

Our ref: 39298048
13 May 2022

Alan Cox
???

Account reference:request-853528-8de5b324@whatdotheyknow.com

Freedom of Information Act 2000

Dear Alan Cox

I can confirm that the information requested is held by Birmingham City Council. I have detailed below the information that is being released to you.

Request

Dear Birmingham City Council,

Please could you provide information that is provided to contractors such as Kier about the following:

1. How are defective/broken slabs and damaged tarmac identified for replacement or repair?
2. What level of damage is acceptable for public footpath use in both paving slabs and tarmac areas?
3. How repairs or replacements are carried out eg bedding materials, gaps between slabs, and the difference in slab sizes?

Yours faithfully,

Alan Cox...

Response

Please could you provide information that is provided to contractors such as Kier about the following:

1) How are defective/broken slabs and damaged tarmac identified for replacement or repair?

Safety Inspections are designed to identify all defects likely to create danger or serious inconvenience to users of the network or wider community. The risk of

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danger is assessed on site and the defect identified with an appropriate priority response.

Safety Inspections are carried out on foot (walked) or from a slow-moving vehicle (driven). Walked inspections will be undertaken on all roads in the City on at least an annual basis except where it is unsafe to do so; driven surveys will take place on such routes. Inspection routes may in certain circumstances combine walked and driven elements such as where a Primary Walking Route Footway (e.g. a shopping parade) coincides with a Strategic Route Carriageway, with the inspector proceeding on foot for the Footway element.

2) What level of damage is acceptable for public footpath use in both paving slabs and tarmac areas?

Our Service inspection Strategy (copy attached) which is aligned to the Well Managed Highways Infrastructure a code of practice states:-

Defect Investigatory Levels

The Code is not prescriptive in providing local authorities with individual thresholds for defect investigatory levels. Birmingham's Safety Inspections therefore employ the use of investigatory levels for some of the more common defects which relate to industry good practice.

However, the investigatory levels can only be regarded as a guide for Highway Inspectors as each defect will be considered against its individual circumstances in the course of Safety Inspections.

Investigatory levels for some of the most common highway defects are identified in Table 6.

Typical Defect Types and Classification Defect Investigatory Level Notes
Footway: potholes; rutting; trips; gaps / cracks; sunk ironwork 20mm or greater

Carriageways on defined pedestrian route as part of a controlled crossing:
potholes; rutting; trips; gaps / cracks; sunken ironwork 20mm or greater.

3. How repairs or replacements are carried out eg bedding materials, gaps between slabs, and the difference in slab sizes?

Repairs are of a similar quality and type to the existing materials and therefore the bedding material will depend on the existing material. We then use an Infill mortar to fill gaps between slabs where we are unable to match the existing slabs.

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Please quote the reference number 39298048 in any future communications.

If you are dissatisfied with our response to your request, you have the right to ask for an internal review. Internal review requests should be submitted within 40 working days from the date this authority issued its initial response to your original letter and should be addressed to:

Corporate Information Governance Team
PO Box 16366
Birmingham
B2 2YY
Email: infogovernance@birmingham.gov.uk

If you are still dissatisfied with the Council's response after the internal review you have a right of appeal to the Information Commissioner at:

The Information Commissioner's Office

Website: www.ico.org.uk

I will now close your request as of this date.

Yours faithfully

Jenny Bent
Business Support Coordinator

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