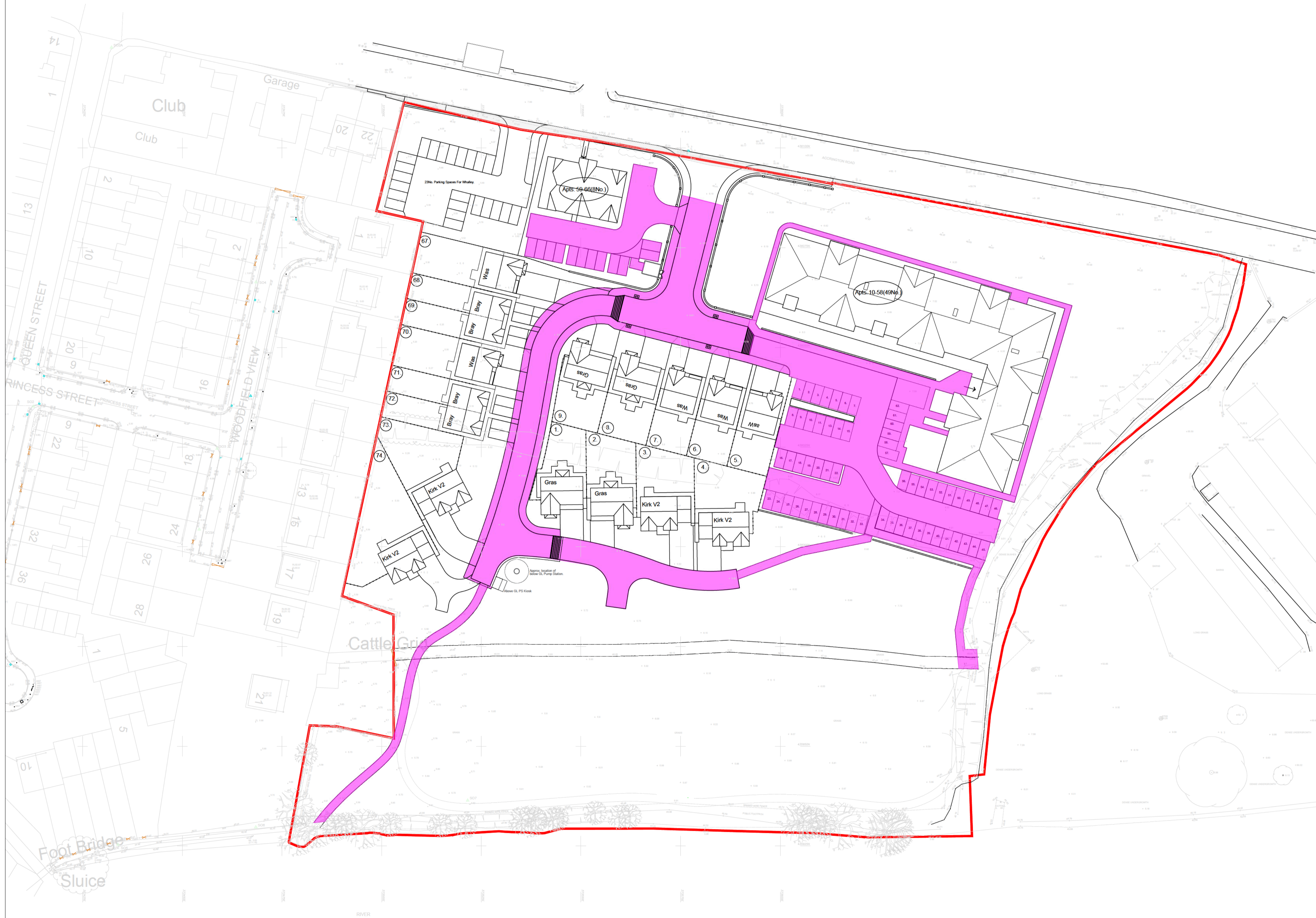
Appendix A

**GENERAL NOTES**

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
2. ALL RELEVANT DIMENSIONS TO BE OBTAINED/CHECKED AGAINST ARCHITECT'S DRAWINGS AND BY SITE MEASUREMENT PRIOR TO THE COMMENCEMENT OF WORKS OR ORDERING OF MATERIALS. DISCREPANCIES BETWEEN THE DRAWINGS AND SITE CONDITIONS TO BE NOTIFIED TO THE ENGINEER.
3. DO NOT SCALE FROM THIS DRAWING.
4. ALL DPMs & DPCs AND WATERPROOFING/ WEATHERING DETAILS TO BE IN ACCORDANCE WITH ARCHITECTS DETAILS.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF ALL UNDERGROUND SERVICES THAT MAY EXIST AND TO DIVERT THEM IF NECESSARY PRIOR TO THE COMMENCEMENT OF THE WORKS.
6. ALL STRUCTURAL WORKS TO BE CARRIED OUT STRICTLY IN ACCORDANCE WITH THE DETAILS GIVEN BY THE ENGINEER. THE ENGINEER IS TO BE ADVISED OF ANY SIGNIFICANT VARIATION PRIOR TO ITS IMPLEMENTATION.
7. SETTING-OUT OF WALLS TO BE IN ACCORDANCE WITH LATEST RELEVANT ARCHITECTS DRAWING.
8. MATERIALS OR WORKMANSHIP NOT COMPLYING WITH THE ENGINEERS DRAWINGS AND SPECIFICATION SHALL BE DEEMED UNACCEPTABLE AND REMOVED FROM SITE AND REPLACED WITH WORK CORRECTLY MANUFACTURED, DELIVERED AND ERECTED.

