

# **GUIDANCE ON CONSISTENCY**

**AN ADDENDUM TO THE LoTAG GUIDANCE ON HIGHWAY  
SAFETY INSPECTIONS**

**FOR**

**THE LONDON TECHNICAL ADVISERS  
GROUP (LoTAG)**



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FOR CONSULTATION

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

*[List to be completed after consultation period]*

FOR CONSULTATION

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## 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.

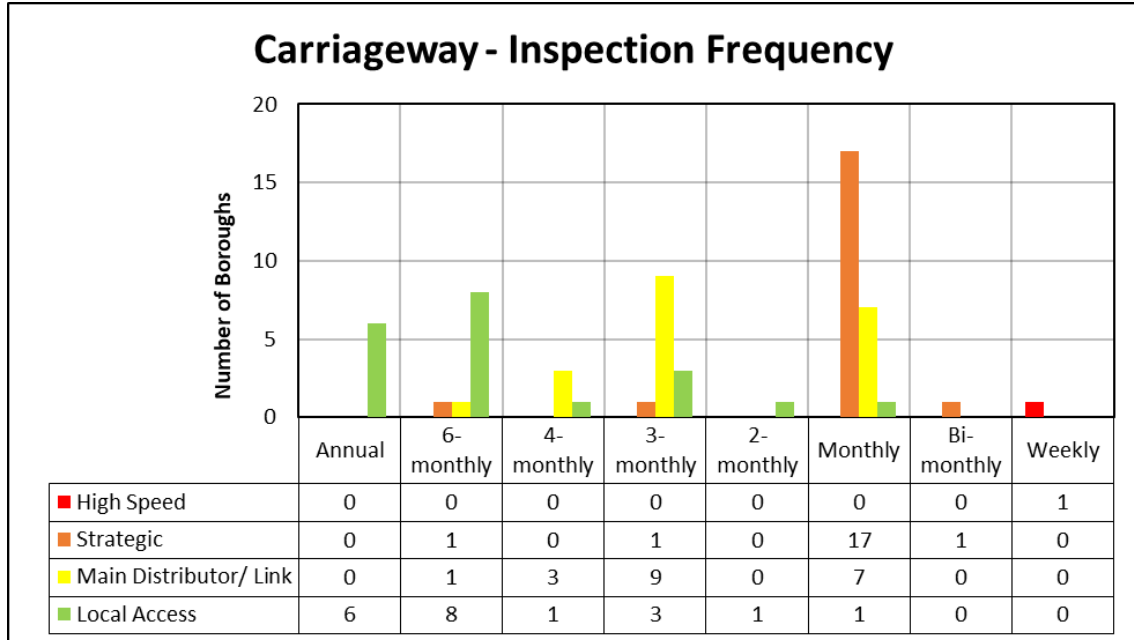
1.3.2. The graphs in Section 2 below summarise the relevant data collected through the Status Report. This provides evidence and opportunity for an authority to benchmark and provide background to their local choices for inspection frequency, investigatory levels and response times.

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.

