

Carriageway, Footway and Cycleway Maintenance Strategy Update During Coronavirus Pandemic

The inspection of the highway network in Essex continues to be a priority task throughout the period of the Coronavirus pandemic.

However, due to the way in which this service is delivered, it is necessary to make some changes for the duration of the pandemic to ensure the safety of both the public and staff undertaking the works.

Inspections will only be undertaken where acceptable social distancing protocol in line with Government advice can be observed. This assessment will be made at site, prior to commencement of inspection, with the inspector being empowered to halt the inspection at any point if they feel unable to work within these protocols.

Non-walked inspections will be revised to identify Priority 1 and 2 defects only. This is to facilitate single manned driven inspections, as below whilst anticipating additional absences across the service due to COVID.

Walked inspections will be reinstated to their normal mode of operation, to identify Priority 1-4 defects inclusive.

Driven inspections will be undertaken with a single occupant in vehicles only as per the existing process for enquiry inspections.

- **Monthly Walked & Driven**

Walked inspections are already lone inspected, and will continue to identify all defect priorities

Driven inspections will be allocated as usual, however the driven will be by a single inspector whom is only looking for spot defects meeting a Priority 1 or 2 safety defect. These will be very clear for the well trained inspectors to see. Driven inspections are traditionally double manned to ensure the inspector can look for anything at all that looks to meet minimum investigatory levels. With inspections reduced to identify Priority 1 and 2 only, a driver is not required as the inspection will be carried out in the same way as if the lone inspector was dealing with enquiries - currently a lone inspector activity.

- **Quarterly Walked & Driven**

Walked inspections are already lone inspected, and will continue to identify all defects priorities

Driven inspections will be allocated as usual, however the driven will be by a single inspector who is only looking for spot defects meeting a Priority 1 or 2 safety defect. These will be very clear for the well trained inspectors to see. Driven inspections are traditionally double manned to ensure the inspector can look for anything at all that looks to meet minimum investigatory levels. With inspections reduced to identify Priority 1 and 2 only, a driver is not

required as the inspection will be carried out in the same way as if the lone inspector was dealing with enquiries - currently a lone inspector activity.

- Annually Walked & Driven

Walked inspections are already lone inspected, and will continue to identify all defect priorities

Driven inspections will be allocated as usual, however the driven will be by a single inspector who is only looking for spot defects meeting a Priority 1 or 2 safety defect. These will be very clear for the well trained inspectors to see. Driven inspections are traditionally double manned to ensure the inspector can look for anything at all that looks to meet minimum investigatory levels. With inspections reduced to identify Priority 1 and 2 only, a driver is not required as the inspection will be carried out in the same way as if the lone inspector was dealing with enquiries - currently a lone inspector activity.

For all driven inspections, the inspector will attempt to obtain some details of the defect such as dimensions and a photograph, only where it is safe to do so, this is not essential. The minimum requirements for defect identification via single manned driven inspections are location, description and priority.

We will be continuously monitoring the situation, Government guidance, resource, safety of the Inspection and repair teams and that of the public. This may include us only investigating urgent enquiries, no longer being able to continue routine inspections on some or all frequencies during this period and instead operating a reactive service similar to our existing Out of Hours service. This involves only investigating urgent safety related enquiries from emergency services and the public. We would record and take action to Priority 1 or Priority 2 defects only.

We will endeavour to return to our normal level of service as the restrictions in place for the pandemic allow, and our resources permit.