**ANNEX C – Defect Codes**

April 2018

| **Defect Code** | **Short Description** | **Detailed Description** | **Criteria** | **Treatment** |
| --- | --- | --- | --- | --- |
| SI01 | CW Pothole | loss of material from part or all of the surfacing layers creating a sharp edged hole or void | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX01 | CW Pothole | See above | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SX02 | Carriageway edge deterioration | Localised breaking away or erosion of the edge of an unrestrained carriageway to such an extent that it is encroaching into the running line of vehicles or cycles | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SI02 | Carriageway edge deterioration | See above | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SI03 | Carriageway depression | A rapid change in the surface profile of the carriageway creating a depression with a difference in vertical level greater than 100mm | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX03 | Carriageway depression | A rapid change in the surface profile of the carriageway creating a depression with a difference in vertical level greater than 100mm | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SI04 | Carriageway hump or heave | A rapid change in the surface profile of the carriageway creating a hump or heave in the surface of the carriageway with a difference in vertical level greater than 100mm. | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX04 | Carriageway hump or heave | See above | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SI05 | Carriageway – loss of material around ironwork | Loss of carriageway surfacing layers adjoining ironwork, such as inspection cover or gully grate, leaving a pothole like defect. The ironwork is sound and does not need re-setting | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX05 | Carriageway – loss of material around ironwork | See above | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SI06 | Carriageway sunken trench | Where the surface height of a trench reinstatement creates a vertical difference in level with the adjoining carriageway surface. If it appears to be a utility trench within its guarantee period (typically 2 years) then this must be reported via SU2 utility CW defect | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX06 | Carriageway sunken trench | See above | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SX07 | Carriageway gully missing/broken grate | A missing or broken gully grating | Not applicable | Repair/replace gully grate/frame |
| SX08 | Carriageway gully sunk/rocking | Gully frames and gratings and which are sunk, raised, rocking or broken and causing a step in level to the surrounding carriageway surface. This may be causing a problem with the surrounding surfacing which will need reinstating | Full repair to be undertaken | Replace/reset ironwork and excavate & reinstate surfacing |
| SI09 | Footway pothole | Loss of material from part or all of the surfacing layers creating a sharp edged hole or void. | Road surface deterioration is such that no neat edge is available or can be saw cut | Infill Repair Method – See Annex G |
| SX09 | Footway pothole | See above | There is little or no road surface deterioration and a neat edge is available or can be saw cut. | Excavate & Reinstate Repair Method – See Annex G |
| SI10 | Footway – loose or rocking paving | Where a paving unit (e.g. flag stone or block paviour) is moving or rocking and creating a vertical difference in level with the adjoining footway surface. | Paving units are **not** broken. This is generally used when on high amenity/primary walking/conservation streets. Surrounding paving units are sound and not moving or rocking | Reset paving unit |
| SX10 | Footway – loose or rocking paving | See above | Paving units are **not** broken. This is generally used when **not** on high amenity/primary walking/conservation streets. Surrounding paving units are not sound and are moving or rocking. | Infill with bituminous material |
| SI11 | Footway broken, missing paving | Where a paving unit (e.g. flag or block paviour) is broken or missing and creating a vertical difference in level with the adjoining surface. | This is generally used when **not** on high amenity/primary walking/conservation streets | Infill with bituminous material |
| SX11 | Footway broken, missing paving | See above | This is generally used when on high amenity/primary walking/conservation streets | Replace and reset paving unit. |
| SX12 | Kerb – sunken/raised | Where a kerb or kerbs are sunk, raised, moving and rocking creating a vertical difference in level with the adjoining **footway** surface. | Not applicable | Reset kerb |
| SX13 | Damaged bollard | A non-illuminated concrete, metal, plastic or self-righting bollard which is damaged and or unstable which poses a risk to highway users | Not applicable | Repair or remove bollard |