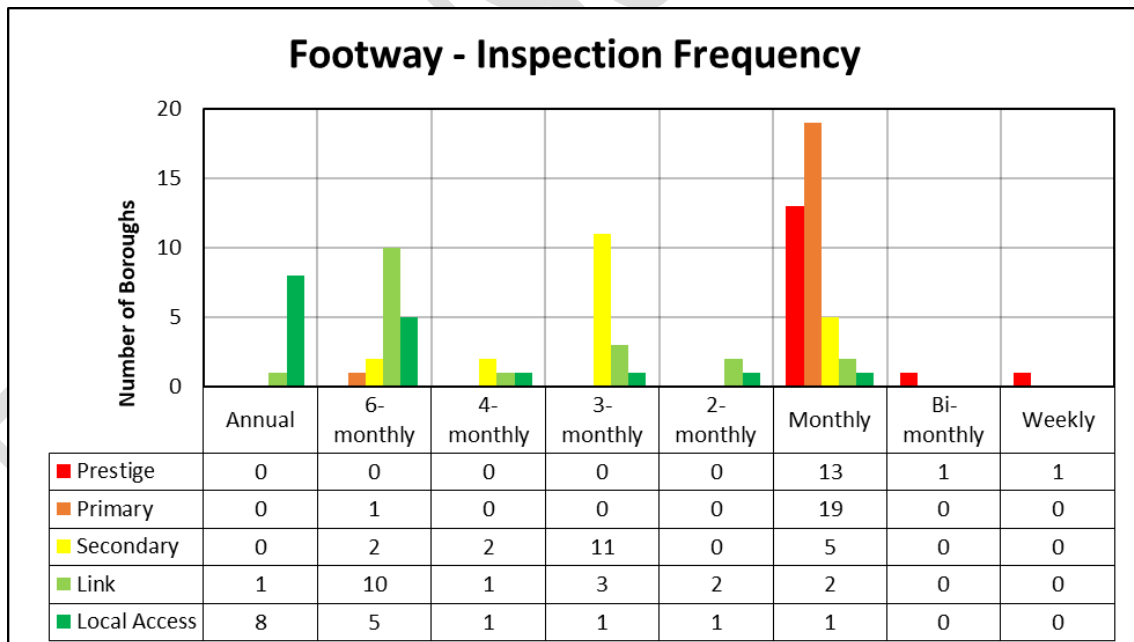
## 2. CURRENT APPROACH IN LONDON

### 2.1. INSPECTION FREQUENCIES

#### 2.1.1. Carriageways

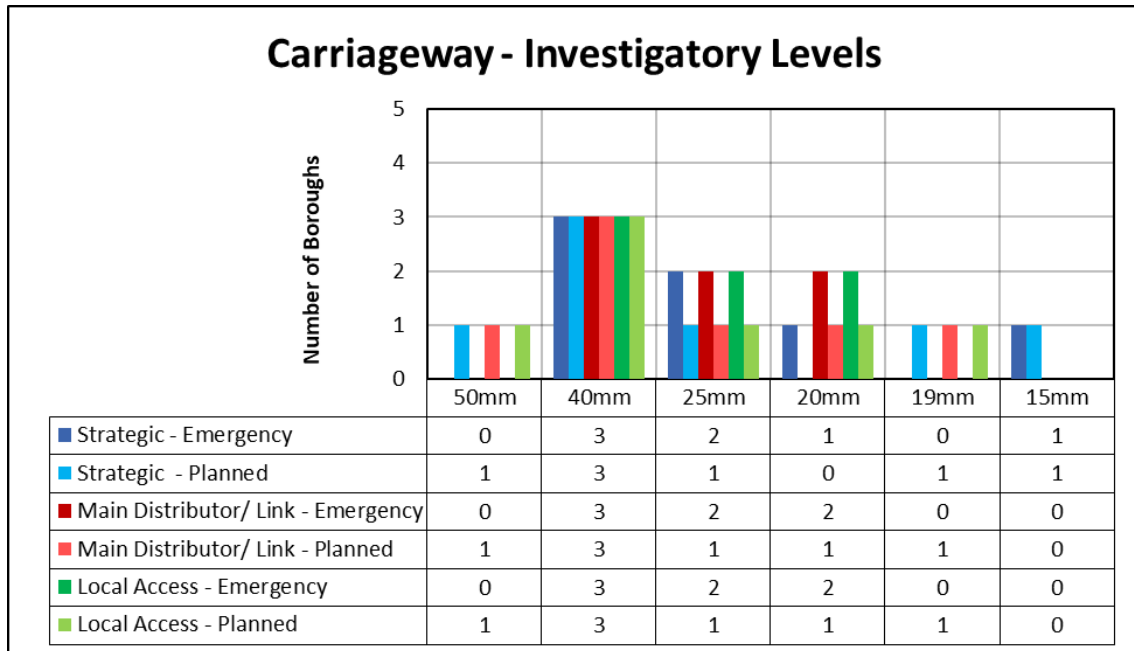


#### 2.1.2. Footways

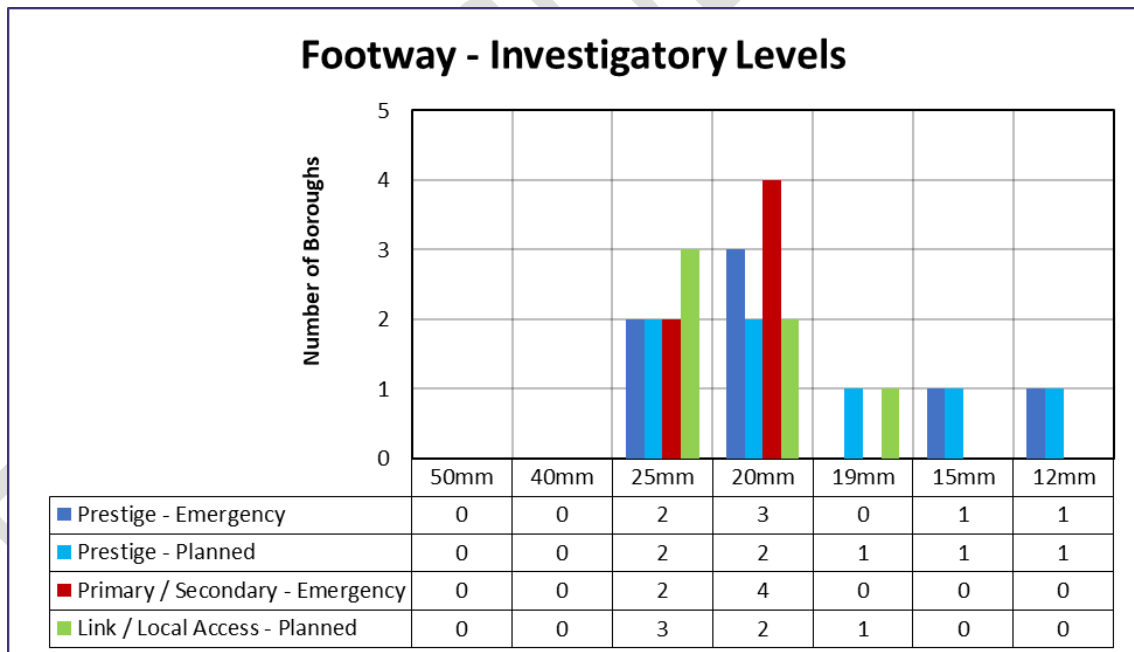


