



# ANNEX C – Defect Codes

April 2018

<b>Defect Code</b>	<b>Short Description</b>	<b>Detailed Description</b>	<b>Criteria</b>	<b>Treatment</b>
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 & Reinstatement 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 & Reinstatement 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 & Reinstatement Repair Method – See Annex G

<b>Defect Code</b>	<b>Short Description</b>	<b>Detailed Description</b>	<b>Criteria</b>	<b>Treatment</b>
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 & Reinstatement 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 & Reinstatement 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

Defect Code	Short Description	Detailed Description	Criteria	Treatment
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 & Reinstatement 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 & reinstatement 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 & Reinstatement 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 <b>not</b> 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 <b>not</b> broken. This is generally used when <b>not</b> on high amenity/primary walking/conservation streets. Surrounding paving units are not sound and are moving or rocking.	Infill with bituminous material

<b>Defect Code</b>	<b>Short Description</b>	<b>Detailed Description</b>	<b>Criteria</b>	<b>Treatment</b>
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 <b>not</b> 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 <b>footway</b> 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