**LEGEND**

INDICATES EXTENT OF NEW ROADS AND FOOTPATHS TO BE MAINTAINED BY MANAGEMENT COMPANY



NO.	DATE	DESCRIPTION	BY	CHK	APP			
P01	15-12-2025	PRELIMINARY ISSUE	RG	RG	MG			
REV	DATE	DESCRIPTION	BY	CHK	APP			
DRAWING STATUS: <b>PRELIMINARY</b>								
CLIENT: OAKMERE HOMES LTD								
ARCHITECT: -								
PROJECT: NEW HOUSING DEVELOPMENT ACCRINGTON ROAD WHALLEY								
TITLE: ROADS AND FOOTPATHS MANAGEMENT AND MAINTENANCE EXTENTS								
STATUS:	PROJECT No.	ORIGINATOR	PHASE	LEVEL	TYPE	ROLE	DRAWING No.	REV.
S2	21315	-GAD-	01	-ZZ-	DR	-C-	3201	P01
SCALE @ A1:	DESIGNED:	DRAWN:	CHECKED:	APPROVED:	DATE:			
1:500	RG	RG	MG	MG	SEPT 2021			

**M & P Gadsden**  
Consulting Engineers Ltd

Unit 20  
Meetings Industrial Estate  
Park Road, LA14 4TL  
Tel: 01229 813333  
www.mpg-consulting.co.uk

Appendix B

## APPENDIX A

### 1) Safety Inspection Criteria: - Measurable defects

The dimension in the tables below is the minimum depth or projection to trigger a risk assessment at different location in the highways as defined by the inspection category and rural/Urban location. Defects dimension below these values may be class a Maintenance defect and as a rough guide values between half the minimum and the minimum should be recorded.

<b>Table A1: - Safety Inspection Criteria: - Measurable defects</b>							
Location	Description of hazard	Investigation depths of hazard in mm to trigger a risk assessment for different category of road				Suggested Response	Comments
		Urban		Rural			
		Category F1 and F2	Other Category	Category R1 and R2	Other Category		
Footways cycle tracks cycle trails and at designated carriageway crossing point	Vertical Different in level of the surfacing creating a tip hazard	>70 21-70	>100 41-100 21-40	>100 41-100 21-40	>100 41-100 21-40	E 5D 20D	Notify Street Works Inspector if SU works
	Small depression, hump, failed patch, slab profile without vertical face causing trip hazard	>100 >25	>100 41-100 25-45	>100 41-100 25-45	>100 41-100 25-40	E 5D 20D	
	Cracks joints and holes greater than 20mm wide and less than 50mm wide	>40	>40	>40	>40	5D 20D	
Carriageway excluding designated carriageway crossing point	Localised edge deterioration	>100 75-100	>150 101-150 75-100	>100 75-100	>150 101-150	E 5D 20D	
	Pothole, depression or hump	>100 >40	>100 40-100	>100 >40	>150 >101-150 60 -100	E 5D 20D	
	Cracks joints and holes greater than 20mm wide and less than 50mm wide	>40	>40	>40	>60	5D 20D	

<b>Table A1: - Safety Inspection Criteria: - Measurable defects (Cont'd)</b>							
Location	Description of hazard	Investigation depths of hazard in mm to trigger a risk assessment for different category of road				Suggested Response	Comments
		Urban		Rural			
		Category F1 and F2	Other Category	Category R1 and R2	Other Category		
Kerbs edgings, Traffic calming features, channels and Ironwork	Vertical projection	>50 25-50	>25	>50 25-50	>25	5D 20D	Notify Street Works Inspector if SU works
	Horizontal Projection	>50	>50	>50	>50	5D 20D	

**2) Other safety related issues:- non-measurable defects**

Unless stated below the inspector is to assess if the defect will create an imminent danger and thus require an immediate emergency response, or that the defect should be repaired as a 5 working day or 20 working day response time. 5 working days would usually be for defects on Category F1, F2, R1 and R2 routes, with 20 working days for other routes. However, the inspector should use the risk matrix table as described in section 13 to determine actual response times and after that assessment, may deem the defect to be a maintenance defect.