## 2.2. INVESTIGATORY LEVELS

### 2.2.1. Carriageways

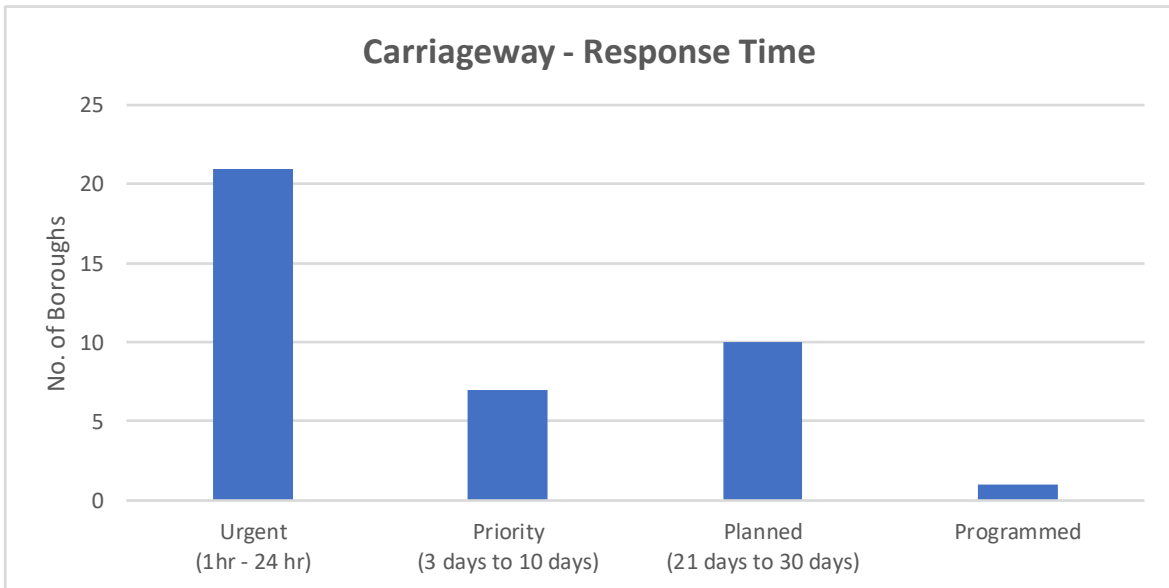


### 2.2.2. Footways



### 2.3. RESPONSE TIMES

#### 2.3.1. Carriageways



#### 2.3.2. Footways