<b>Table A2: - Other safety related issues: - non-measurable defects</b>		
Location or asset	Description of hazard	Comments
Footways, cycle tracks, cycle trails and hard surface and Hardened Verge in urban areas	Rapid change of profile greater than 25 mm and extending in any one direction less than 300mm.	Suggest response times 5D for Category F1 & F2 roads; Suggest 20D for all others.
Manhole Covers, Frames, Boxes Gully gratings	Missing, badly cracked, rocking, in danger of collapse. Worn and slippery surfaces to covers	Missing Ironwork should be classed as an emergency

<b>Table A2: - Other safety related issues: - non-measurable defects (Cont'd)</b>		
<b>Location or asset</b>	<b>Description of hazard</b>	<b>Comments</b>
Gully gratings	Wrong direction to traffic.	Suggest response time 20D
Kerbs, Edging, Channels	Miscellaneous damage presenting trips, traps and projections hazard	
Gullies, Grips, Ditches, Drains, Culverts	Blockages, flooding/standing water, damaged/collapsed, excessive silting	Depends on location response time to be Risk assessed
Grassed Areas, Hedges, Trees	Inadequate visibility, dying, diseased (including trees within falling distance of the highway)	Defect to be reported to verge maintenance contractor with either an E, 5D or 20D response time after Section 13 risk assessment undertaken
Carriageway or footway	Build-up of Debris, detritus, accumulations, leaf litter or significant loose chippings	Section 13 Risk assessment required to determine response
Road Studs and Pads	Loose, missing within prohibitions lines, detached	
Road Markings	Inadequate visibility, of prohibitions lines, junction markings and pedestrian crossing road markings	Suggest response times 20D
Road Traffic Signs, Pedestrian barriers and bollards	Missing/damaged/illegible prohibitions and warning signs, missing/damage Pedestrian barriers, damaged Bollards	
Traffic Signals, Pedestrian, Pelican, Puffin or Toucan Crossings,	Signal out, Failure, damaged to extent where safety and/or functionality is compromised	Defect to be reported to traffic signal contractor with either an E, 5D or 20D response time after Section 13 risk assessment undertaken
Signals heads,	Signal heads obscured by vegetation	Defect to be reported to verge maintenance contractor as an emergency

<b>Table A2: - Other safety related issues: - non measurable defects (Cont'd)</b>		
<b>Location or asset</b>	<b>Description of hazard</b>	<b>Comments</b>
Road lighting and illuminated traffic signs	Exposed electrical conductor or door off column, hanging luminaires, bowl or bracket arm or badly damage column	Defect to be reported to Street Lighting team as an emergency
Road lighting	Failure, damaged to extent where safety and/or functionality is compromised,	Defect to be reported to Street Lighting team with either an E, 5D or 20D response time after Section 13 risk assessment undertaken
Safety Barriers, Bridge Parapets and Retaining Walls	Damaged to extent where functionality is impaired, or otherwise liable to cause a danger	Report to structures team
Bridges	Significant damage including deformation or loss of structural element. Loose or missing bridge joints	Report to structures team
Traffic Calming Features	Damaged and/or loose components. Worn markings	
Culverts having the potential to cause flooding of buildings	Accumulation of material upstream and downstream of the culvert with potential to cause flooding	
Utility apparatus	Missing or damaged covers, hanging cables, damaged poles, boxes and cabinets	Notify Street Works Inspector
General	Other defect which are consider safety related	

**3) Maintenance defects**

The table below is a list of maintenance defects which the inspector should record and report in the system for action by the council teams. Defect items in section 2) of this appendix A which are not deemed to be safety defects requiring to be actioned within 20 working days, should be reported as a Maintenance defect and are thus not relisted in the table below.

<b>Table A3: - Maintenance defects</b>		
<b>Location or asset</b>	<b>Description of hazard</b>	<b>Comments</b>
Road lighting	Daytime burning	Reported to Street Lighting team
Road Studs and Pads	missing outside of prohibitions lines	Report as defect
Road Traffic Signs, pedestrian barrier and bollards	Missing/damaged/illegible non- prohibitions and warning signs, Damaged pedestrian barrier, missing/ Damaged Bollards	Reported to traffic team
Road Markings	Inadequate visibility, of non-prohibition lines, junction markings and pedestrian crossing road markings	For straight replacement report as defect; If change may be required, report to traffic team
Barriers and parapet walls	Damaged	Report to structures team
Bridges	Damaged Bridge joints, structural crack	Report to structures team

**4) Condition Indicator**

The table bellows is list condition indicator which the inspector should record and report in the system if there is large area of this type of condition which would justify scoring the section a 5 (poor condition)

<b>Table A4: - Condition Indicator</b>		
<b>Location or asset</b>	<b>Description of hazard</b>	<b>Comments</b>
Flagged Footway	Cracked flags, Uneven flags/Rocking flags	
Modular Paved Footway	Cracked/Rocking/ Gaps between and/or missing blocks	
Bituminous footway	Spalled, fretting, missing surface course	
Carriageways	Spalled, fretting, missing surface course	Usually surface course failure
Carriageways	Rutting and shoving	High traffic volumes and softer binders
Carriageways	Crazing and structural failings, sub-base pumping	Structural and foundation issues